

Road Safety & Transportation Projects Fairfield & Gonzales

Community Meeting with SJD and EMJ

June 15, 2021



Agenda

- Welcome & Territorial Acknowledgements
- Introductions
- Housekeeping
- Roundtable – Road Safety Priorities
 - City of Victoria
 - Ecole Margaret Jenkins
 - Sir James Douglas
- Dialogue / Next Steps

Housekeeping

- This meeting is one of many ways that the City is sharing information and collecting feedback.
- Virtual sessions are not the same as in-person meetings or collaboration sessions. We recognize that participating requires patience and the use of different tools.
- Transportation is an important issue to our entire community – road safety matters to staff, Council, residents and visitors
- We know mobility needs are personal
 - What works for some people, won't work for others
 - What the City prioritizes might not be your priority

Housekeeping

- Please maintain a respectful environment for all attendees
- When you are not speaking, please mute your microphone to reduce background noise
- During the Q&A, please raise your hand (either physically or using the hand icon) so the host can call on you to speak
- Permission to record session

Transportation Division Informational Presentation

June 15, 2021



Purpose of Presentation

- Provide overview of City's mobility vision, priorities, approaches and objectives
- Info share on how City makes decisions, build partnerships and advances common goals
- Highlight recent investments around school sites and identify future candidate projects.
- Answer questions or clarify information. Listen to ideas, suggestions, preferences, and concerns.

Transportation Programs

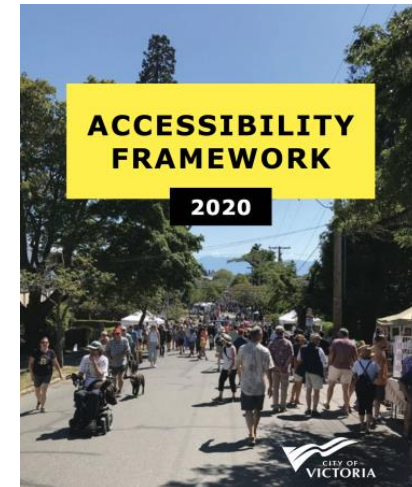
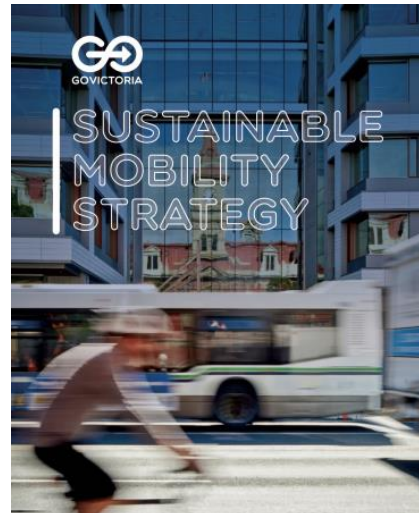
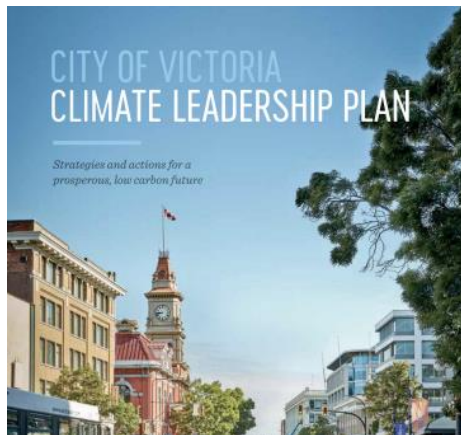
- Sidewalks
- Crosswalks
- Traffic Calming
- Traffic Signals
- AAA Bicycle Network
- Transit
- Road Paving
- Data Collection
- Transit shelters
- Bicycle racks
- School Safety
 - CRD Ready, Set, Roll (SJD 2018)
 - School Streets Program (SJD 2019, 2021)
 - Ongoing operational improvements (MJE, SJD)

PLUS

- *My Great Neighbourhood Grant Program*
- *Build Back Victoria Program*
- *Strategic Planning Grant Program*
- *Participatory Budgeting Program*



Policy Context for Mobility



Go Victoria: Our Vision, Targets and Values

BY 2023...

All of Victoria's curb space is valued, managed and prioritized

Reach and maintain zero annual traffic fatalities and severe injuries



Reduce average vehicle kilometers travelled per household by 20% from 2017 levels

BY 2030...

- Systematically eliminate obstructions to create safer and more comfortable sidewalks on every street in our municipality
- Double transit ridership to, from and within the City
- 55% of all trips made to, from and within Victoria are by walking, rolling or cycling
- Renewable energy powers 30% of passenger vehicles and commercial vehicles operating in Victoria
- All Victoria neighbourhoods are "complete" by design, where residents can meet their daily needs within a 15-minute walk

BY 2025...

The City's traffic and smart mobility infrastructure provides real-time mobility safety and performance data to support evidence-based decisions

BY 2026...

95% of household transportation needs are fulfilled with less than 15% of their monthly income.

Reduce average vehicle ownership per household by 30% from 2017 levels



Clean, seamless mobility options for everyone

OUR MOBILITY VALUES



Safety



Liveability and well being



Equity and affordability



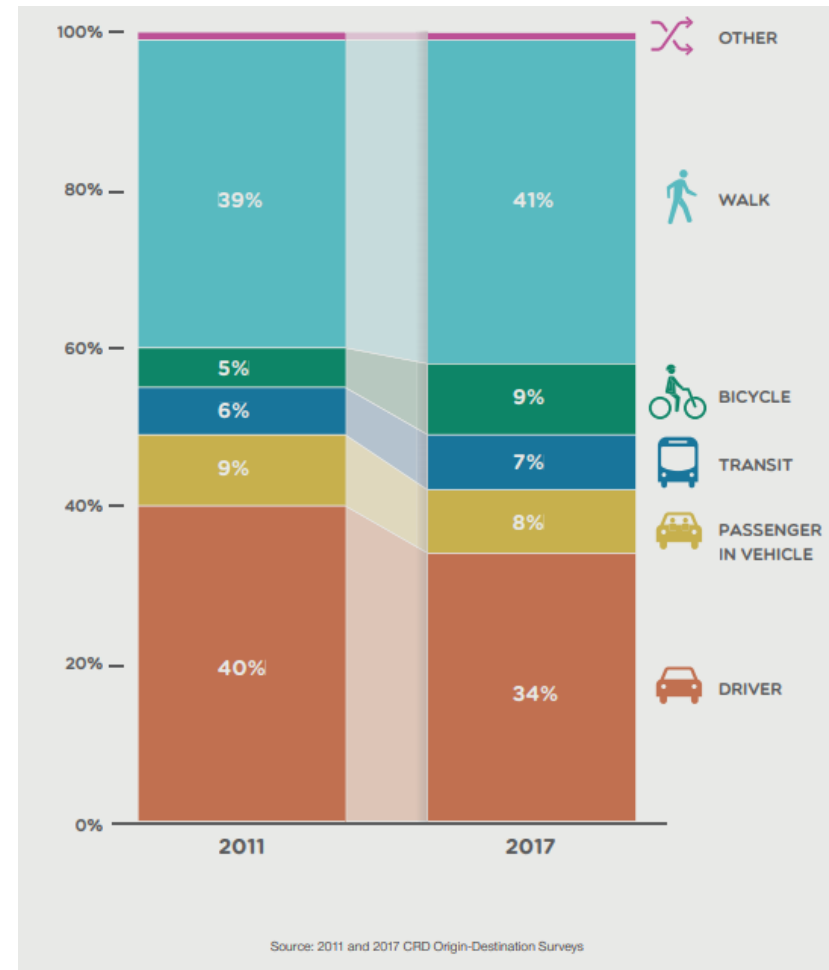
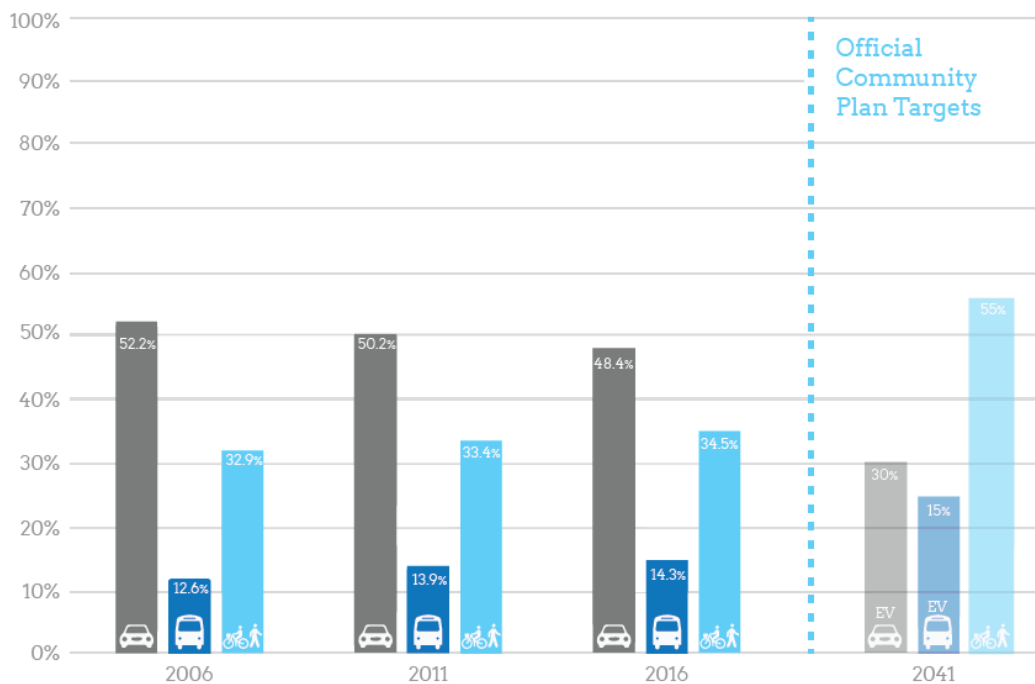
Climate action



Accessibility and connectivity

Mode Shift Goals

Victoria is continuing to see increases in walking, cycling, transit use and the transition to cleaner vehicles



All Ages and Abilities Cycling Network



Balancing Needs in Limited Space

1. Sustainable Mobility



Sidewalks, cycle tracks, transit priority, bike parking, accessible parking

4. Delivery + Loading



local and commercial deliveries

2. Access for People



Transit stops, passenger zones

5. Short-term + Shared Parking



Car share, metered, visitor, time-limited

3. Greening + Activation



Street trees, parklets, patios, planting

6. On-street Parking



Regulated and unregulated

Traffic Safety – Vision Zero

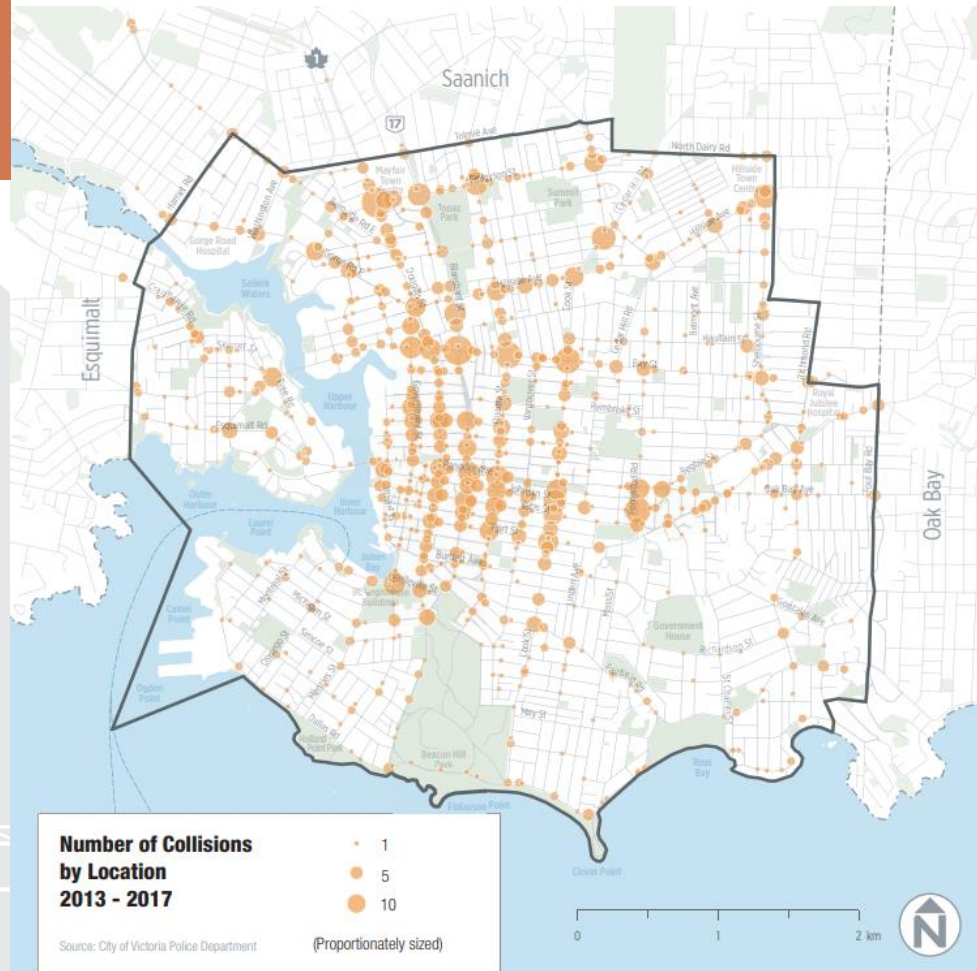
A systems-based model for improved road safety that prioritizes human life over ease of mobility and convenience. Vision Zero acknowledges the importance of safeguarding people with better design and minimized speed to reduce accident frequency and severity.

TARGET

Reach and maintain zero annual traffic fatalities and injuries

GOALS

- 1 A culture of safety for all road users is embraced by the City and general public
- 2 The road network design and operations prioritize the protection of human life over all else
- 3 Emergency response planning and operations are prioritized on our road networks



How We Make Decisions

- **Technical warrant systems**
 - Manuals, standards and/or guidelines
- **Collision data**
 - ICBC and VicPD
- **Agency needs**
 - BC Transit; Victoria Fire
- **Operational data**
 - Volume, speeds, turning movements, trip length
- **Public feedback**
 - Suggestions, concerns, or complaints
- **Asset condition**
 - Renewal requirements
- **Capital project coordination opportunities**
 - Synergies
- **Political direction**
 - Provincial or Municipal
- **New technologies or mobility services** which necessitate action
- **Equity Lens (NEW)**

Road safety is everyone's responsibility

Contacting Transportation, City Services

- **Public Works**

- Pw@victoria.ca
 - Potholes
 - Broken sidewalks

- **Engineering Department**

- Eng@victoria.ca
 - Road Paving
 - Traffic Safety
 - Crosswalks
 - School Safety

Parking Services

- Curbside parking, management
- parkingservices@victoria.ca

Parks

- Parks Department parks@victoria.a
 - Tree Trimming
 - Boulevard Maintenance

General / Other

- Connect Victoria App
- City of Victoria Service Request Form (Homepage – Online Services)
- VicPD - Online traffic complaint submissions / request for enforcement

Transportation Programs

- **Sidewalks**
 - 500 – 1000m / year of new sidewalks
 - Spot replacements and repairs to reduce slips / trips
- **Crosswalks**
 - Typically 5-10/year, steadily increasing through multiple programs and budgets
 - Since 2018, five crosswalks/year upgraded to pedestrian-activated lights. Currently prioritizing crosswalks on high volume corridors (>10,000 vehicles/day) first
- **Speed Limits**
 - City-wide pilot project starting in 2022 to reduce default speeds to 30km/hr on local roads



Transportation Programs

- **Curb Management**

- Operational changes to improve sightlines or make space to support mobility priorities (accessible parking; passenger loading etc.)

- **Traffic Calming**

- Initial focus on school and park 30k zones
- Ongoing data collection to assess local street issues
 - Uplifting local streets averaging 1,000 vehicles/day and 45 km/hr for traffic calming options
- Trialing new traffic calming curbs for speed/pedestrian safety spot improvements (i.e. Fairfield/Irving)

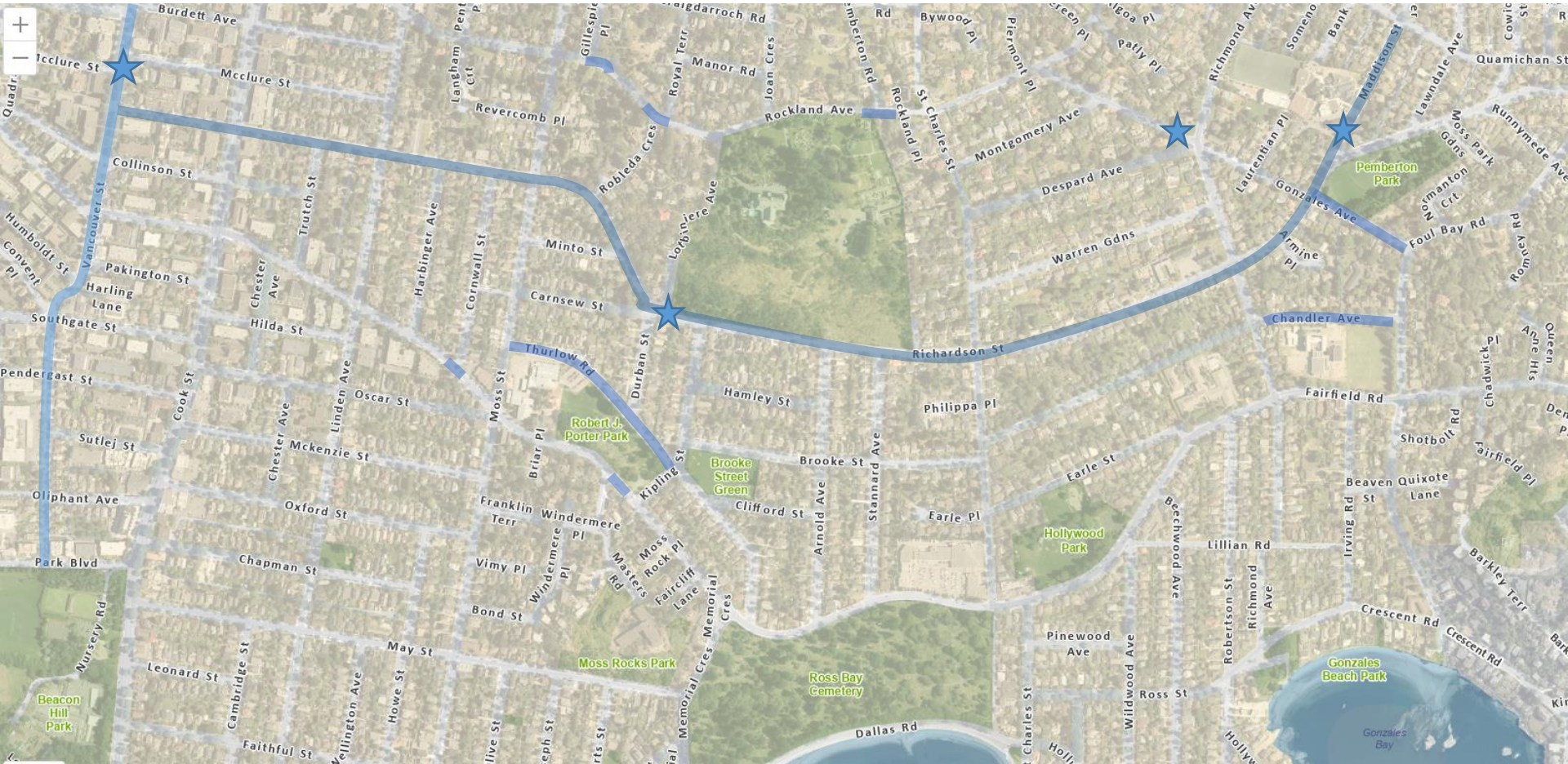


Recent / Upcoming Crosswalk Improvements



*Improvements vary per location i.e. new marked crosswalk, cleared sightlines, median islands, reflective panels, signal changes

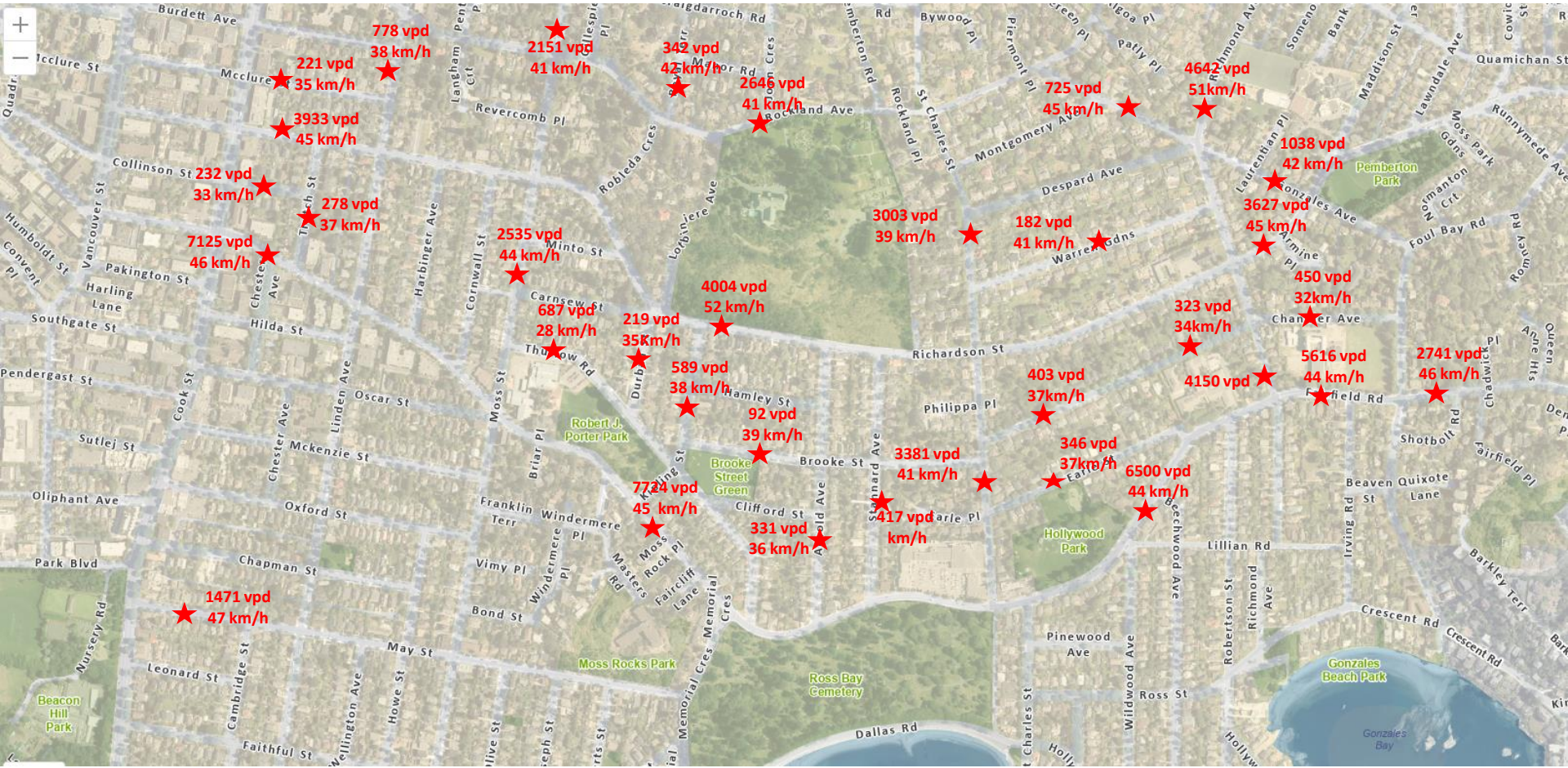
Recent / Upcoming Traffic Calming



*Improvements vary per location i.e. traffic diversions, speed humps, speed reader boards, traffic calming curb trials

★ Placemaking sites vary per location i.e. seating, murals, landscaping, trees, public art

Recent Data Collection



*2018-2021 data points shown above – Majority are publicly available online through VicMap *Traffic Volumes* and *Traffic Speeds* layer

Margaret Jenkins: Road Safety Improvements 2020-2021



Sir James Douglas: Road Safety Improvements 2020-2021

New signage added (all sides) incl. expanded school zone (Moss St north) and park zone added (Kipling)

Speed humps Thurlow Road (Moss to Kipling)

New bike ramp (2019)

Signal – longer walk times (2018), automated recall (2020)

4-way stop and parallel crosswalk bars (2021)

Speed reader board (2021/2022)

Crosswalk reflective panels added

Speed reader board (2021/2022)



Next Steps



The City continues to move forward with its commitments to mobility options and road safety for all residents – including youth and children.

Staff will continue to work with schools

- Attend PAC meetings
- Attend Neighbourhood Association meetings

Our approach will continue to:

- Address road safety concerns city-wide and prioritize accordingly
- Align investments with climate, equity and affordability goals
- Facilitate new mobility options for people of all ages and abilities
- Support community-led initiatives through established programs

Discussion / Q&A

Community Meeting with SJD and EMJ

June 15, 2021



Fairfield Road Safety

Parents Advisory Councils – Sir
James Douglas and École Margaret
Jenkins Elementary Schools

June 15, 2021



Purpose of the meeting request:

- To discuss current, unaddressed and worsening road safety issues around schools, as expressed in recent letters to staff and council
- To discuss parent and community concerns about data collection and plans to address potential impact of Richardson St Corridor project on road safety
- To discuss parent and community concerns about a lack of evident data and plans to address potential bike project impacts

Area, issues and engagement:




The closest parallel East-West corridors for diverted traffic is past our schools

— The Richardson Street Corridor will include permanent vehicle diverters that will change traffic patterns around Sir James Douglas and Margaret Jenkins schools.

SJD and EMJS are located between the two closest detour routes:
1 Thurlow / Brooke / Chandler
2 Fairfield Road

Other detours include:
3 Oak Bay Avenue
4 Dallas Road



Areas, issues and engagement:

- Lack of engagement with PACs led to Parent Survey
- 245 responses from both schools
- More than half of school families live in Fairfield, rest travel from elsewhere
- 70% regularly walk to school
- 60% regularly bike to school
- 44% regularly drive to school
- Only 4% use transit to get to school
- Over 80% of respondents said they had some or many concerns about the planned bike project traffic impacts
- 170 comments about existing road safety concerns

Top Unaddressed Road Safety Concerns:



Speeding – Along Fairfield, Moss, Foul Bay, through crosswalks and school zones



Traffic congestion on main roads – especially during peak commuter & drop-off hours

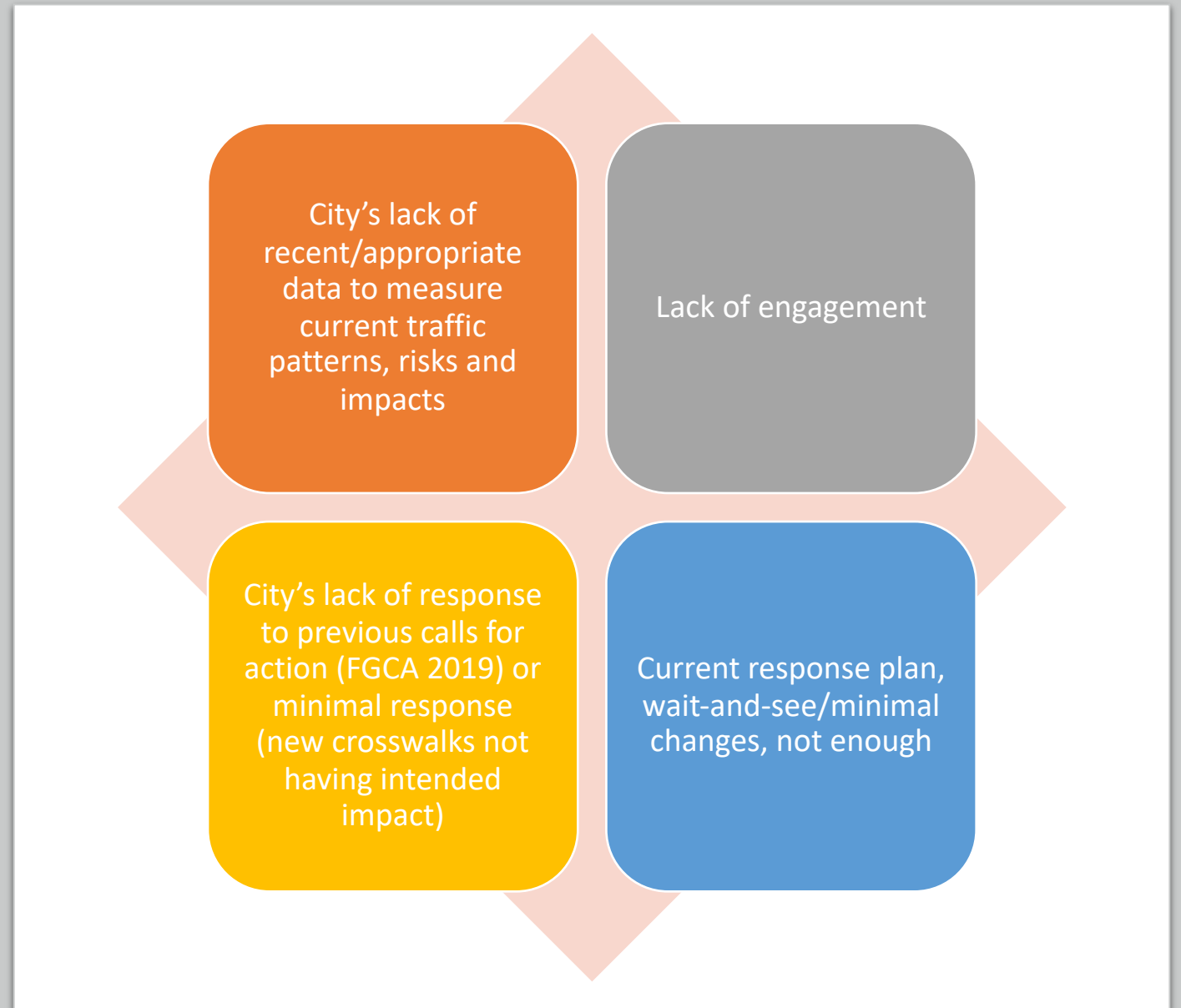


Cut through traffic routes and speeding on narrow, residential streets



Potential for increased traffic due to Richardson Road diversions making existing issues worse

Concerns about potential impact of Richardson road diversions include:



Suggested next steps:

- City to work with community partners to respond to top concerns with Action Plan
- VicPD Traffic Enforcement
- FGCA to engage community
- PAC to share survey results/report

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Discussion and Questions

Thank you!

Richardson Street Corridor

Follow up questions from SJD and EMJS PACs meeting: June 15, 2021

June 29, 2021

1. At the April 22, 2021 City of Victoria Council meeting, the City stated that they had “consulted with” and “alerted” the PACs of both Sir James Douglas and Margaret Jenkins regarding the design of the Richardson Street Corridor and its diversions. A number of City Councillors referenced this information when making their decision to proceed with the plan. PAC Execs from both schools confirm that they were not consulted and that those statements were false. How will the City respond to this?
2. Based on the following results of the PACs Survey (attached and summarized below), plus the fact that the PACs were assumed to have been consulted during the decision making process, will Council and the City agree to further consultation about the design of the Richardson Street Corridor and its traffic diversions in relation to school street safety before breaking ground?
 - 252 respondents
 - 75% live in Fairfield/Gonzales/Rockland
 - 90% of them have children at SJD, EMJS and/or FGCA programs
 - 75% did not receive any direct engagement (mail, email)
 - 69% did not see any indirect engagement (ads, social media, signage, etc.)
 - 82% have concerns about school street safety as a result of the diversions
 - 64% do not support the planned traffic diversions
 - 75% would like the city to address safety concerns before breaking ground
3. At a July 2020 City Council meeting, Mr. Bellefontaine said that due to the Covid-19 Pandemic, the City wasn't able to do as much consultation regarding the Richardson Street Corridor as they would have wished. What consultation was missing?
4. In a July 2020 Council meeting, Mr. Bellefontaine said that out of the 4 cycling corridor projects (Haultain, Government, Kimta and Richardson), Richardson was the most challenging to design because it doesn't have a parallel artery (as Bay is to Haultain, for example) and therefore traffic would be diverted into neighbourhood streets. In addition, and unique to Richardson Street, the directly adjacent parallel neighbourhood streets in question house two elementary schools: Ecole Margaret Jenkins on parallel running

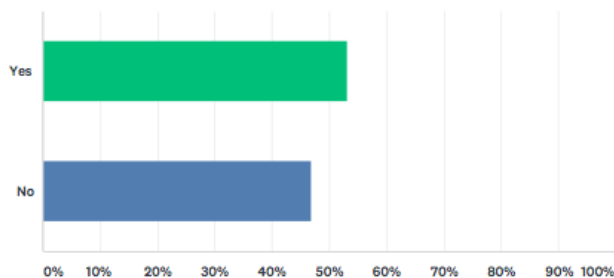
Chandler Avenue, Sir James Douglas on parallel running Thurlow Road. Was neighbourhood consultation with regards to the Richardson Street Corridor design given the same weight as the other three corridors in development despite the greater expected impact on residents and families with school-aged children? The PACs have confirmed that there was no design consultation with either school population.

5. Further to question 4, Appendix G shows that public consultation for the four cycling corridor projects occurred during 2 months (Oct 11 - Dec 15, 2019) and that during that time there were 3 in-person engagement sessions held in Fairfield/Gonzales (Nov 3, 4, 9) out of a total of 23 held citywide. The Richardson project is one of the largest and likely to affect the most residents by nature of its neighbourhood design and yet neighbourhood consultation seems to have been underrepresented at 13%. Is this correct and, if so, why?

6. Was the following question (Q7 - Appendix G) the primary question used to determine residents' understanding and approval of the Richardson Street Corridor's traffic diversions?

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

Answered: 605 Skipped: 133



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

7. Are there guidelines in place at the City for what constitutes sufficient consultation, including plain language requirements for general accessibility and average reading levels of residents?

8. From Appendix G, it appears as though the focus of the comments as garnered by the in-person engagement and online survey (which closed Dec 15, 2019) differ greatly in focus from the emails that were received as of January 2020. Those emails, by comparison, focus almost primarily on concerns over diverted traffic onto neighbourhood streets. When exactly was the entirety of the Richardson Street Corridor traffic diversions design first introduced to residents in relation to the consultation process?
9. Can the City provide the PACs with a comprehensive list of volume and speed traffic data from the past 5 years (2016-2021) for all of Fairfield and Gonzales, including dates, times, and weather at the time of recording?
10. 2020 was not a normal year, even with school patterns being similar in the fall, many were still working from home. ICBC reported 40% less crashes in the City of Victoria during 2020 plus a savings of 600 million dollars province-wide. However, out of a total of 30 traffic volume data points in the Fairfield/Gonzales neighbourhood collected in the past 5 years almost half of them, 13 or 43%, were recorded in 2020. Is the City planning to use 2020 traffic speed and volume data for ongoing safety assessments regarding the Richardson Street Corridor traffic diversions and, if yes, how?
11. Assuming VicMap is accurate, there is no non-Covid (non 2020 data) volume or speed data within 3 blocks of Sir James Douglas elementary school. Without this data how will the City assess the future impact of the Richardson Street Corridor traffic diversions for safety analysis?
12. The 2018 CRD Ready Step Roll program identified a natural neighbourhood greenway for walking and biking to school by way of a heat map. It shows families using Thurlow Road and Brooke Street, which run directly parallel to Richardson Street. VicMaps shows that there is no current (non-2020) data recorded for those streets. Without that data, how will the City measure changes as vehicles are diverted onto this neighbourhood greenway from the creation of an adjacent neighbourhood greenway - the Richardson Street Corridor?
13. In 2018, the CRD Ready Step Roll program identified Richardson as a “future infrastructure improvement”. There is no mention of traffic diversions in this identification. There are, however, 3 areas of concern that do not have current (non-2020) speed data. Without current data, how will the City monitor and address these areas of concern,

considering they will be further impacted by diverted traffic by the development of the Richardson Street Corridor? They are:

- a. Speeding and traffic volume at the corner of Fairfield and Moss (no historical data available at all)
- b. Speeding / volume on Moss Street (other than 2020, last data was from 1997)*
- c. Congestion and unsafe driving on Thurlow Road (zero historical speed data recorded, speed humps have not changed driving behaviours).

*Since raising this at our meeting on June 15, a 2021 data point for speed assessment was added to Moss street between Carnsew and Minto

14. "Journey to Work" (Federal Census) and "Origin & Destination Study" (CRD) were done in 2016 and 2017, respectively. They are five and four years old and do not take into account all of the recent and unknown changes from the Covid-19 pandemic. How is this information being used to make decisions regarding the Richardson Street Corridor traffic diversions?
15. Has the City accounted for the recent 2020/21 changes in catchment rules for SD61, noting that there will now be more families commuting to SJD and EMJS to take advantage of the French Immersion programs in their safety assessments regarding the Richardson Street Corridor traffic diversions?
16. Has any traffic modelling been done to specifically anticipate / extrapolate the increased vehicle load at peak times due to the upcoming 2021/2022 unified citywide school bell time regarding school street safety and the Richardson Street Traffic diversions?
17. Since Richardson Street was a challenge due to lack of a parallel arterial road, did the City consider the placement of temporary diverters to assess safety impacts of diverted traffic on school and neighbourhood streets before making permanent changes?

Sir James Douglas and Margaret Jenkins Elementary Schools Parents Advisory Councils (PAC) Survey: Richardson Street Corridor Traffic Diversions

Quick Sheet | Summary

The Parents Advisory Councils of Sir James Douglas (SJD) and Ecole Margaret Jenkins (EMJS) elementary schools of Victoria, BC, sent the following survey to their school populations.

The purpose was to measure the overall understanding of the planned Richardson Street Corridor traffic diversions with regards to school street safety as well as to survey the level of awareness of the City-led consultative process that occurred in late 2019.

The survey was open from June 6 - 21, 2021.
252 unique responses were recorded.
Full results attached below.

School Associations

137	Sir James Douglas families	} 90%
83	Margaret Jenkins families	
43	FGCA pre-school and before/after care	
21	Other schools	
20	Families without school aged kids	

Neighbourhood of Residence

75%	Fairfield / Rockland / Gonzales
12%	Oak Bay
5%	James Bay
8%	Other

Aware of Diversions?

71% Yes	
14% Somewhat	
14% No	

Saw Direct Engagement

75%	No
8%	Email
6%	Letter Mail

Saw Indirect Engagement

69%	No
18%	Yes
10%	Can't remember

Concerns about Diversions?

54%	Many	} 82%
28%	Some	
16%	None	
2%	Other	

2020 Covid-19 Data, should it be included when analyzing for safety?

56%	No
30%	Yes
7%	Concerns about data handling
7%	Unsure / Other

Approach to Safety Concerns

73%	Address safety concerns before breaking ground
15%	Wait, see and then fix problems as they arise
8%	No approach needed, it's not an issue
5%	Other

PAC Survey: Richardson Street Corridor Traffic Diversions

The Parents Advisory Councils of Sir James Douglas and Margaret Jenkins would like to hear from families about traffic safety issues and the potential impacts of the Richardson Street Corridor (AAA Bike Route) project.

<https://www.victoria.ca/EN/main/residents/streets-transportation/walk-roll-transit/cycling/current-projects.html>

The project will shift traffic patterns in the area by closing Richardson Street to vehicle traffic at various locations. The PACs will share this feedback with the City of Victoria, including parent awareness of the proposed changes.

In addition to School District 61 families, this survey invites responses from families with children attending programs at the Fairfield-Gonzales Community Association, as well as general residents of Fairfield-Gonzales.

In accordance with BC laws your email address will not be shared. The PAC will only contact you if you choose to stay in touch about school street safety (last question).

Email *

Valid email

The Richardson Street Corridor (red) will include permanent vehicle diverters. Likely detour routes are shown in pink and blue.



The closest parallel East-West corridors for diverted traffic is past our schools

— The Richardson Street Corridor will include permanent vehicle diverters that will change traffic patterns around Sir James Douglas and Margaret Jenkins schools.

SJD and EMJS are located between the two closest detour routes:
1 Thurlow / Brooke / Chandler
2 Fairfield Road

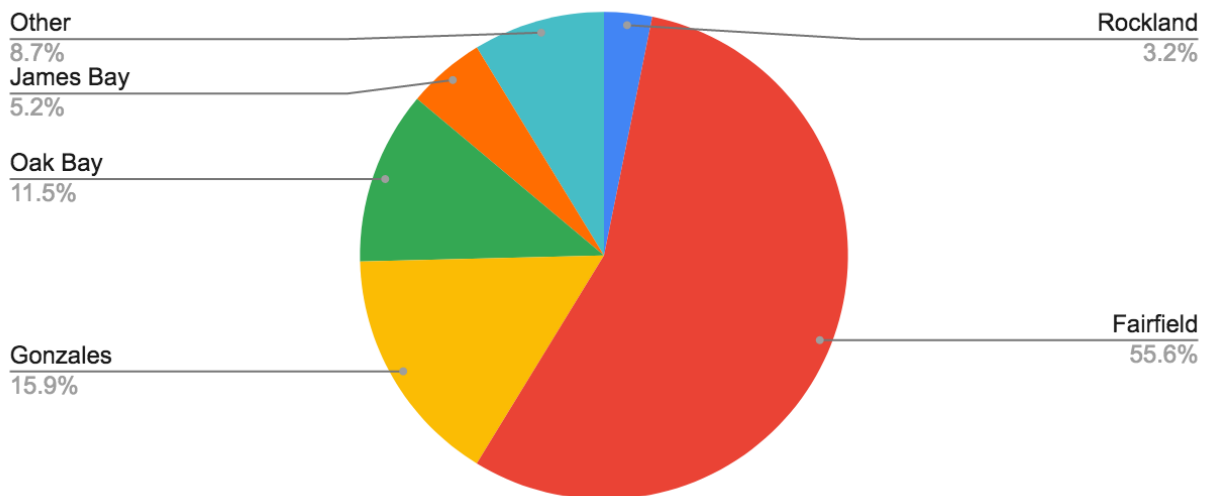
Other detours include:
3 Oak Bay Avenue
4 Dallas Road

Survey Results - Question 1

Where do you live? *

- Fairfield
- Gonzales
- James Bay
- Oak Bay
- Other...

Where do you live? 252 respondents



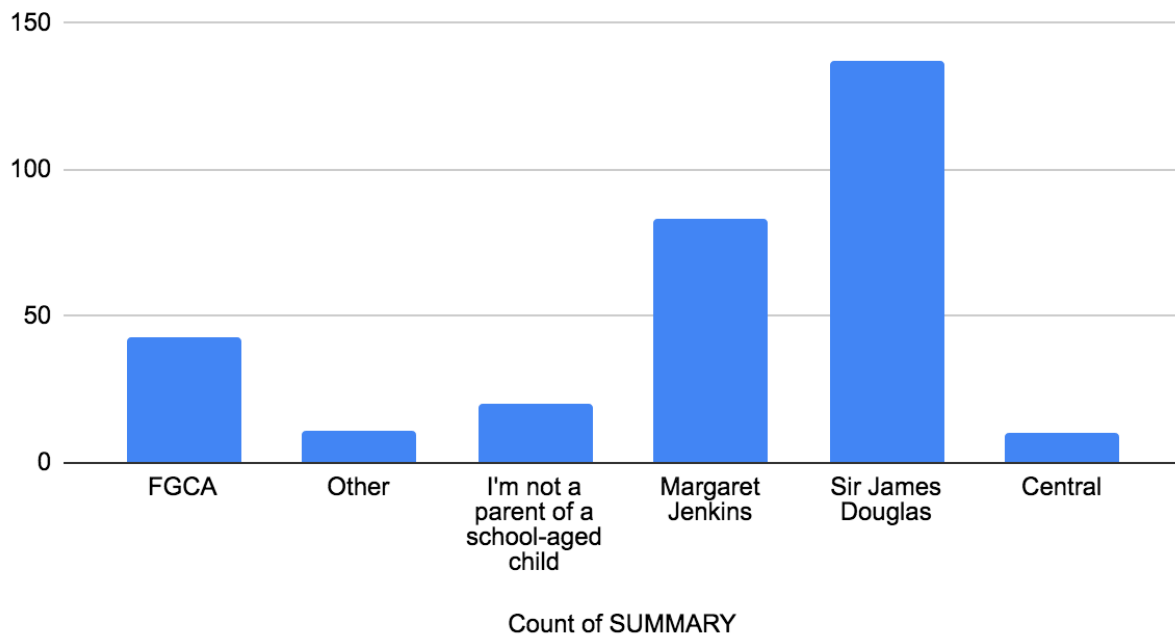
71.5% Fairfield/Gonzales
11.5% Oak Bay
5.2% James Bay
3.2% Rockland
8.7% Other

Survey Results - Question 2

My child(ren) attend: (check all that apply) *

- Sir James Douglas
- Margaret Jenkins
- FGCA preschool
- FGCA before and/or after school care
- FGCA summer camp
- I'm not a parent of a school-aged child
- Other...

My child(ren) attend: (check all that apply): 252 respondents



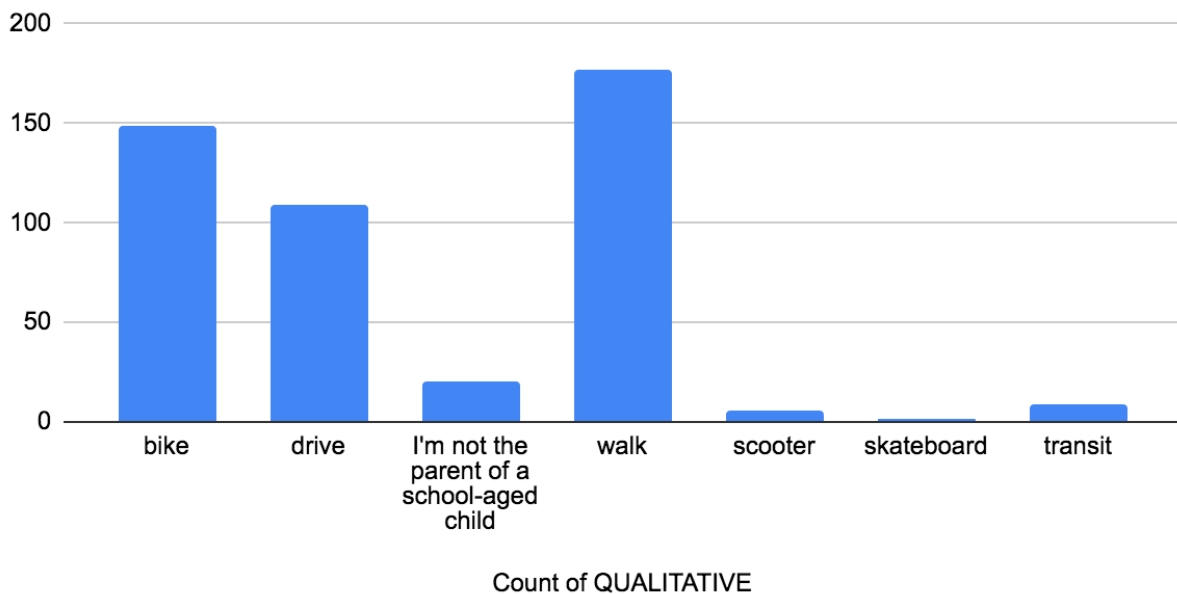
137	Sir James Douglas (SJD)
83	Margaret Jenkins (EMJS)
43	Fairfield Gonzales Community Association (FGCA) programs
20	Not parents of school-aged children
10	Central Middle School
11	Other

Survey Results - Question 3

How do your kid(s) get to school? (check all that apply) *

- walk
- bike
- drive
- transit
- I'm not the parent of a school-aged child
- Other...

How do your kid(s) get to school? (check all that apply): 252 respondents



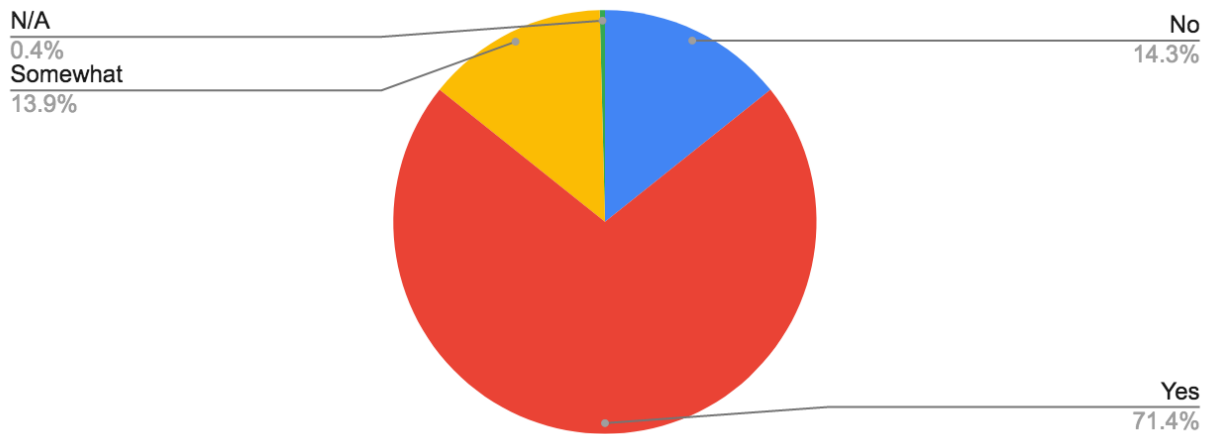
177	walk
149	bike
109	drive
20	not parents of school-aged children
9	take transit
6	scooter
2	skateboard

Survey Results - Question 4

The Richardson Street Bike Corridor project, set to break ground in summer 2021, will create an AAA bike lane with shared road spaces. Are you aware the project includes street closures with the purpose of diverting traffic to other roads (up to 3,000 cars per day)? *

- Yes
- No
- Somewhat
- Other...

The Richardson Street Bike Corridor project, set to break ground in summer 2021, will create an AAA bike lane with shared road spaces. Are you aware the project includes street closures with the purpose of diverting traffic to other roads (up to 3,000 cars per day)? 252 respondents



- 71% Aware of diversions
- 14% Somewhat aware of diversions
- 14% Not aware of diversions

COMMENTS (113)
Please God no
This is a mistake.
I don't believe Richardson's hazards for cyclists outweigh the safety of our children walking to school.
I don't understand why they are choosing the busiest street to use as a bike lane? This simply means rediverting all that traffic to the quieter streets. There are several schools located on these quieter streets. It would make much more sense to install a bike lane on a quieter parallel street OR install seasonal bike lanes on busy streets. My neighborhood is very much opposed to the current plan.
I've only heard about it from the school though, and then read up on it. There seems to have been very little advertising or consultation about the proposal with local residents and school users.
This will drastically increase traffic on all nearby streets and will eliminate any effort to make traveling to

and from school safe
Making bike lanes is always good.
I am not in support of the diverted and have spoken at consultation sessions with city staff about this.
I think this bike lane is completely disruptive and unnecessary.
Diverting traffic from wide streets to small residential streets is irresponsible unless traffic will also be calmed on those smaller streets that weren't designed for the traffic volume.
its Great!
We are not looking forward to the diversions as we use Richardson everyday to move our children to school, driving in the winter
I don't know all the specifics, but what I do know I like. We need more AAA bike lanes in the city and especially one that's in Fairfield.
I think the proposed bike route is an excellent idea, and will contribute to the overall safety and health of local citizens.
I am interested in seeing where the proposed closures and diversions are situated in adjacent streets to prevent shortcutting throughout neighbourhoods. Couldnt find that info on the website..
My concern is that the city doesnt seem to consider families that need to commute from James Bay via car. In James Bay we dont have a French immersion option. If my child went to school in James Bay we would walk or cycle but that isnt possible for us because of the distance and disabilities. Ensuring there are easy driving commute routes from James Bay to SJD is important because it IS our catchment school for French.
I think it a step in The right direction towards making the roads more accessible to children and families for biking to work and school.
I would be curious to see how many extra cars would move to Fairfield. Richardson in general never seems like a very busy street, so doesn't seem like there would be loads more traffic.
AWESOME INITIATIVE! I fully support it!
Vehicular traffic at Intersections 1) Richardson at Moss, Rockland at Moss and specifically Rockland at Linden Ave need to have sort of control. I had in many instances encountered vehicles that come at speed and did not even stop at this intersection. I suggest these intersections be given due diligence.
I'm amazed it would be that much. I already cycle on Richardson to get to OakBay several times a week. We barely see any cars.
Stop project it's a bad idea. I don't feel city of victoria consulted the people living in the area
It's a great idea to have a designated Bike corridor, as Fairfield road is currently unsafe for cyclists. All cars on Fairfield and all bikes on Richardson makes sense.
This entire project shows no recognition of the negative impact on surrounding streets. These streets are narrow with parking on either side. Of course motorists will be forced to make new routes, causing great disruption and endangerment to these quiet neighbourhood streets. The volume of traffic on Fairfield is already substantial . Increases will further negatively impact the safety of school children.
I am absolutely opposed to this, even as a bike rider. It will cause huge congestion closer to the school.
I am not happy about the diverted traffic plan
My understanding is that there will be more traffic diverted to other roads, but also that overall cars per day will be reduced with people choosing different routes. I think that is important context to give that we are going from approximately 6,000 cars per day to 3,000 cars per day. Yes, some of those will be diverted onto side streets, but overall fewer cars in general.

<p>This is a bad idea that is going to increase high-speed traffic and larger vehicles such as delivery trucks onto quieter residential streets.</p>
<p>The city does not care about public input. Their intent is to install bicycle lanes.</p>
<p>Terrible idea</p>
<p>The bike lane plan had extensive consultation and was well advertised. Anyone claiming to be unaware either didn't live in the area at the time of consultation or willfully ignored the numerous signs, posters, media, etc. Also, "purpose of diverting traffic onto other roads" is a misrepresentation. Reducing vehicle traffic on one road does not mean the exact same number of cars are now somewhere else. Some will be replaced by cyclists and pedestrians.</p>
<p>I'm very concerned about my daughter's safety to walk to school</p>
<p>This plan has not taken many factors into consideration</p>
<p>I've heard about it but I was expecting a shared road instead of traffic interruption.</p>
<p>I'm very excited. People speed on Richardson all the time and ignore the stop signs at Moss and Richardson.</p>
<p>Yikes! Why put traffic on side roads, they are not equipped for traffic and then cars are everywhere instead of funnelling down a main route.</p>
<p>I wasn't aware there would be active measures to divert traffic elsewhere.</p>
<p>Stupid idea !</p>
<p>This will increase bicycle, vehicle and pedestrian safety.</p>
<p>Fully supportive of the city of Victoria proposals.</p>
<p>Unfortunately, survey respondents' awareness of other relevant facts about the project, such as traffic calming to improve the safety of all road users by slowing and diverting traffic, new pedestrian crossings, road paving, a neighbourhood plaza, new trees and landscaping, and additional on-street parking, is not included in this survey.</p>
<p>This is the first I heard of this and do find it concerning as the streets around the school are already quite congested. I have seen aggravated drivers making unsafe choices near the schools so diverting even more traffic near them seems very unsafe</p>
<p>What a ridiculous waste of money, not to mention how difficult this will make things for families who have to drive to get their kids to school, by forcing traffic along alternative, narrow side routes which are usually blocked up by cars parking on both sides of narrow residential streets. This is short sighted and obviously proposed by people who don't rely on vehicles for transportation. Only someone who doesn't understand what it is like to need to drive multiple children to different schools by car (not everyone can use a bicycle to get from a to b every day) as their main form of transportation would put something as clunky, difficult to navigate and awkward in place. This is designed to be used by a very small portion of the population and it really burns me up that this is happening. So wasteful and stupid.</p>
<p>I am aware of it now after reading this email</p>
<p>Yes, I am aware and have shared my concerns with the city.</p>
<p>This will make it difficult for me to get to my home, and will involve a convoluted route, with dangerous left-hand turns</p>
<p>Diverting car traffic down already narrow side streets is very concerning for all families who currently use those quieter streets to bike and walk with kids. It's the opposite of what we need! Shocking lack of awareness of what the community needs and wants.</p>
<p>The City has been transparent about its plans over the last several years. I am well aware.</p>
<p>We live on St Charles and Warren gardens. We're very concerned for our own home let alone the school area. We've done all we can to oppose this ill-conceived idea.</p>

It is not necessary to closing Richardson and it will create more traffic for other streets. Not good plan.
Richardson is already a suitable bike route and doesn't require any modifications
Other roads in the area are not as wide or accommodating to traffic - could cause problems.
I approve of bike routes, but dedicated bike routes seem better placed along routes that don't serve as primary traffic through corridors between Oak Bay, Fairfield and the downtown core.
Not sure why we are bothering. Richardson is very wide and I have never felt unsafe biking with my children along it. Now Oak Bay Ave, Quamichan and Fairfield road will be even busier with traffic.
I strongly support the current plan for the Richardson St corridor
Were the likely detour routes assessed by the City or the PAC? Why was Rockland Ave not considered a potential detour route?
unfortunately, I feel like the traffic will be diverted right onto our street which is supposed to be a traffic calmed bikeway as well. We live on Maddison street on the block between lawndale and quamichan and this block is supposed to be bike friendly and my kids cross quamichan daily with no cross walk. I fear that this will become more dangerous if traffic when diverted onto quamichan.
All these blockades will do is re-direct traffic from a road that was intended to have more traffic to those side-roads that were not. I see this as a greater risk to children on these side roads than it was when traffic was originally using Richardson. Some side roads do not even have sidewalks! Why put more traffic on roads with no sidewalks?
This is a terrible idea and I'm so not for this change.
I feel that Richardson St is an ideal road to use as a cycling route because it is already an officially posted bike route, has low impact on BC Transit, is flatter compared to alternative streets (Fairfield and Rockland), and is long enough (uninterrupted) to connect South Oak Bay to other parts of the cycling network.
I support the AAA bike lane project
I'm concerned about the diverted vehicles creating safety problems on my street
I very much support this project, promoting active transportation, making it safer for kids to bike to school, and reducing our carbon footprint. The project will support commuting by bike instead of car.
Richardson st is a existing collector road for good reason. The plans for closing the road to traffic is too extreme. By taking parking away from one side to make room for a bike lane is a easier solution. Cars will not respect the local traffic only and only put people in danger. Glenlyon Norfolk traffic feeds onto Richardson at Maddison instead of the 800 block Maddison. BC transit has a bus that travels down Richardson. It can not go any where else.
My understanding was the road was shared by bicycles and cars. But I must not be up to date.
Richardson has always been a feeder street that is meant to accommodate noncommercial local traffic.
It will take more cars off the road than it will divert. Richardson is a neighbourhood street not an arterial road. The street will still be car friendly, just no longer a thoroughfare for Oak Bay vehicles.
Richardson is key component of larger AAA network, which is critical to families, kids and people of all ages having safe biking options and to encouraging mode shift.
Public engagement on this project was a sham. 71% of the email responses in the final report to Council were opposed to this project, just 15% in favour. These results were never tabulated for Council or the public to see. This project will be a disaster and the diverters will be ripped out by the next Council. The much better bike route is along Chandler, Brooke, Thurlow, Moss, Oscar to Southgate and Humboldt. Richardson needs to remain a Collector Street.

Being a resident of an already busy section of Richmond Ave with traffic issues, I am AGAINST CLOSING RICHARDSON AT ANY POINT and diverting traffic. The diversions will create greater traffic/safety & congestion issues as drivers find other routes. The new routes proposed already have traffic congestion. Fairfield passes 2 schools & 1 park which are 30 zones. Oak Bay has congestion & safety issues already as does Richmond Ave between Richardson to Fairfield. I also wonder what is to become of the Richardson Bus, which is a connection to Oak Bay, including Monterey middle school, which is great option for students on days that the weather is poor. Richardson has always accommodated bikes, drivers, a bus route and pedestrians, with sidewalks on both sides, comfortably, speaking as one who uses all these modes of transportation. The Mayor has commented that this is a green initiative and will reduce emissions. I believe the opposite, as drivers will be diverted to routes that are already congested which will result in idling and more emissions, as it is naive to believe that this project will reduce vehicles on the road. I feel that once again this council has not listened to the residents they are suppose to represent. Many residents who live on streets that connect to Richardson are concerned with how this project will increase traffic on their streets as drivers create their own alternate routes. STOP THE CLOSURE OF RICHARDSON.

This will make the traffic by the schools an even bigger problem than it already is making it unsafe for the children. Child safety is much more important to me than another bike lane..... take Fort or Pandora street and use those bike lanes. The schools won't be moved so it's imperative we preserve children safety and select an alternate street for a AAA bike lane.

Living between Richardson and Oak Bay Ave. I do not support the current plan. This neighbourhood is already under enormous pressure for cut through traffic because of Oak Bay and Oak Bay residents moving through this corner of Gonzales to and from their homes. A comprehensive traffic calming study and IMPLEMENTATION of comprehensive recommendations/designs that address cut through traffic on residential streets MUST be done PRIOR to any closure of Richardson. The Oak Bay Avenue corridor is exploding with development and high usage. It has been due a planning evaluation for over 20 years. Recently the corridor was shifted from within Fairfield Gonzales over to South Jubilee, which is short sighted. Drawing a line down the avenue does not reflect how significantly it impacts the whole neighbourhood. This linear thinking is outdated. Let's take a systems approach. This corridor sees more traffic than lower Cook St or Vancouver St, Humboldt St, for instance, and, yet, it languishes - poorly designed - with adjacent resident streets and the human beings that live there (!) - feeling the effects of this daily. Within this context -- to close or limit traffic on Richardson at this time, without the inclusion of an Oak Bay corridor re-design is dismissive of resident concerns, shortsighted, dangerous, and fostering of resentment. Harness the feedback of the people who live here, have a conversation about creating what the residents need and want to grow a happy, safe, vibrant community. Right now, it feels like we are being bulldozed by a myopic City of Vic planning department.

We vehemently oppose this plan. We live on Warren Gardens, which is a street with approx. 30 children. Most of these children walk to school and play and ride bikes on the street. There are no sidewalks on this street, and the city has refused to lower the speed limit, which is currently 50Kph. Further diversion of car traffic will funnel cars down our street, creating a very dangerous situation for our children. This plan is unacceptable.

NOT IN FAVOUR OF THIS PLAN.

I became aware of the closure through local newspapers after Victoria Council had already decided on the changes. No opportunity for meaningful consultation occurred

We will never be able to use Richardson Street again to get to our swimming pools, town, bank, etc. From Brooke Street we will be obliged to use Fairfield to Cook and then Burdett whereas previous to the blockage of Vancouver Street, we used to use Richardson, Vancouver to get to the Y, town, etc.

Regarding money invested by the city regardless of what residents think--or say, is it likely what I think will make any difference at this point???

There are currently very safe biking routes to Sir James Douglas, central middle school, surrounding parks and downtown by using Brooke and Chandler streets. Now with this ridiculous bike lane plan we will have cars speeding down these 30km streets. These streets are currently filled with bike traffic, parked cars and a series of parks filled with children going to baseball and soccer practices and schools. These current quiet streets perfectly accommodate biking and pedestrian traffic. Diverting major traffic flow from Oak Bay will ruin our neighborhood and compromise the safety of residents as well as bring down our property values.

This is an extraordinarily bad plan; closing an Official Community Plan secondary collector road, not only between municipalities, but also as a significant intra Fairfield/Gonzales collector road.

As a resident of Brooke Street, I can say that Brooke Street currently serves as a safe cycling corridor for people of all ages, with very little traffic. Richardson is an important traffic thoroughfare. Keeping it that way is BETTER for cyclists.

I am aware and have written the City about my concerns

This is not a beneficial idea for the children in the school community at Sir James Douglas and it will lead to further vehicle congestion in areas that will impact my children's safety.

Yes, I attended City of Victoria open houses about the AAA network many times over the past few years.

I'm shocked by this!

There were already way too many cars going down Arnold and crossing Brooke Street etc when Richardson was being paved. These drivers seem to be commuters and not locals. The neighbourhood has way too many young children playing around. I don't agree with further construction.

I am living within a family group that became alerted to the planned street closure of Richardson very recently. Two letters written to Victoria Council expressing my dismay, concern and anxiety about the ramifications of this have been carefully penned and sent. Requests on the part of residents of this neighbourhood for consultation with Victoria Council and the city planners, in order to properly have our worry and carefully considered alternate suggestions voiced, deserve to be fairly heard.

I don't truly believe enough people will get out of their cars to bike if this plan is implemented. Where is the vehicle traffic going to go. Brooke St past the park? This area is single lane at times, especially when the market is on.

3000 is a conservative number. This is over 9000 trips.

I am in favour of cycling infrastructure. I am in favour of traffic calming measures for vehicles. I am a cyclist and I also drive a car. I am concerned that the traffic diversions as planned will create cut-through routes along my own and adjacent residential streets which mine and many other families use to commute to school and work, thus decreasing the safety of these streets for residents, pedestrians and cyclists.

I think this is a bad idea

This is the street I use from Foul Bay to Moss to get my son to school. Its closure will impact our drive time to school.

I was only made aware through our school/this survey! This is a very serious safety concern for our children, and I wish I had known about it sooner.

Richardson is fine for biking now- it just needs repaving between Moss and Cook

I am not in support of this project. Bike routes already exist on Brooke Street and I believe that detouring vehicles off Richardson will just endanger bicyclists - mostly young school-aged children! - on these streets

I am still unclear on what is driving the City's want for this disruptive traffic change.

Let's get it done!

This project will divert car traffic down our street (Durban st). We are opposed to the project. We bike to work every day on Richardson and other Fairfield roads. We do NOT need new bike lanes. It's currently perfectly safe without them.

What a disaster,

I have written to council twice in opposition to this plan as I believe it is not necessary and bad for the neighborhood

I hope that the Fairfield corridor can be upgraded to support the traffic that will be diverted to it. Especially the intersection at Fairfield and Moss.

This will send commuters, who are not dropping kids at school, down numerous side streets past parks, playgrounds and schools.

I am against this road closure as it will divert cars onto side streets that are not designed to accomodate the increased load.

We live on Chandler Avenue (1600 block) and we are very concerned about the safety implications from increased car traffic on our street that will result from the traffic diverted from Richardson due to the bike lane project.

Very grateful my child will no longer need to travel to this area as they are moving to Monterey. Also grateful that I have no reason to travel downtown, although I pity the businesses that are stuck there with ever-dwindling customers.

It's nice, and our entire family bicycles, but I don't expect this route will be particularly useful to us. We don't take our children downtown on bikes very often and we don't commute on this route (we use Richmond and Fairfield).

I am concerned about diversion of traffic to other streets. I am also aware that bicyclists going to and from downtown need an all ages and abilities safe corridor. This is especially true of children and young people.

The 800 block of Maddison is already very congested between 8-8:30 and after school, and that is with 99% of traffic currently traveling only southbound; with vehicle traffic being diverted UP maddison as well after the planned closure at Richardson @ Maddison, I fear it will be very unsafe for my kids biking along this stretch.

This survey was the first that I had heard of the road closures and redirection of car traffic to currently only residential traffic roads

We have participated in the process but the process wasn't straight forward and well communicated. We did not know the street diversions and where traffic would be placed. Wasn't even brought up!!!!

We have participated in the process but it wasn't straight forward and poorly communicated.

Lots of the traffic in Fairfield is parents driving kids to school. I have noticed traffic is way lighter on pro-D days. Encouraging more families to walk to school will definitely help with perceived traffic issues.

I am concerned about the plan to divert traffic onto Fairfield Road and would like to know more about the proposed plans for monitoring and addressing the impacts on roads passing by the schools and parks along Fairfield.

This project should not be going ahead without further consultation

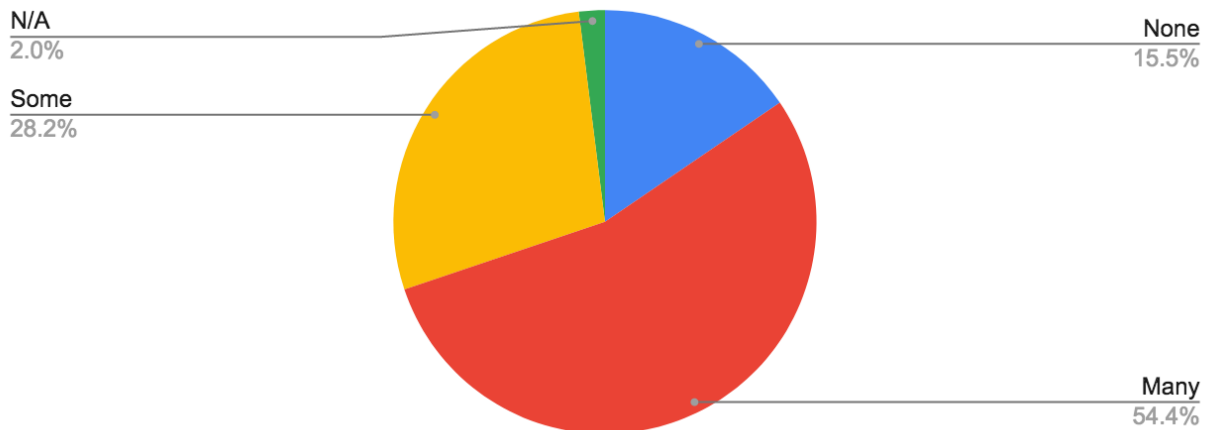
What has happened on Vancouver street is the worst thing I have ever seen by way of traffic flow. A bonafide disaster. If this is repeated on another street in Victoria it will cause irreparable chaos.

Survey Results - Question 5

While the diverted traffic is expected to disperse to several areas, the closest detour roads are surrounding Sir James Douglas, Margaret Jenkins and the FGCA (see map above). Please describe any concerns you have with this plan and the potential impacts:

- None
- Some
- Many
- Other...

While the diverted traffic is expected to disperse to several areas, the closest detour roads are surrounding Sir James Douglas, Margaret Jenkins and the FGCA (see map above). Please describe any concerns you have with this plan and the potential impacts: 252 respondents



- 54% Many concerns about the plan
- 28% Some concerns about the plan
- 16% No concerns about the plan

COMMENTS (185)
Access to school during rush hours.
Cars already speed around the school and no one drives the 30km speed limit on Fairfield road near the school. I would like school signs on Fairfield Road around the school, not just in Moss St. The intersection at Moss and Fairfield is already dangerous enough because the cross walks are hard to see when turning left or right in either direction off Fairfield Road onto Moss. I am already worried my kids will get hit in that crosswalk. My kids go to SJD and Fairfield after-school and walk to school, so that intersection makes me nervous.
Increasing traffic past our schools is not a solution to the minimal risk to cyclists on Richardson. Just increasing risk to our children on their way to/from school
Diverting traffic to smaller and busy roads such as Rockland, Brooke, Chandler, Fairfield and Moss Street could be dangerous for children walking and cycling in the neighbourhood.
The overall increase of vehicles on Thurlow. We rarely bike because of some very near misses that have happened in the mornings.

I am very concerned about the traffic that will be spilling onto the quieter streets in the neighborhood. Richardson is currently a heavy traffic road - one of the main ones linking downtown to Oak Bay. Now, all these cars will be forced onto smaller, quieter roads in Fairfield (Chandler Road, Brooke, etc.) This is very concerning for the families and children living in the area.

I have concerns for children's safety if there is no mitigation planned for the increase in diverted traffic. I do feel like campaigns to increase walk and wheel options for getting to and from school will need to be prioritized long-term to help reduce school-related traffic at peak drop-off and pick-up times.

The diverted traffic will flow almost entirely past two elementary schools, which seems like incredibly poor planning. The number of cars is already concerning and many don't obey the school zone speed limit, so to have this number increase by maybe an additional 3,000 cars per day is alarming.

If the PAC is trying to rally against bike lanes in our neighborhood I'll be disappointed. I don't like how this is all phrased around "concerns", rather than the positives. We just had a month of walk & wheel week! And now we are worried about bike lanes? Of course any flow to traffic changes requires adjustment, but I'm sure we can get there with this one.

The neighbouring streets cannot effectively hand the increase in vehicle traffic.

Many children walking; intersection at SJD is already extremely dangerous ..I have witnessed many near misses involving kids/ cars

Thurlow and Kipling and fairfield and moss hope they use this as an opportunity to improve these intersections

I live on Moss Street at Thurlow and my biggest concern is about vehicle speed. Drivers frequently ignore the school zone signs and the 30 kph zone on Fairfield around the community centre.

I think this will cause increased, and unsafe congestion during prime school travel time.

I am concerned people will use Linden and other cross street to bypass Cook and Richardson. I am concerned about increased traffic, speeding on residential streets, increased accidents, trouble finding parking.

Even with the road currently open, traffic going by the school and down the nearby roads is busy and most are not following the speed limits. I am worried about the kids on bikes and walking by cars that are going to be rushing even more because they have to detour.
The intersection at Moss and Fairfield and the 2 diversions that lead right to SJD and Porter Park are particularly concerning. Many families are active in the area as well as the Moss Street Market days. I think Thurlow Rd needs special consideration as it is highly congested already with vehicles and pedestrian/bike traffic.

Increased traffic and increased speeders are in school zones. Posing many safety issues for kids that go to school and walk and bike to school.

The restrictor at Lotbinere Ave pushes all East and Westbound traffic directly South towards the school and park grounds. Cars should never be forced TOWARDS a school or park.

most traffic that goes along richardson will divert to fairfield (which is already busy) or they will go to Oak bay ave and bypass our school area altogether!

We will use Rockland as our main route but fear how busy it will become, even with the lower speed limit it can be a dangerous road if busy

Increased traffic around the school makes it noisier during recess; more challenging to safely walk to class outings; less safe to bike to school with increased traffic, since we come from the south east.

I've seen very dangerous driving in the intersection of Fairfield and Moss and worry about child safety. Would like to see more traffic controls along Fairfield, esp at that intersection.

I do have concerns over the safety of the children, however, I feel the risks can be mitigated with proper sign posting and other precautionary measures.

How will the proposed diversions change shortcutting (i.e. Looks like Kipling and Durban will have increased traffic. closures should direct traffic to collector streets not neighbourhood streets. Before any changes are made city needs to conduct traffic counts on all affected streets to compare before and after info. Propose installing measures on temporary basis to assess whether diversions and closures are in fact needed where there are currently proposed.

It seems safer to make St Charles closed to West bound traffic, not just East bound (though why close to East bound if volume concerns are westbound?), so that drivers heading West trying to avoid Fairfield road are diverted sooner than at Kipling St. If not, cars from Oak Bay area can come all the way down Richardson until Kipling then are diverted to Fairfield road and past Porter park and the walking/biking route to SJD school that many east families use to walk or bike to school. There are currently no stop signs on Kipling St between Richardson and Fairfield Rd and cars do speed down Kipling. Allowing traffic to go through at Kipling and Durban (or Lotbiner closure) will prevent cars coming from the East from being diverted toward Sir James Douglas Elementary. If the St. Charles at Richardson intersection restricts east bound traffic then you divert cars to Fairfield Rd sooner and down St. Charles which isn't adjacent to a school or playing field.

With the changes already to Vancouver street, making Richardson less accessible to cars means those of us driving from James Bay only have Dallas. When there is construction etc on Dallas our commute is very long

Concerned about increased traffic around the schools. Why not put the bike lane on residential streets near the school instead.

I do not support this initiative. Traffic on Fairfield road is already congested. There are no good alternatives to arrive to SJD. The proposed detours are not actually an option.

I think it is useful to have routes for cars and bikes - cars have to go somewhere.

Will increased traffic make it more difficult to turn into the FGCC safely? Would an advanced left light at Fairfield/Moss intersection be helpful for traveling eastbound?

I'm not that concerned about the new Richardson plan. I'm more concerned about the problems that already exist, particularly at the intersection of Moss and Fairfield and cars going too fast or trying to aggressively get through that intersection.

our streets are barely wide enough for cars to begin with. By adding bike lanes, and diverting more traffic, you're creating a scenario of people divert common routes forcing cars to use more gas. Cars are still the most common ways for people to travel to and from where they'd like to go.

It appears that The plan redirects traffic onto streets that are already clogged, are narrow, and that have parking situations that create unnecessary risks.

How will these diversion affect the traffic on Rockland, Moss and Linden Ave? Will it bring more traffic to these streets? If so what measures will be taken to mitigate potential accidents?

The plan is highly likely to increase traffic flow around Brooke Field and SJD, and, based on my experience with diverters, the drivers who are diverted tend to increase their speed to make up for lost time because they were made to go out of their way. It is a recipe for increased injury or worse for children (and others) who live in the area.

Obviously Fairfield is already quite fast and congested... and it goes past many neighbourhood amenities.

There is already too much traffic along Fairfield, especially during pick up and drop off hours.

I like the idea of slowing/quieting traffic on Richardson. It has become a noisy and dangerous highway. I DONT like the idea of diverting traffic down Thurlow, Kipling, or along Brooke. We live in this sleepy neighbourhood pocket, and the proposed changes will push a high volume of traffic through our quiet streets. Where traffic is forced right or left when most vehicles wanted to go straight ahead, drivers become furious, and they race down whatever street they are forced to take -- in this case, Kipling and Thurlow, two lovely and (for now) quiet streets. As it is, pick-up trucks (or larger) race down Kipling from Richardson to Fairfield, ignoring the speed limit and anyone who may be crossing the street. It'll get a lot worse than that after your proposed changes, I fear. If you go ahead with your plan PLEASE ADD SPEED BUMPS or you will make our quiet neighbourhood, full of children and pets, dangerous.

I think bike lane on Richardson is a very bad idea. Things currently are working very well. Why change it.

More traffic (possibly irritated with the diversion) speeding down my street (Kipling)

the intersection at Moss and Fairfield is currently problematic for cyclists. Increased safety needs at this intersection needs to be included in the plan, especially accounting for the number of school children using this intersection twice a day on foot and by bicycle/scooter.

Implement, observe, refine!

I am very concerned about the increase in traffic through school zones where many drivers already do not respect the 30km/hr zone. I am also concerned about the current lack of barriers protecting the SJD school grounds from Fairfield Rd traffic - with the increase in vehicles I believe that the city is obligated to construct concrete or steel fencing to protect the children playing on the school grounds, particularly in the bend on Fairfield Rd right before the FGCA building. I am also concerned about the speed at which drivers already take down the side streets such as Kipling and Arnold where visibility is poor and there are many children crossing these roads.

This plan is dangerous and counterintuitive.

It redirects (via overflow) traffic to the streets our children cross daily to go to and from school. The city is aware that drivers already speed on Thurlow Rd, for example. Last year speed humps were installed for this reason. How can a comprehensive traffic study both support Thurlow bearing additional traffic and acknowledge that drivers already speed, using surrounding roads as thoroughfares. Or perhaps the city hasn't completed a traffic study of the area in recent years (decades)?

We were excited by SJD's walk and bike to school pilot program this May. Sadly, I'm not sure how this program could thrive if additional traffic is channeled down Thurlow.

The intersection at Fairfield and Moss is already very dangerous - especially in the mornings and end of school days.

Same as above. Closing Richardson is not warranted for the amount of bikers using it

Richardson is scary on a bike and needs bike lanes, but it is also a key connector between Fairfield and Pemberton Park where students have sports events. Will push traffic to Rockland, Fairfield is already too congested and people avoid it by using Richardson.

I support more bike lanes. But I do not support increasing traffic in areas where there are children.

Pushing any amount of traffic to school streets is a concern as there are already safety issues

The intersection at Moss and Fairfield is dangerous already and needs to be considered if there will be increased traffic. Dedicated left-hand turn lights are necessary as there are consistently cars running lights at peak times. There should also be a dedicated pedestrian crossing at peak times, primarily 30 min prior to school starting and 30 minutes after school ends. The increase in traffic at this intersection is due to parents picking up their children at SJD, Central, Margaret Jenkins, Glenlyon Norfolk, and others.

I am concerned the routing to single lane side roads adjacent to Richardson and Fairfield are not designed for increased traffic volumes. These single lane roads are mainly on the North-South axis between Fairfield and Richardson. There is a risk that the diversion to single lane side roads, already with poor sight lines, will be made more unsafe with the bike lane.

Increases traffic around schools during peak school times of day. My child will have to detour to Richardson to avoid the busier and unsafe Fairfield Road and this adds distance to their journey. I feel that drivers will be more frustrated due to road closure and will ultimately drive faster on surrounding roads.

See above

Some drivers already drive with little care and regard on Fairfield. We've had several close calls with drivers not stopping at crosswalks. I am fearful this will increase with the increase in traffic.

On an average day I go through 3 or 4 road work projects and often a detour, plus 2 school zones. Increasing traffic through school zones by the city is just the same as they have handled Beacon hill park.

My husband is avid cyclist who would never use any of the dangerous bike lanes in downtown Victoria. Vancouver St changes have caused unnecessary congestion on Cook St and the proposed Richardson St project will do the same. Children are at risk when street traffic is increased. Richardson is far enough from Sir James Douglas that the traffic does not pose a safety issue but moving that traffic down Fairfield most certainly will. And combine that with the traffic that will increase when the project at the corner of Moss and Fairfield is complete and it's an accident just waiting to happen.

More police enforcement of school zone speed limits would be helpful generally, but no concerns related to the bike lane.

My family and I drive on other roads that have been impacted by closures; there is significantly more traffic, there is more congestion, it requires more time to get everywhere, and there is a lot more impatience on the roads (running lights, ignoring pedestrians, etc.)

There is currently a protected bike on Fort Street, and there doesn't seem to be an issue with the current way cyclists can use Richardson St. for cycling, so I am not convinced that making Richardson a cycling corridor and disrupting the traffic flow from Oak Bay to downtown is the best option.

We live on Stannard and are very concerned about the level of traffic. There are no crosswalks between Brooke and Stannard. No speed bumps or anything whatsoever to deter traffic from SLOWING DOWN. We have three small kids and are homeowners. It's very worrisome to watch this unfold and know traffic will increase. People will speed. Our kids will be at risk. They play in our front yard often and I hate the idea of people zipping straight down Stannard with no deterrents.

Frustrated drivers speeding up side streets

This will make walking or biking to school more dangerous for children along Fairfield road

I'm concerned about the amount of traffic that will be added to the Fairfield road, creating an even clogged block around the school, which can lead to accidents around the school area.

Adding more cars to already busy roads around SJD, FGCA, and EMJS is not a long term solution to help reduce traffic in these areas. It will create more congestion and more accidents, potentially involving youth.

Richardson is the street I drive along to go from Fairfield to Oak Bay

Residential streets with high volume traffic, often at higher speeds is unsafe for kids and families in the community.

There are already way too many vehicles speeding through these school zones. There will only be more frustrated drivers in this often congested areas during peak times.

<p>Children need safe calm spaces. The roads around the school are already busy. They have poor visibility. They are winding and indirect for getting downtown.</p>
<p>This will potentially force traffic around SJD and smaller neighborhood streets such as Kipling and Durban which is unsafe and unnecessary</p>
<p>This will create even more congestion around SJD and increased road danger to the many children who walk in this area.</p>
<p>The roads earmarked as viable detour routes are narrow, heavily populated by young families, and already have several safety issues when it comes to impatient drivers commingling with kids-at-play. We live on Stannard, and without an additional traffic break (speed bumps or stop signs at Brooke) these detours will constitute enough of a risk to our kids that we would consider moving streets.</p>
<p>Fairfield Road is already jammed enough as it is with construction everywhere. Hundreds of kids walk, scoot and bike along Fairfield and other nearby roads to get to school, parks, camps, etc. and there are already many vehicles that drive too fast, blow by stop signs and even fail to stop at the cross walks near schools. Add even more traffic to the situation and someone is going to get run over. Fairfield Road used to be a lovely little street - this seems ridiculous. Also, Richardson is so wide already along most of it that bikes seem to have no problem and already choose that route.</p>
<p>No more bike lanes needed !</p>
<p>This will slow traffic and encourage better driving nd active transport - just like walk n wheel.</p>
<p>I've participated in the city of Victoria engagement and appreciate the option analysis that was completed. These bike lanes are critical infrastructure to support a shift to biking and more sustainable modes of transportation in our city. I am a cyclist and driver and the changes on Vancouver St that will be similar to those on Richardson are absolutely fantastic...I go out of my way to use them to take my youngest daughter to daycare and had no other safe (AAA) cycling option before. The Richardson bike lane project will enable more individuals and families to feel comfortable switching to sustainable transportation. As a driver, cyclist and parent at the school I am comfortable with the proposal. However, independent of this AAA project, Fairfield is a key corridor for medium and heavy duty vehicles (buses, heavy trucks etc. as well as cars). While there is a 30kph posted past the school and grounds, I would support approaching the city for additional safety improvements on this road. However, I believe the AAA project on Richardson is not the issue and would be beneficial for supporting individuals and families at SJD in making the switch to biking.</p>
<p>An inconvenience at best. It is a great connector to drop my daughter off at high school (Oak Bay) after the SJD drop off. Now we drive around, I guess. I understand the long term impact requirements and safety for cycling.</p>
<p>This survey has a built-in bias towards "impacts" and "concerns" and no reference is provided for the source of the map and the underlying analysis. Nor does the survey reference what alternative routes or designs were considered by the City in their consultation and, ultimately, decision-making process.</p>
<p>As stated above. Concerned for the safety of children with increased traffic and subsequently more aggravated drivers</p>
<p>What a ridiculous waste of money, not to mention how difficult this will make things for families who have to drive to get their kids to school, by forcing traffic along alternative, narrow side routes which are usually blocked up by cars parking on both sides of narrow residential streets. This is short sighted and obviously proposed by people who don't rely on vehicles for transportation. Only someone who doesn't understand what it is like to need to drive multiple children to different schools by car (not everyone can use a bicycle to get from a to b every day) as their main form of transportation would put something as clunky, difficult to navigate and awkward in place. This is designed to be used by a very small portion of the population and it really burns me up that this is happening. So wasteful and stupid.</p>
<p>It will likely be if biggest concern for the first few months as people adjust routines</p>

<p>Choking off Richardson, additional spillover traffic onto existing secondary streets- including higher density use on streets around existing elementary schools, diminished quality of life- all for another doomed Lisa Helps' vanity project.</p>
<p>Diverted traffic will result in more cars driving along Foul Bay and Fairfield. While for some Oak Bay will be a better route, I imagine turning left from Foul Bay will be a huge challenge and people will prefer Fairfield. Certainly some people will chose quieter streets, but even if they stick to Foul Bay and Fairfield, it means a lot of traffic on a winding 30km (which no one does) road, past 2 elementary schools.</p>
<p>I am very concerned about increased traffic on Fairfield given how difficult it is to turn left onto it already.</p>
<p>currently the traffic on the streets are good. Fairfield is already a busy street and I'm concerned that the new design would make Fairfield rd even busier and concerning for the safety of my young children who go to school at MSJ and SJD</p>
<p>Diverting car traffic down already narrow side streets is very concerning for all families who currently use those quieter streets to bike and walk with kids. It's the opposite of what we need! Shocking lack of awareness of what the community needs and wants.</p>
<p>I am confident that any issues will be addressed by tweaks as necessary. I would support the addition of a crossing guard at Richmond/Chandler.</p>
<p>People will take short cuts down our streets including but limited to Fairfield which is already busy.</p>
<p>The increased traffic on Fairfield road will be dangerous near the school crosswalks. The closure of Richardson will also make previously quite side streets more dangerous for pedestrians and cyclists as cars will be forced to use them. Everyone won't necessarily use the Richardson bike lanes if it is not a convenient route for their destination.</p>
<p>We, people who are living in this neighborhood and community know the situation better than anyone else.</p>
<p>Concerned about increased traffic around schools especially immediately around school drop-off and pick-up</p>
<p>The streets near EMJS are already very crowded with parked cars, especially those, like Robertson, with no Resident demarcations. Increased traffic on already crowded streets with lots of blind spots makes me nervous for my children walking in the neighborhood.</p>
<p>Not everyone has the luxury of biking to school, work, amenities. Many people use cars. Having even more traffic move through the school zones on Fairfield is unimaginable. It is already so cramped that people will speed even more to get to where they need to be, quickly. There has been zero meaningful contribution on this. The community doesn't want it, yet for Helps and her bike posse, it's full steam ahead.</p>
<p>Higher traffic on roads where children travel to and from school either walking or biking.</p>
<p>I have significant concern about Chandler, Brooke and Thurlow being detour routes for car traffic. These are small streets with heavy school-based pedestrian and bike traffic - lots of young children and families. I am not comfortable with these streets being used more heavily by vehicles as detour routes.</p>
<p>Oak Bay Ave, Quamichan and Fairfield road will be even busier with traffic. This will make crossing Fairfield road and Foul bay and Richmond much more dangerous for the children.</p>
<p>MJ school already has crossing guards out on Fairfield and Chandler is almost impassible already during rush times, we have little concerns around changes around our school</p>
<p>It is hard to evaluate concerns without more information on modelled or anticipated traffic volumes. Proximity of potential detour streets to Richardson alone is not a sufficient measure to consider impacts.</p>

This bike corridor causes many more issues than it solves. It is already very easy to bike on Richardson and completely unnecessary to divert traffic to other roads which will cause safety concerns around schools. Is the plan to wait until a child is hit by a car before we bother to think this through?

we live one block from GNS. Many families come from McNeill in Oak Bay and they will simply turn right on Foul Bay Road and then left on Quamichan and then to GNS or if it isn't a GNS family, they will continue on and turn right on Richmond to avoid the foul bay and oak bay intersection. We see this happening already. There are many families who walk and ride to school and live between oak bay ave and quamichan and there are no crossings to get across quamichan. with the increased traffic flow, I forsee this being a real problem. Also, our neighbourhood has worked very hard for the maddison greenway to be a traffic calmed, bike friendly area and this plan seems to go against that

Again - why divert traffic onto smaller roads unequipt to handle more traffic - especially around a school! This makes absolutely no sense. Richardson road is a wide road, with a ton of room for both vehicles and bikes.

I am concerned about the volume and speed of traffic on Fairfield Rd. There are few traffic calming measures in place. I am also concerned about the bad sight lines at the crosswalk to Hollywood Park (at to junction of Wildwood/Lillian & Fairfield Rd.). The crosswalk needs lights.

Diverting Richardson traffic to around school areas makes absolutely no sense. It is fine as it is!

I would prefer to keep the traffic on the main rd (Richardson) as it's best able to handle it.

These streets already employ greater traffic management (i.e. crosswalk guards) than on Richardson St. but am unsure if they are equipped to accommodate an increase in car traffic.

I think there's danger in traffic flow through Chandler - this is not a street built for significant traffic volume. And crossing Richmond on Chandler will be a pain point, with risk to children during school dropoff/pickup time. At the very least, I would recommend making Chandler/Richmond intersection, right turn only (when coming through from west side of Chandler). Effort should be made to make Fairfield the conduit, and for cars to then connect to Richmond from there.

Fairfield and Moss intersection will become more congested with traffic diverted off Richardson. It will take more light sequences to clear traffic. Drivers may become impatient and 'push' their speed to get through. This will be. Safety issue

I very much support the plan. The project will also encourage cycle commuting and hence replace some car traffic with active commuting.

The proposed diversions are going to create heavier traffic on both Richmond Road amd Quamichan street. Which will be used as a cut through. Both of which my children use for access to school. It will also create heavy congestion around Margaret Jenkins on both foul bay and Chandler avenue.

The detour roads are not capable of handling the influx of cars. Which will lead to them being closed to traffic as well and only leaving Fairfield as a main traffic collector.

Obviously increased traffic around elementary schools is not a great thing. This will lead to more people speeding through school zones and rolling through cross walks and 4 way stops. This is going to create a major hassle for parents that drive kids to and from school, as parking is already challenging during peak times. We live 2.1 km from the school, and often drop our kids on the way to work, so not realistic for us to walk or ride consistently.

It is illogically to divert cars to roads right beside school with no regard to safety consequences

I am concerned with increased traffic around the schools. I already find drivers speed through the school zone on Fairfield Rd. Drivers already seem to be frustrated having to wait for children to cross the road and speed through to make up time. Adding additional diverted traffic does not add to the safety of our children who walk and bike to school.

Safety concerns for children and other pedestrians. Narrow side streets already congested with parked vehicles could lead to other safety issues. Most of the alternative routes are already full with road traffic.

The new citywide 30 kph speed limits for neighbourhood streets, possible safe passing legislation, and more safe active transportation routes, will make our city even more liveable. Similar diversions in Vancouver generated similar wining, and in the end is liked by all the effected neighbours.

Diverting traffic from a straight and unused road to school zones and young children makes no sense

Safety concerns due to increased traffic next to the schools/day cares and cars don't always stop at the crossing on Richmond. if they are speeding up Richmond to get to Fairfield rd or speeding on Chandler avenue to get to the city centre to avoid Richardson and the already busy Fairfield rd what countermeasures are being put in place to mitigate diverting traffic towards an already congested school zone?

Increased traffic around EMJS

I totally understand the worry about increase of traffic around schools. I guess I feel that if I was driving to work, not purposefully dropping a child at school first, I'd steer clear of the congestion. Knowing near schools the speed decreases, I'd choose another route, even if it meant 5 min longer commute.

It's widely accepted in urban and transportation planning that when road space is lost/reallocated to other modes, some car trips disappear entirely as people shift to other modes or skip discretionary car trips. Thus it's likely not all car trips that were on Richardson will end up on other roads. Plus there are many alternate routes to Richardson (your map omits Rockland) and so impact on any one of them should be minimal.

If diverting 2,000 or 3,000 more trips daily past 2 elementary schools is such a good idea then diverting 5,000 should even be better. Right? What kind of perverse logic is this? Quamichan St will see a four or five fold increase in traffic in spite of the 5 speed humps the City put in there 15 years ago to discourage traffic. There is not one shred of evidence to even suggest that there is a safety problem with cars and bikes sharing Richardson today. The City's bike lane plan is an ideological solution in search of a problem. Every diverted trip will take longer, consume more fuel and produce more greenhouse gases. Well done Mayor Helps and Together Victoria. No number of nee cyclists would ever offset the environmental downside of this project.

I believe I stated my concerns above. Safety, impact on neighbouring streets, greater congestion on already congested roads creating greater emissions, question of Richardson bus route .

- increase in traffic in school zone creating less safety for the children
- increase in traffic increases risk of speeding through school zone
- increase traffic makes it a mess for dropping off and picking up my children. There already is not enough parking in the area
- residents will have a bigger traffic problem surround the school zone as well as parking issues

Generally, I feel like there is a lot of opposition to the plan and without being super informed, I feel like that likely means there is a lot of work to be done or that the City has missed the mark on its intentions for this project. I know they have done lots of engagement but sometimes it isn't enough until the general public understands what is happening (sometimes the engagement is "same people, different day" and the regular folks haven't been probably engaged until too late).

Increased traffic in the area for small children and safety is an issue.

My main concern is an increased number of speeding vehicles around SJD

See note above

Bad planning to many kids in this area.

I'm particularly concerned for the safety of children walking or biking to school. Increased traffic will have a significant impact.

My children (aged 6 and 9) walk to school. The increased car traffic on previously quiet residential streets poses an increased risk of an accident. Fairfield Road in particular is already chaotic (especially during school drop off and pick up times). The diversion of more traffic onto Fairfield Road will likely cause bottle necks, frustrated drivers and potential resulting dangerous situations as potentially distracted or frustrated drivers may miss seeing a small child in a crosswalk. The lack of meaningful consultation by Victoria Council and staff on this change is mind-boggling and irresponsible.

The Moss Street Saturday market already ties up Brooke and Thurlow for several hours every Saturday and this will be increased. Please see above remarks too.

There are people going to work walking along Brooke, people driving from homes on Brooke going both directions and many cars parked on both side of Brooke street. It looks congested now, let alone when the detours are operating. Too congested and therefore dangerous to children's lives

I've stated my concerns above

I have invested time to count vehicles and bikes past the Durban/Lotbiniere cross walk, the location of the most significant closure. While Richardson is not a busy road through much of the day, it IS busy on weekday mornings. On April 9 between 7:30 and 9:00 am, 360 cars went though this cross walk; 1 vehicle every 15 seconds. At the high point 136 vehicles passed through between 8:30 and 9:00. If vehicles are PREVENTED passage here, they will be passing elsewhere... right through the drop-off area for Sir James Douglas School. The Fairfield/Moss intersection as already routinely busy. This closing exacerbates an already unsafe situation for children arriving at the school. The blocking of vehicles onto Richardson at Foul Bay Road creates exactly the same kind of unsafe situation at Margaret Jenkins School, immediately to the south.

The proposed diversions (by design) encourage "cut through" traffic along Brooke, Chandler & Thurlow streets. As a consequence there are significant safety issues for children and their parents, seniors and pets who use these streets regularly to commute to and from school and as " pedestrian" greenways for recreational walking and cycling.

I am strongly opposed to the idea of continuing to build bike corridors at the expense of safe traffic lanes for vehicular traffic. Parents with children who must commute from distances are reliant on driving and this creates more safety and convenience issues than it mitigates.

the alternate roads for Richardson are all narrow residential streets with a lot of residents parking on the street which makes for congestion. Children going to Sir James Douglas close to the start time will need to be aware of increased traffic on roads traditionally not congested

Myself and my family will be using bicycles or walking most of the time to get to these school locations. I will make adjustments to driving the new layout.

The currently safe, family oriented, well controlled corridor of Chandler/Brooke/Thurlow needs to be maintained. This will not be possible with closure of a lengthy portion Richardson Street to vehicular traffic. The addition of speed bumps to the corridor (as suggested by councilors) is not an adequate answer.

Not enough traffic will be forced to cycle that warrants this plan. It doesn't make sense to move traffic off a main traffic thoroughfare on to secondary roads.

The increase in traffic being shifted to side streets and onto Fairfield will be more dangerous for kids living in the area. Nothing was wrong with the shared roadway on Richardson.

No four way stops along Brooke street will make it dangerous crossing at Arnold and Stannard with the increased traffic. No crosswalks along that route, no pedestrian crossing signs, etc. The city has only said "we'll put in speed bumps" which isn't very helpful

We usually take Dallas Rd to reach a spot close to the school for drop-off.

Local families use these streets to commute (walking, scooters, bicycles) to school and they also use the streets and sidewalks to play together and create community among neighbours. The streets are much more than access-ways for residents to reach their houses. Cut-through traffic will make playing and visiting together unsafe.

I live on Cornwall Street where there are tons off street parking. You can barely drive down the street now. Closing these sections of Richardson will increase out street traffic significantly

Richardson is already a major part of getting to/from SJD for many. Having that traffic divert to surrounding areas doesn't seem to me to be much of a safety issue (many still have to cross Richardson).

Cyclists do not use assigned routes; they flow like water in the easiest path. If cyclists were mandated to use Richardson to go east and west this would be fine but I don't expect the cyclist traffic will fill up Richardson or make it worth traffic diversions. Also, cyclists have less impact on smaller urban roads for the residents. As opposed to diverting vehicle traffic to the smaller roads which impacts those residents.

Cars already go too fast on Foul Bay. There is no safe way for kids to cross at Chandler but they cross there all the time. With more traffic, it is an accident waiting to happen. Richardson is already a quiet street to bike on. It is wide, so there is room for everyone. In contrast, Foul Bay is narrow with blind turns. I bike a lot and devoting this major street to bikes is of no benefit. There are plenty of bike paths and quiet streets to get downtown already. I take Chandler/Brooke. So does my daughter who goes to Central. It will be hugely problematic for so many people in South Oak Bay, kids at the two schools, etc. etc.

Diverted traffic to other roads in Fairfield and Oak Bay to reach Beach Dr and Fairfield. I am concerned that the City of Victoria Planners have failed to consider the secondary and tertiary impacts of their decisions.

The Moss/Fairfield intersection is very dangerous as it is. My children have been honked at by garbage trucks and nearly hit by vehicles turning right through the intersection many times. An increase in traffic will also increase the risk of accident and injury to our most precious members of society.

fairfield is already extremely busy during the morning and afternoon, seems silly, dangerous and ill advised.

The City has not listened to concerns about diversion to Brooke St which is a designated Green Corridor used by hundreds of pedestrians including children daily

As articulated above. We live on Brooke Street. I see many young children riding bikes or skateboards/scooters to school. Diverting vehicles to this road will just endanger them. The kids won't divert to Richardson since it is not on the path to school

Heavier traffic volumes will result at already congested peak times, potentially increasing the risk to school children and their care givers of getting into an accident or altercation on their way too and from school. The nearby residential streets will also experience higher traffic volumes that they are not designed for (with parking on two sides leading to single traffic lanes). This should be expected to result in user frustration which could in turn result in more conflicts and accidents rather than what I would hope is the desired environment of relaxed, non-confrontational users, be they drivers, cyclists or pedestrians. I suspect the higher traffic volumes adjacent to Brooke street and Porter parks are also less than desirable, giving consideration to other established areas in the neighbourhood. These streets currently see a lot of children learning how to ride a bike, given their quiet residential nature. Where will children be able to practice once an additional 3000 vehicles are thrown in the mix?

Start digging already!

The road closures will negative affect neighborhood residents as we will find it more difficult to get home. It will also divert car traffic down our street which is currently safe for our children to play unsupervised, but which will no longer be safe once cars are forced to divert. Bike lanes at all costs, without sufficient neighborhood engagement to satisfy the Mayor's agenda is not responsible use of public funds.

The roads that will accommodate increased traffic are not designed for large volumes and they don't have adequate traffic controls. Increased traffic volumes will occur around MJS on all sides, putting kids who walk and bike to school at risk.

The city has totally ignore FG residents who are 71% opposed. Consultation has been a joke.

the vehicle volumes using these roads will be quite low by design.

diverting vehicle traffic to an already overly congested fairfield road is not a good option. Fairfield has a very high amount of traffic already, parked cars along both sides and is very narrow for cars and bikes to share the road. This vast increase to traffic on Fairfield road will make it even more dangerous for bikes to share the road with cars and increase vehicle traffic in the school zones, making busy intersections and crossing for school kids even more dangerous.

See above..very concerned about increased traffic around schools and playgrounds

Thurlow/Brook/Chandler seem like an issue as it diverts traffic close to the school on a quiet street. Everything should get pushed to Fairfield and then they should address that infrastructure / speed issue there (see comments below).

Most traffic will be diverted to Fort and Fairfield. This as long as those roads can handle the extra volume this is fine

This will send commuters, who are not dropping kids at school, down numerous side streets past parks, playgrounds and schools and greatly affect the safety of the neighbourhoods and serenity.

Bringing additional cars near schools is a horrible idea. Poorly thought out.

There are already lots of safety concerns with cars in the Margaret Jenkins neighbourhood. Cars on Richmond often travel too fast and that road and sidewalk is quite narrow, there are poor sightlines because of overgrown bushes on the corner of Chandler & Richmond, and already it is often hard to feel safe walking home with young kids. The City historically has not done a great job on change management and communications with other bike lane projects (e.g. Vancouver Street) and this causes a lot of congestion, confusion and driver frustration, all of which increase safety concerns.

Diverted traffic will have to find alternate routes for the planned journey. This will increase traffic on already busy corridors such as Fairfield Road, but probably will also increase traffic flow on quite residential roads. Increase traffic on quite residential roads, may increase the safety hazard to pedestrians, cyclists especially children who typically take these less busy routes to/from school.

Traffic along these roads is already busy, with only a fraction of drivers who seem to be aware of our road rules. It's infuriating to watch 9/10 vehicles fail to stop at stop signs and drive well above the posted speed limits. If there was better traffic enforcement (including mandatory retesting in order to renew licensing) separate bike lanes would not be necessary because the roads would be safe for all. What we need is not fewer drivers, but better drivers.

More cars on Fairfield, which is our main cycling artery to downtown. We are concerned.

The roads around MJS are already very congested especially during school hours, pick up and drop off. There is no pull in or safe area to drop children off.

Diverting more traffic to school zones is very problematic. This makes it less safe for children. Many cars are already moving too fast along Fairfield Road, blowing through the crosswalks and ignoring school zone speed limits. The intersection of Richmond Avenue and Fairfield Road is already too busy and should be examined for more type of traffic control device eg flashing light or four way stop.

The intersection of Fairfield and Foulbay is dangerous and congested. I've witnessed many close calls with pedestrians and vehicles. I've also witnessed cars not stopping at the stop signs. There have been many accidents, some quite serious at this intersection.

Recommendation: This intersection should be RAISED to force vehicles to slow down.

Fairfield Road, which will likely receive the bulk of the traffic, is already becoming more crowded than it was ever meant be with automobile traffic. It does not help that there are no bicycle lanes at all on Fairfield Road, making the street more dangerous, especially for young people. The same is true of Richmond Road, which is even more difficult and dangerous for bicycling than Fairfield.

People have to get to and from Richardson - making the surrounding connecting roads less safe (by diverting traffic) in order to improve a road that is already quite wide and comparatively quite safe (we have always felt safe on Richardson) does not seem like a good tradeoff.

The suggested diversion routes for cars are quiet residential streets which we currently use as bike routes for our kids because they have very little car and bike traffic and locals know to be aware of kids and kids on bikes.

The safety of the children and residents actively walking, biking, scootering and skateboarding on the quiet residential streets such as Brooke will be hugely impacted with the increased car traffic. My husband and I choose to take the quiet streets, so we can teach our kids to safely scooter, bike and skateboard on the road and sidewalk. I will be less inclined to use physical activity to get to school when cars are racing through the side streets to get to work, especially in the morning. I allow my eight year old son to go to school on his own because the side streets have few vehicles on them. This will not be the case with the proposed bike route plan. Our kids play on Brooke street before and after school. They have friends who scooter along Brooke street and play hockey in driveways. This will end if there is increased car traffic through quiet residential streets.

With the amount of extra traffic, it will severely impact the safety of a quiet neighborhood especially the morning commute to school. The preferred route to school are the quiet side streets. Why would you want to increase traffic.

A lot of Oak Bay traffic is going to cut up to Oak Bay Avenue or down to Dallas Road as these are more efficient than the neighbourhood routes even if slightly longer.

Richardson, a wide road that can easily accommodate bikes and cars, should be left as is as diverting traffic onto narrower, more residential streets will be a serious safety concern for all. This is a terrible decision that will cost millions of dollars to install and cause many unforeseen problems for the surrounding neighbourhood, then cost millions of dollars to revert back to the original traffic flow when the powers that be realize what a bad decision it was.

I have seen some traffic calming measures implemented on Fairfield road but would like to know more about what the plans are for monitoring and addressing increased traffic impacts.

I am shocked that the city would go ahead with plans which would increase traffic around school zones. I already have concerns regarding traffic volume around these areas where children are crossing streets to get to and from school. An increase in vehicles ultimately leads to an increase in driver frustration and aggression among other things.

Please don't divert to Chandler st!

Traffic is often already dangerous around the intersection of Fairfield and Moss on school days, additional congestion will make it untenable and put students at risk

I'm not sure what the point of calming Richardson is. Is it to avoid the Fairfield neighborhood altogether? So if I had to get out of town, I would go via Richmond to Bay to Douglas/blanshard? And oak bay folks wouldn't cut through to go downtown? In that way it makes our whole neighborhood more quiet, butttttt I highly doubt it will be that efficient.

General traffic cluster-f****ery

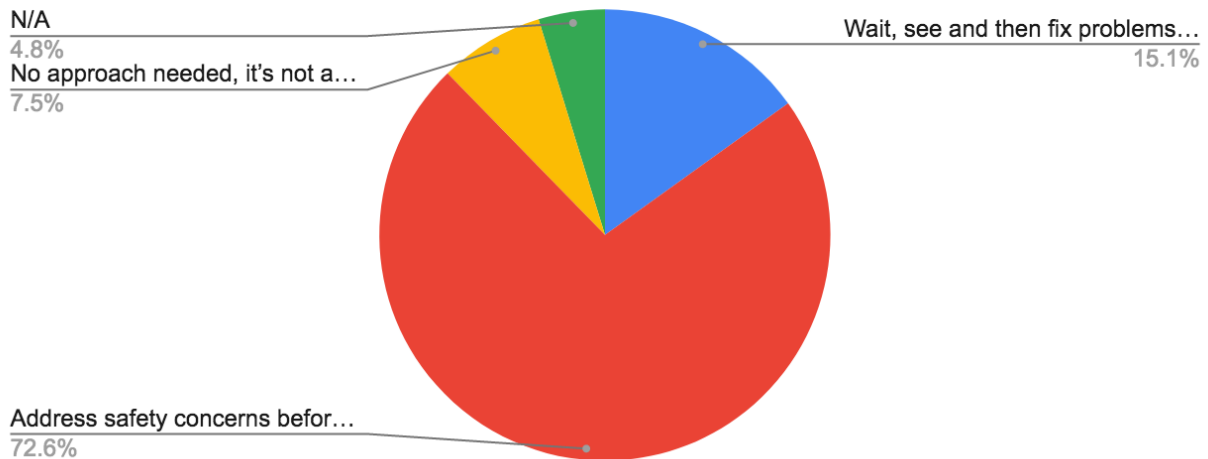
That would create too much traffic on Fairfield Road, right in front of the SJD playground. This would be an increased amount of noise pollution for the children on one of the most popular parts of the playground. The corners of Moss and Fairfield as well as the corner of Kipling and Fairfield are dangerous as it is; increased traffic flow would mean increased safety risk for children and families.

Survey Results - Question 6

What do you think is an acceptable approach to address safety concerns about increased traffic * around the schools and care programs?

- No approach needed, it's not an issue
- Wait, see and then fix problems as they arise
- Address safety concerns before breaking ground
- Other...

What do you think is an acceptable approach to address safety concerns about increased traffic around the schools and care programs? 252 respondents



- 73% Address safety concerns before breaking ground
- 15% Wait, see and then fix problems as they arise
- 8% No approach needed, it's not an issue

COMMENTS (101)
I'd like to be informed as a parent of children at SJD, as to the extent of study on the increased risk to children walking/cycling to SJD or Margaret Jenkins.
Well before breaking ground, once it's built & the has been spent nothing will change.
All safety and speed issues must be addressed before breaking ground.
I plan should be in place with flexibility built in to account for unforeseen issues.
How can this not be part of the planning? I'm very concerned that the city thinks increasing traffic around schools is a good idea. I'm very pro increasing our bike lane network too - that's not the issue for me. But this particular route is very concerning.
This situation shows that family with kids with less than average income were not consulted enough about current proposal and consequences
There are employees dedicated to this project with skills and expertise. We can trust them to give us the best possible start, then fine tune as needed.
Inevitably we will need to address concerns after.

There needs to be speed bumps on cross streets close to Cook and on Moss. There need to be a decrease in speed limits to make them a less appealing cut through.
Detour traffic to other routes then to routes around schools
Warren Gardens and Chandler Ave will become a main East/West driving road, which are more densely populated than Richardson St. What are they doing to calm the spill over?
I think people that use Richardson to cut through from Oak bay will head to oak bay ave/fort st area so will make traffic less.
Why break what isn't broken?
I am concerned at the tone of this survey. It sounds NIMBYish. We get so much from the school encouraging students to bike and walk, and now that the city is doing something great about this in our community, we want to fight it? And using the students as ammo? Not cool.
Use temporary trial period with temporary closures using lower cost flex bollards etc. conduct pre and post traffic counts. Assess and make final decision.
I would definitely like to see how child safety and school zone impacts were evaluated for this project.
More visible crosswalks for children and all pedestrians
This has been studied a lot by people who are professionals in the area of city planning and traffic calming. I would continue to advocate for slowing traffic down along Fairfield road and investigating the intersection of Moss and Fairfield, but I think that the idea of closing down parts of Richardson are great.
Please try to address as many safety concerns before breaking ground, and thereafter address them as they arise.
Conduct risk assessment and put risk response strategies required avoid or mitigate. I would want to see Risk Management document particularly that deals on safety related element of the project.
The safety concerns are a near certain probability. A good plan would avoid the risk altogether and an acceptable plan would address risks as part of the plan.
Speed bumps please and how about we encourage local students to go to local schools? Many SJD families start out local and once the children are in French Immersion, they move far and wide, commuting by car. I don't get the culture of driving children to and from school. The worst traffic congestion in Victoria comes mid-afternoon, when school is out.
Stop the project immediately. Discuss other options if felt necessary (why change something that isn't broken).
Both options 2 and 3
I would support an FOI of city traffic studies (and emails among policy staff) related to this project to ensure due diligence was completed, including stakeholder consultations. I live in Thurlow and was never consulted. This flies in the face of good policy.
City should put prevention measures in now, including a baseline to measure impacts and look at impacts of Vancouver Street changes
My main concern is the Fairfield and Moss intersection. Traffic control changes 30 minutes prior to school starting and 30 min after school ends to accommodate the increase in vehicle traffic and to protect pedestrians and bicycles would be a minimum. However, pedestrian crossing lights on Fairfield (crosswalk with a light at the corner of Kipling at Fairfield?) and on Moss at Thurlow (marked crosswalk with a pedestrian triggered flashing light) would be a welcome addition.
I understand that the City has done some engagement. But the plans are not always clear and the design options are hard to understand for those not steeped in city planning. It would be helpful to have the City arrange another drive-by with city planners so we could see what is actually being proposed.

<p>Students are actively being encouraged to walk and wheel to school but the roads will be increasingly more dangerous for young students to do so.</p>
<p>I feel that it is unacceptable to re-route that level of increased traffic volume in front of 2 elementary schools/preschools. The vast majority of kids in the neighborhood walk, bike and scoot to school.</p>
<p>Another knee jerk reaction by the city, this is the cheapest option, the budget is their main consideration.</p>
<p>I am so tired of this city requesting public input on major decisions like this and then completely ignoring the majority of opinions expressed. It feels like these meetings are tokenism.</p>
<p>As previously stated, more enforcement of school zone speed limits would great now and after the bike lane goes in.</p>
<p>Increasing cars on Fairfield will result in more impatient drivers and even more near-misses than currently</p>
<p>It will push way too much traffic onto Fairfield</p>
<p>This is proof the city council does not care about all of its residents</p>
<p>Speed bumps may reduce the overall speed around schools, but I think better routes to drivers to avoid school ground would be better. Richardson has much Less traffic lights and this contribute to a faster traffic flow, while Fairfield got a few, and this generate traffic.</p>
<p>leave a few extra minutes earlier each day. Stop using accessible parking stalls for drop off and pick ups. Quit using your vehicle like a time machine.</p>
<p>Unsafe drivers in these school zones require increased police presence</p>
<p>There is enough room for cars and cyclists on Richardson, this is a waste of city funds.</p>
<p>Look at the detour routes (ie. Brooke street) and increase stop signs, speed bumps, and other impediments to drivers to avoid the "rush" of traffic that these changes will cause down busy, heavily populated streets.</p>
<p>Helps is a moron</p>
<p>I do think a speed bump on moss and side streets is appropriate.</p>
<p>Fix problems "if" they arise. They may not.</p>
<p>The construction of this question is biased as it presumes and implies legitimate safety concerns.</p>
<p>I believe the plans for Richardson go further than is needed - particularly in the east end of the Richardson cycling corridor. My suggestion would be to fix the issues from Cook to Moss. I do not believe it is necessary to close the road to thru traffic, particularly where the road is wider (Moss to Foul Bay). Seems like over-engineering to me.</p>
<p>Consider the potential hazards of increasing traffic around already crowded school zones where there are young children walking and biking.</p>
<p>They should be telling us the plan! The planning should have been brought to stakeholders like the school.</p>
<p>When a supposedly community-focused project risks such potentially high-impact negative community repercussions, then the families and individuals most affected by the proposed changes should be consulted - and satisfactory plans put in place to address those impacts and concerns - before implementation.</p>
<p>No changes should be implemented until this has been thoroughly reviewed.</p>
<p>Ross Street between Gonzales Beach and St.Charles will also see an increase in traffic. It requires traffic calming measures now.</p>

<p>This issue of increased traffic on cut through streets has been brought up at many meetings and public hearings and my understanding is that the city is adopting a "wait and see approach" It is not acceptable that our children's safety is "wait and see" . One tragedy is too many and too late for safety measures to be put in place!</p>
<p>This is a very poor choice. Make bike lines but do not close or divert more traffic. Also, bike safety is a huge issue. Create safe places for people to leave their bikes and more people will use their bikes. As it stands, we don't need more streets to be closed (I've seen what it's done for traffic on Vancouver and Humboldt- it's not necessary and causes way more issues than addresses</p>
<p>Address the difference between temporary closures and permanent diverters. This survey does not.</p>
<p>As stated earlier, the crosswalk guards are already in place. I think wait and see is a low risk approach.</p>
<p>I think some of the effects can be anticipated in advance</p>
<p>I don't expect a big increase in traffic diversion. The change will reduce traffic along Richardson, which is on many routes for travel to Central and EMJS and SJD.</p>
<p>Why are fixing what isn't needed amd will only create more congestion.</p>
<p>Cars already speed through the school zone and Foul Bay Rd with no consequences. There is only one traffic light at moss and Fairfield and no others east on Fairfield. Side streets with stop signs will get backed up causing chaos.</p>
<p>This needs to be addressed prior to breaking ground</p>
<p>This is a ridiculous plan- there is no need to stop cars coming from McNeill to Richardson. This is a major commuting thoroughfare</p>
<p>See above</p>
<p>Taking cars off the road is not a safety concern. Vulnerable road users are less at risk.</p>
<p>Better crosswalks. Not manual, but push button for pedestrians. Well lit and removal of encroaching bushes that reduce visibility (Chandler and Richmond). Improved traffic flow patterns for cars to account for the increase in traffic to direct the cars where you want them, I.e. not near the schools. Make sure there is a plan for police presence to reduce number of speeders when work initially completed. Road closures around schools except for residents during child drop offs/pickup hours.</p>
<p>Cancel the Richardson Bike lane project before it does irreparable harm to Fairfield, Gonzales and South Oak Bay</p>
<p>KEEP RICHARDSON OPEN TO ALL MODES OF TRANSPORTATION.</p>
<p>No brainer; addressing the safety concerns prior to starting is a must. Especially when children are at risk!</p>
<p>The city should have a plan to promote/enforce compliance with speed limits around schools during construction and once the bike lanes are completed</p>
<p>Police control to stop speeding</p>
<p>It is folly to plunge into such a massive change without considering the impact on children and residents of the streets.</p>
<p>The proposed plan to shut down Richardson street should be abandoned. That is the only way to prevent the likely ill effects of increased traffic on Fairfield rd. that will be caused by the Richardson closure.</p>
<p>Let Richardson Street alone and try to find out what cyclists really need and want first.</p>
<p>No on street parking on one side of the streets, or make them one way only. Restrict your detour times to 07:30-10:00 a.m. and 2:30-4:30 p.m.</p>

Do NOT close Richardson to vehicular traffic at any point along its length. Reduce speeds, add speed bumps appropriately, but do not close the street. Re think the biking issue. Over most of it's length, it is already fine for bikes.

already I see vehicles speeding through the pedestrian greenway streets without regard to safety issues. I have asked for speed humps on Brooke street before all this began because I have witnessed "reckless" driving habits with the cut through traffic that occurs now.

it's always better to be proactive.

Let's talk and let our community, local, and tax paying citizens truly be HEARD. I am feeling like political agendas personal objectives seem more important than our neighbourhood's health and well being. This is Victoria, CANADA. Let's behave like it!

Initiate dialogue with open eared members of Victoria Council - and its influential staff team that does the research into urban planning and city development - to enable voicing of our concerns. The knowledgeable, active residents of this neighbourhood know it best.

This project was pushed through regardless of overwhelming opposition from residents and cyclists alike. The bike traffic using this route will not exceed 2% of traffic and isn't worth the cost to build.

Use traffic-calming measures (speed humps, sidewalk bump-outs, roundabouts) around the schools and care programs, and along the streets that families use to access the schools and care programs.

Better, don't close Richardson.

City of Victoria seems to have assumed the problem away.

Waiting for an accident to confirm that driving traffic volumes up in elementary school zones is a bad idea just seems non-sensical. What is the problem the City is trying to solve?

Making Chandler and Thurlow one way streets would be a great idea.

At the April 22 council meeting Helps totally trivialized the very concerns of Chandler/Brooke/Thurlow street residents, by saying it was just a bit of anxiety over the unknown.

this survey disregards existing challenges: biking to school is unsafe along Fairfield and Richardson. Continuing a car-centric approach to drop kids off is unsustainable.

Sadly city planners and council have their vision and agenda and don't care about residents concerns

Do not let this become the ridiculous and convoluted mess that Humbolt St and Vancouver St have become. There is a history in the Lower Mainland of neighbourhoods being adversely affected by traffic diversion.

There has been so much discontent in the neighbourhood about the lack of fair consultation on this project. I hope the City will try to repair this with a more concerted effort to communicate and involve residents in mitigating safety issues. We live on Chandler Avenue (1600 block) and there are SO MANY young children on this block. We already have issues with drivers going too fast. I would really like to see traffic calming measures like speed bumps or something similar with what will probably be a big increase in car traffic.

Rethink the driving program in BC. Leave the roads alone. Enforce safe driving skills instead.

There should be plans in place for children's safety on the roads around the school. This may need to include a drop off lane, traffic lights, traffic calming etc. It is not acceptable simply to divert all of this traffic around these schools. The traffic is already heavy and many are speeding g through the school zone on Fairfield rd.

Is it really necessary to have so many traffic diversions along Richardson?

Please consider the domino effects of rerouting car traffic during busy commuting times - drivers stressed to get through detours to get to work on time will not be mindful of neighborhood kids, pets, elders making doing their daily outdoor activities. We are looking for quiet streets where the kids cannot be overrun by cars or lots of bikes either.

What will it take to address safety concerns-a kid or pedestrian getting injured or killed by a vehicle???? It has to be addressed before moving forward to keep our residents safe.

Safety concerns need to be addressed first and foremost before breaking ground.

I believe that when children are involved, all steps to maintain their safety should be done prior to making any changes to traffic patterns.

Much more consultation is needed prior to significant budget being spent on a project that so many people have concerns about

I live on the corner of Richmond by Margaret Jenkins and people FLY down this road. If traffic is diverted at the Richmond/Richardson intersection, I can only imagine what those irate drivers will do to get through here quickly. Visibility on the crosswalk is poor as well.

You need to survey the entire population that lives near Vancouver st. and ask what they think about the ABSURDITY of the traffic pattern for very few bikers. They will unanimously concur it is LUDICROUS

SJD has gone to great lengths over the past few years to calm traffic around the school, such as putting in speed bumps on Thurlow. I am finally comfortable letting my daughter travel to and from school by herself. If Fairfield Road becomes a heavy traffic zone in front of the school, this would be unacceptable and would be counter to all efforts to make our community safer. If Oak Bay residents want a safe biking route, Richardson is already very wide as it is and considered a safe route without closing it partially to vehicle traffic. I am always driving on that street at all times and days and it is never busy with cars. Leave it alone.

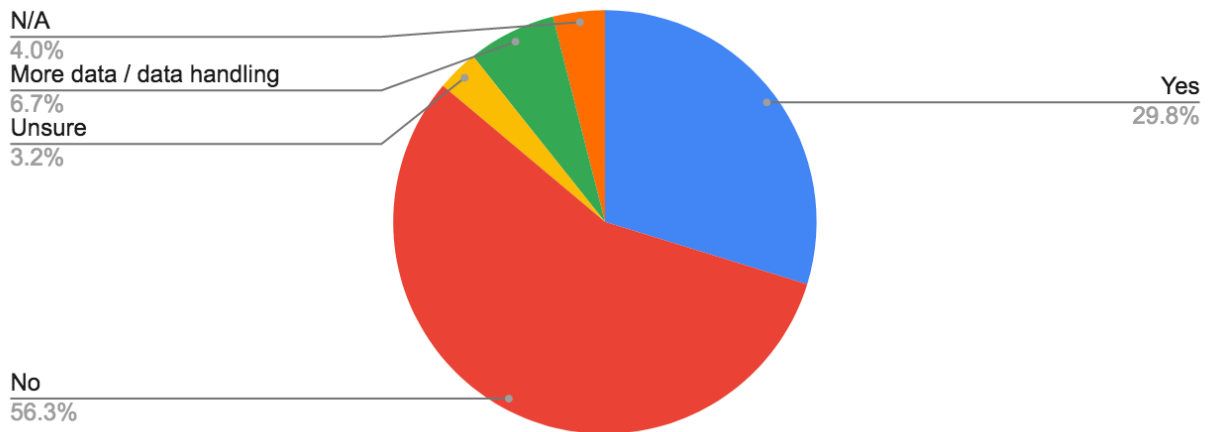
Survey Results - Question 7

...

When analyzing the traffic data (vehicle speeds and volume) for safety planning for this project, *
do you think that data collected during Covid-19 affected months (March 2020 through to
present) should be included?

- Yes
- No
- Other...

When analyzing the traffic data (vehicle speeds and volume) for safety planning for this project,
do you think that data collected during Covid-19 affected months (March 2020 through to
present) should be included? 252 respondents



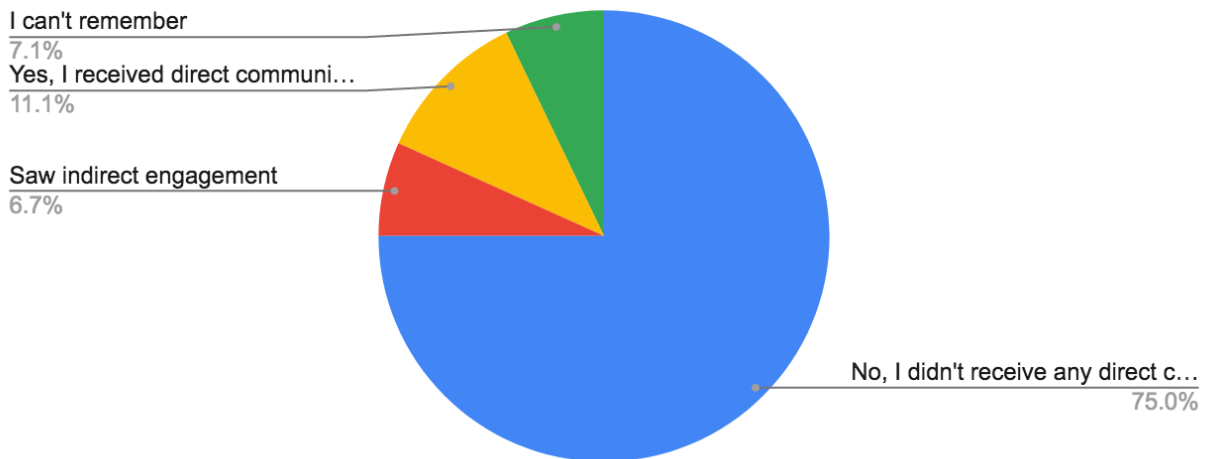
- 56% No, Covid-19 affected data should not be included for safety analysis
- 30% Yes, Covid-19 affected data should be included for safety analysis
- 7% More data needed, proper data handling required
- 3% Unsure

Survey Results - Question 8

Did you receive any direct communication (mail, e-mail, in person, phone) from planners about the design of the Richardson Street Corridor project? (check all that apply) *

- Yes, I received letter mail
- Yes, I received an email
- Yes, I received a phone call
- Yes, someone came to my residence
- No, I didn't receive any direct communication
- I can't remember
- Other...

Did you receive any direct communication (mail, e-mail, in person, phone) from planners about the design of the Richardson Street Corridor project? (check all that apply) 252 respondents



- 75% No, did not receive direct communication
- 11% Yes, received direct communication
- 7% Saw indirect communication / did not receive direct communication
- 7% Can't remember

COMMENTS (71)
As a resident of Phillipa place, once block from Richardson, we were never contacted.
This seems like a misleading question - the city does not phone or email individuals directly to consult on changes.
Again, I think there has been a lack of communication about this project

I don't expect the folks from the city to come knock at my door for every decision. The proposals and ideas for increased bike lanes were very public with plenty of opportunity for individuals to find out more and get involved.
Typical of the current City leadership and council.
I am signed up for all comms with bike initiatives.
This is a bad idea. My son bikes to school along Richardson and I don't think this will make him safer as drivers who are on the street will be frustrated at all the diversion
I live on the south side of Moss, near Dallas. I'm not sure why they would need to contact me?
More public consultation is needed around this project.
See above
I don't live in the community, so wouldn't expect to be consulted however I did send my feedback to the city directly.
No
I only learned about the plan from a neighbour on my street and the local school.
Public in area not consulted
We just moved here.
Communication from the city was hard to miss on this topic, anyone who says there wasn't has an agenda to push.
I live on Kipling St in between Fairfield and Richardson and am rather appalled that our household received absolutely NO communication or invitation to provide input on the plan.
I'm pretty sure they were required to consult folks in my street. At the very least a stakeholder consultation should have been held (zoom is fine).
I went to one City Hall engagement on the overall network. The Richardson bike lane was not explained very well. The diagrams are confusing.
As far as I can tell, consultation took place through an online questionnaire that was live for 4 days. I only found out about the questionnaire well after it was over.
This is an unpopular project that will result in higher speeds on quiet streets, even if speed limits are reduced, and also less access for seniors to downtown.
The city had a plan to remove the encampment from city hall, the plan was to allow it to be dispersed to 6 neighbourhood parks. It was rescinded the next. These are the current city planner, no planning.
No direct consultation, but there were posters on literally every pole along Richardson. This question seems biased against the project
I had no opportunity to provide feedback
I only heard about it through some flyers
Not to mention rounds of discussion during the OCP in 2012 and the Fairfield Neighbourhood Plan a few years later
No consultation, ever.
No more bike lanes !
Huge signs along Richardson outlining the project and surveys etc. You can't miss them if you drive, bike or walk on that road. Also info on bill inserts/signage/posters etc.

<p>Why does the survey not directly provide information regarding the consultation process the City followed? In addition to jogging respondent's memories as to when, where and how they may have been engaged, it would convey that an extensive process took place: The design and engagement process was held between July 2019 and February 2020. Consultation was completed with the public as well as agency partners including BC Transit, Capital Regional District, ICBC, Victoria Police, Victoria Fire, BC Emergency Health Services, and staff at the District of Oak Bay. Over 2500 people participated in public open houses, corridor tours, and on-line surveys.</p>
<p>The planners seem to have done an excellent job at containing this information from the public in the form of direct communications.</p>
<p>I sent my concerns early in the process and was advised that while I find Richardson a safe cycling route, some do not, and hence the changes.</p>
<p>I heard about it from a concerned citizen. I went to the planning session and they would not listen to me, and just wanted to listen to the people with bikes, whom they knew by name</p>
<p>Only the citizens opposing the project approached us.</p>
<p>Any info I have found out about the Richardson corridor has been found solely by my own research. I did not receive any information on this topic via any of the above methods from city planners - shameful. I don't receive a local daily or weekly newspaper so would have missed a flyer if it was included with those.</p>
<p>I live on Richardson St and have not received any direct communication</p>
<p>All families at these two elementary schools should have been contacted directly about this project.</p>
<p>Community consultation for this project has been extensive and started years ago.</p>
<p>I remember many opportunities to provide feedback and get more information via engagement tools such as newspaper ads, engagement platforms and social media. I do not expect direct communication as described in the above question.</p>
<p>I don't believe the City of Victoria bothered to communicate with those living in Oak Bay because they believe it is an issue that only concerns Victoria.</p>
<p>Communication was not an issue.</p>
<p>I heard about this by accident!</p>
<p>Victoria council pushing an agenda with limited consultation.</p>
<p>People that use Richardson street as a thoroughfare, generally speed. It's not their neighbourhood, and they don't care about the safety of vulnerable road users.</p>
<p>I do find that interesting because we live on Thurlow</p>
<p>This project was rushed through to meet a fictitious deadline. This meant that proper consultation was not done and that no community meeting was ever held. Staff even added another traffic diverter after Council had approved the first five.</p>
<p>When I heard a bike lane was going in I assumed it was a lane not a street closure.</p>
<p>As taxpayers and parents living on a street that will surely become a through-fare, it is not OK that we were not consulted. This plan is unsafe.</p>
<p>poor communication</p>
<p>I am aware of no efforts at communicating the plan to me or anyone I know who lives in Fairfield (many people).</p>
<p>The only notices I have received have been in the Times Colonist. The early articles about the proposed closure did not contain the information about redirections - except for the Oak Bay residents complainig about not being informed of the Richardson east end closure.</p>

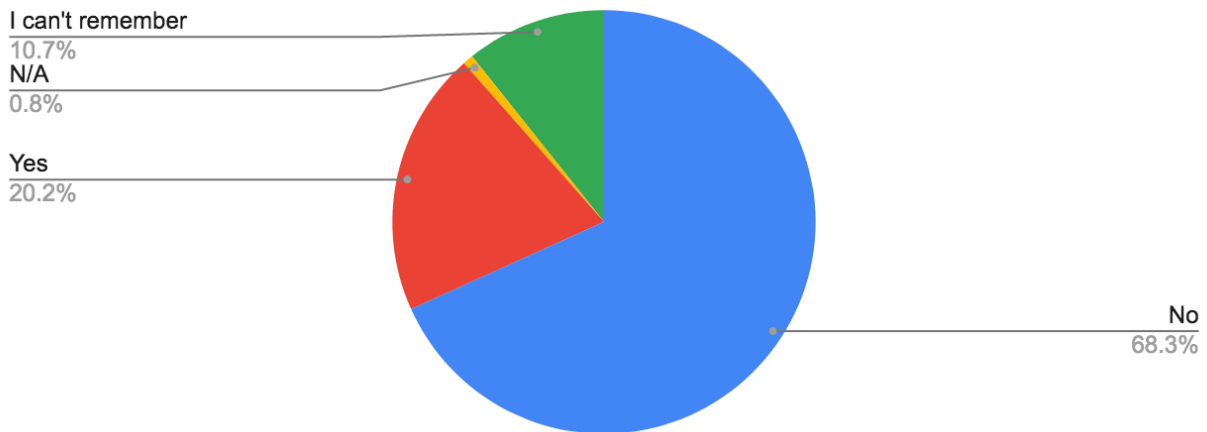
<p>The only way I found out was from a neighbour who managed to come across an "obtuse" poster that was over by Maddison and Richardson (one that you would only be able to see if you were walking --most folks don't use Richardson as a pedestrian walking route as we have the designated pedestrian greenway route along Chandler and Brooke...</p>
<p>I received nothing - I live in Saanich and my children split their time between me and their father who lives within the Sir James Douglas catchment. this makes it very difficult to know what is happening locally in the community</p>
<p>I attended a city of Victoria open house on street design a few years ago and gave my feedback for the improvements to the AAA bike network. I support the changes.</p>
<p>My understanding is that several bike lane projects and some descriptions were exhibited as part of an open house event at some point within the past 2 years. At that time details were still to be finalized and the several projects were presented as a whole concept. The specific Richardson Street Corridor project details were available to me only within the last 3 months.</p>
<p>I live in James Bay.</p>
<p>They don't care what the community wants or needs.</p>
<p>Only information I received was from community members opposed to the decision to proceed with such limited information/engagement from residents</p>
<p>My household was not contacted and we will be directly impacted by the Richardson street closure.</p>
<p>I don't know why the city hasn't been able to better present this issue. One clear argument for it is the advent of e-bikes. They're set to become a viable vehicle alternative.</p>
<p>In Nov 1999 it was up to me to inform my neighbours</p>
<p>I'm a resident of the Fairfield - Gonzales neighbourhood and wasn't even aware of this project and the traffic impacts or routes until it was raised by SJD leadership</p>
<p>And no replies to my emails</p>
<p>Recent emails sent to City were not responded to.</p>
<p>We received no communication from the city on this and we have lived in the neighbourhood for 7 years. There was a big volume of communication from neighbours opposing the project and this was the only thing we received. There were MANY requests to the City to provide an opportunity for direct communication and real consultation and this was not provided. It is not realistic to expect working parents of young kids to attend city council meetings or similar and it was really disappointing to see such a failure / negligence in communication from the City.</p>
<p>I received NO communication from the city or consultation despite the fact that we will be highly impacted by this change</p>
<p>We live closer to Cook Street Village</p>
<p>I participated in the survey online but it did not explain road closures or street diversions. Poor survey. Also wrote to the city council my concerns and heard nothing besides one letter back from one person saying the issue was closed to further input.</p>
<p>There has been significantly less traffic due to school closures and reduced enrolment rates. Many of the families this will effect have not been consulted because they don't live in the area. SJD is a french immersion school so many students travel from further afield.</p>

Survey Results - Question 9

Did you come across any additional engagement about design from planners, such as print advertisements, flyers, newsletters, pop-up displays at stores, markets, events or other community gatherings? *

- Yes
- No
- I can't remember
- Other...

Did you come across any additional engagement about design from planners, such as print advertisements, flyers, newsletters, pop-up displays at stores, markets, events or other community gatherings? 252 respondents



- 68% No, did not come across additional engagement
- 20% Yes, came across additional engagement
- 11% Can't remember

IF YES, PLEASE DESCRIBE (43)
media, signs, city website, pop up tables
Ok. Whoever wrote this survey is clearly pissed that they were not taken out to tea by the city staff and asked what they thought. One on one engagement for projects of this size are not practical or possible. The city did have an engagement strategy, but at some point it's up to people to actually, actively participate.
I feel there has been good communication. I have attended walking tours and submitted survey feedback to the city. There has been lots of communication for those that paid attention. I live nearby and will be affected and have made efforts to ensure I have been informed by signing up for mailing lists etc.
there were events when engagement was active. There were signs up around richardson st for feedback.

Social media posts
I think at the Moss street market or their September event. There has been signage and it was in the local papers.
Posters and flyers
print advertisements
On the Gonzalez Facebook page
Signs, online engagement, info sessions. The city did a 700 plus page report on their engagement efforts.
posters on poles
Approximately 2 years ago at the Fairfield Gonzales Community Center there was some information.
I have since signed up to get alerts from the planning department at the city (since this was passed) and I have recieved info replayed to the Richmond bike lane (road closure). I did not receive anything prior to the decision being finalized by the planning department.
posts on Facebook and reading of Oak Bay's lack of input
As previously stated, there were posters along the entire length of Richardson for MONTHS. The city has also released a 600+ page report outlining the consultation and community engagement that took place. It was extensive.
Virtual meetin
I saw a few flyers from the community complaining about the changes
I've read about it in publicly available information
Community association held a bike lane sub-committee in 2017
There was excessive engagement, including tours by the city, forums and door knocking.
See above. I know I've seen quite a bit but the obvious ones were all the huge signs along Richardson and then general knowledge about all the bike infrastructure in Victoria...it's all over the news very often!
Flyers in various locations and information in newspapers and online.
Print advertisements and flyers
The city had signage all down Richardson Street for many months.
I came across all of the listed engagement.
Online social media
Print advertisements and notice of meetings
community event
Pop-up displays, corridor tour, etc.
Have seen website.
I found out from news channels print and television
News stories and newspaper ads.
Several news paper articles with good content, however letters to the editor ignored the facts, and try to stir up others with misinformation.
Lots of materials shared online
Through FGCA emails
Sign boards---no discussion. It was already proposed as a done deal.

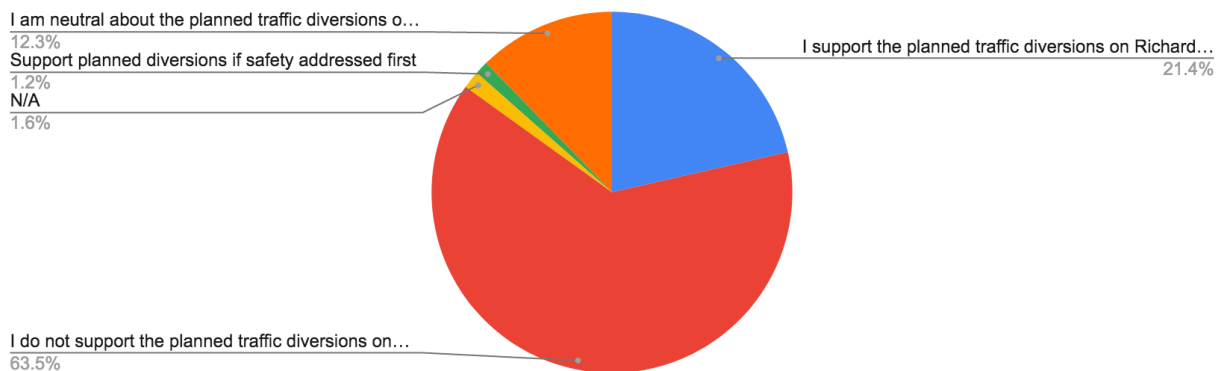
If I did come across any information about design I certainly did not realize the extent of the traffic diversions off Richardson that will be impacting adjacent streets.
Again, from concerned residents. Nothing from the City
Come on... get 'er done!
newspaper ad
Twitter, street signage, City of Victoria website
The only way find out anything was through a community Facebook page.
Only letters to the editor from concerned citizens alerted me to the project in the first place.

Survey Results - Question 10

Please choose from the following: *

- I support the planned traffic diversions on Richardson Street
- I am neutral about the planned traffic diversions on Richardson Street
- I do not support the planned traffic diversions on Richardson Street
- Other...

Please choose from the following: 252 respondents



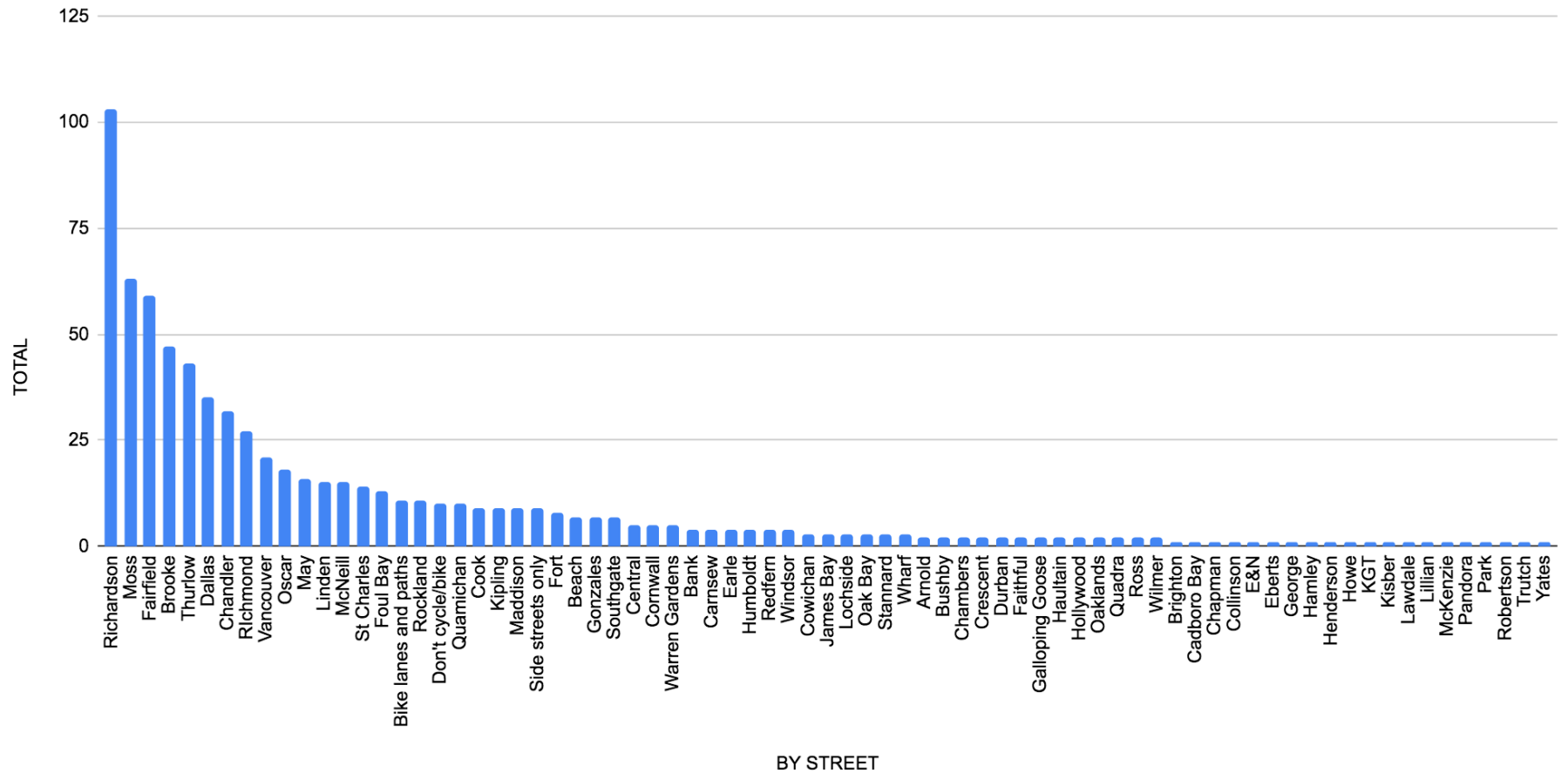
- 64% Do not support the planned traffic diversions on Richardson Street
- 21% Support the planned traffic diversions on Richardson Street
- 12% Neutral about the planned traffic diversions on Richardson Street
- 1% If safety is addressed first, support the planned traffic diversions on Richardson Street

Survey Results - Question 11

Which neighbourhood streets do your family most often use to bike currently?

Long answer text

TOTAL vs. BY STREET (252 respondents)



Survey Results - Question 12

Do you have current safety concerns about your route to school, such as traffic on a particular road, speeding, lack of space to walk or bike, or? Please describe:

Long answer text

COMMENTS (171)
"Route to school" does not apply. However... I live on Brooke Street, which (for decades) has been part of the Chandler/Brooke/Thurlow "default" east-west bike route and "route to school" for many in the neighbourhood. Closing Richardson will automatically syphon a lot of vehicular traffic onto this corridor, destroying the quiet safety, not only for bikes, but even more importantly - for the many families with young children along the corridor.
A bit of an issue with construction on Michigan, but that's temporary. Looking forward to lanes from James Bay to Douglas.
A few car drivers speed on Chandler avenue already. There are a lot of families with kids on this street. And as stated elsewhere, the drivers who ignore the crosswalk on Richmond near Chandler and visibility on the corner.
A new route is planned, it increases my carbon out put and increases costs of travel.
Absolutely. Our route to school is already compromised with no crosswalks and little regard for children walking to school. I'm super nervous to see how all these thousands of cars will affect us.
All routes are presently unsuitable for unaccompanied children on bicycles due to inadequate space for bicycles and constant speeding traffic.
Already the crosswalks at Fairfield feel very dangerous, with cars speeding through and not stopping for children. Adding significant extra traffic volume will only make things much worse.
Car traffic speeding on Richardson St is my main concern. I live on this street and cars seldom slow down despite the posted speed limit.
Cars drive extremely fast on Richardson and Moss. The active school route along Moss for kids walking, biking, scootering to SJD and Central is fabulous and very well used every day and in all weather! We desperately need the cycling route in this area and along Richardson to give everyone more space and safety. Active transport needs to be prioritized ahead of car culture.
Cars drive too fast on Moss
Cars drive very fast on Kipling.
Cars on Moss
Cars regularly speeding past bicycles on Richardson, creating safety issues for other cars, pedestrians
Concerned about speeding on Chandler Ave
Concerned about the speed on Fairfield near the school. It is posted as 30km per hour, but everyone does 50km through there. I would like school signs on Fairfield, not just on Moss. That might remind people to slow down in a school zone. The intersection of Moss and Fairfield is also dangerous. It is hard to see pedestrians with the diagonal shape of that intersection, both for right and left turners onto Moss from Fairfield.
Congestion directly surrounding SJD. Cars turning left on thurlow from pick up area regardless of sign. This is because to go right is so congested and only capable of one way driving with parked cars.

Construction at the corner of Moss and Fairfield has led to some safety concerns...but it may have needed to happen now and not in the summer.
Cook Street is a particularly bad road, especially near the Fairfield corner. Drivers do not slow down, even with the new round-about.
Crossing Cook at Richardson on a bike can be challenging.
Crossing Foul Bay can be very difficult. Crossing Richmond is also very difficult - cars do not stop no matter how long you wait to cross.
Crossing Quamichan at Maddison. Crossing Richardson at Maddison in front of bikes (as bikes I have found are worse than cars at not yielding to pedestrians).
Crossing St. Charles Street at Brooke Street. The recently painted crosswalk is a big improvement but the speed and volume of traffic on St. Charles in both directions makes it difficult to cross St. Charles as a pedestrian, or to turn onto St. Charles as a cyclist.
Currently there is some concern re: packed parking and traffic on busier side streets- Linden, for example- I can only imagine how much more dangerous for elementary-aged bikers and how much worse it will be congestion-wise if this Richardson nonsense is allowed to proceed.
Currently, our kids have a safe route to school.
diverting vehicle traffic to an already overly congested fairfield road is not a good option. Fairfield has a very high amount of traffic already, parked cars along both sides and is very narrow for cars and bikes to share the road. This vast increase to traffic on Fairfield road will make it even more dangerous for bikes to share the road with cars and increase vehicle traffic in the school zones, making busy intersections and crossing for school kids even more dangerous.
Even though there was increased signage, I still found that school zones and the 30 KPH zone on Fairfield between Cornwall and Kipling were often ignored.
Fairfield is already a very busy road especially at Cook St. and at Moss St.
Fairfield & Moss intersection.
Fairfield and Foulbay is dangerous. Needs to be raised to slow traffic down. Many close calls and accidents.
Fairfield road crossing to Margaret Jenkins and Hollywood Park
Fairfield Road HD many large transport trucks barrelling down and there are no stops signs or lights except for at the corner of Fairfield/Moss... vehicle speed is far beyond the 30km per hour Max.
Fairfield road often has too much speeding traffic near Sir James Douglas despite being a 30KM/H zone.
Far, far too much speeding in the school zone and surrounding school zone area. Most of it from parents.
Foul Bay Rd speeds.
I already have significant concerns about several 'close calls' our family has had with cars failing to stop for pedestrians crossing Fairfield road, both at Richmond and at Lillian Street, in the crosswalks. I'm concerned about the increased traffic and lack of pedestrian controlled crosswalks and other safety measures to address traffic on Fairfield Road.
I am concerned about how people will drive to Monterey Middle School when Richardson is blocked at Foul Bay. I think it will increase traffic flow around MJS at times children are entering and exiting the school grounds.
I am concerned about the lack of space to drive creating a dangerous limited space for all the cars to squeeze through

I am concerned with all three (Fairfield, Moss and Thurlow). Speeding is constant - worse on Fairfield and Thurlow, but Moss is not much better. We often bike on the sidewalk with the kids to avoid the impatient and speeding drivers. Thurlow doesn't have the space - often only 1 car can pass at a time with residential parking on one side and open parking (for the park) on the other beside the school.

I currently feel unsafe crossing the intersection of Richmond Ave and Richardson Street. I have seen cars speed and not wait for children to cross the road on many occasions.

I do not attend school

I especially have concerns about Richmond Rd., but I also am concerned about Fairfield. Both streets are potentially dangerous for bicycles and have undergone no planning for bicycle traffic. This is really a pity, especially since Fairfield recently got a new sidewalk by the cemetery but no bike lanes were planned. It is also a real problem that Richmond Road will be serving students trying to get to Landsdowne school but is very poorly set up for bicycles.

I find getting across Cook St on Richardson to be treacherous - especially when walking across the crosswalk. The intersection at Moss and Fairfield is also dangerous and Fairfield next to Porter Park invites speeding

I got concerns about the traffic at Richardson due to the lack of bike lanes. The Cook Street crossing between Richardson and Cook make it kinda scary to cross as a lot of drivers ignore the fact that pedestrian crossing got the preference. Unfortunately, Richardson don't have much space to add a bike lane while sustaining the current traffic without compromising the safety of everyone. Maybe by reducing the size of the sidewalk can help but it will reduce the space for pedestrian.

I have concerns about the crosswalk at the junction of Wildwood/Lillian & Fairfield. Cars frequently don't stop because the signs are not visible through the trees and the white colour of the commercial building at Wildwood/Lillian distracts from the signs. Cars also approach on a corner.

I have concerns with the volume and speed of traffic on Richardson, which serves to impact the safety of pedestrians and cyclists alike. The volume of traffic on this road likely serves as a barrier for people who might otherwise choose to get around by foot or bike instead of personal vehicle. Further, in contrast with the intersection at Fairfield and Moss, the intersection at Richardson and Moss does not have traffic lights or a school crossing guard.

I have no safety concerns currently. It's fine. Don't change a thing.

I have safety concerns for Kipling St. Perhaps if the westbound closure at Kipling and the St Charles at Richardson intersection allows Westbound traffic then adding traffic calming measures (traffic circle) at Brooke St and or Thurlow at Kipling will reduce driver's speeds along Kipling St (there are currently no stop signs on Kipling St between Richardson and Fairfield Rd).

I see so many cyclists on Moss, even with the hill - lots of kids and families going up to the middle school. Even with the 30kph speed with the school, I still see some bad driving past cyclists. We have daycare in fernwood and switched from using Moss to go via Vancouver St once the upgrades were done- even though it's further out of our way. the bike lane changes there are fantastic and worth the extra distance for safety. So I'd like to see more protection for cyclists on Moss. Fairfield is a core corridor, but sidewalks past the school could be widened and some other traffic calming measures if possible.

I support school streets on thurlow

I think McNeill is sketchy for children cycling (narrow road with cars parked and oncoming traffic needs to self-direct around one another)

I'd like to see a designated lane for biking along Moss. It's a busy street for residential, and connects Dallas to Fort. It's a great option for a bike lane. I'd like to see a better cycling network in Fairfield, connecting to downtown and Oak Bay.

I'm very concerned about the new roundabout on Cook Street. The middle is too wide, forcing the cars to merge into a very narrow lane. It hurts my back to drive through the roundabout, so I turn onto the smaller streets to get to early drop-off at SJD. This adds more congestion of our vehicles to the smaller communities. The roundabout was never discussed with Fairfield members. There's definitely not enough space for a bike to share the road with a car.

I've noticed drivers tend to get irritated at the congestion at Moss and Fairfield, and that drivers tend to speed through that zone to 'catch' a light. Frequently I see cars go through red lights there. I'm hesitant to have any more car congestion on Fairfield Rd. Parked cars, the narrowness of the street make it easier for pedestrian/bike and car-involved accidents.

If you divert traffic onto Kipling and Thurlow, these are the streets my son walks on to get to school. You'll make it unsafe for him. I think the best thing we can do is get people out of their cars, and discourage them from driving with speed bumps, while at the same time adding bike lanes (fabulous network growing all over the city!) and rapid transit -- how about trams??

Illegal parking/stopping sometimes creates a constriction that is a concern

Impact on all pedestrians and bicyclists using Beach Dr/Fairfield Rd and feeder streets.

in my case "route to nearby localities": No. All is well. I am a senior...in addition. My biking pace is slow and cautious.

Increased traffic on already busy routes.

Increased traffic, more frustrated drivers, and faster moving vehicles.

It would be better that bikes have their own lane as some vehicles are over speeding.

It's actually pretty good the way it is now- easy to bike downtown with the kids or up to oak bay.

Kipling

Kipling & Thurlow needs a 4 way stop. It's been asked for and recommended for years in 100 ways. What will it take!?

Kipling street before and after school. Seems to be used as a cut through

Many concerns have been addressed through the pandemic with wider sidewalks for walking and slowing down car speeds on many residential roads (noting locals will pay attention to this more than someone who is rushing to get to work and there is little monitoring of speeds on these neighborhood roads). The amount of construction and road work in the neighborhood is a safety concern.

Many! Primarily speeding, cars failing to stop at crosswalks & lights, poor visibility & increased traffic

massive numbers of parents dropping off on Thurlow means it is not safe for kids to cycle there. The intersection at Fairfield/Moss has been a disaster for decades.

McKenzie St is used as a cut-through and vehicles travel too fast

McNeill Ave is very narrow with a lot of parked cars. Therefore I avoid it. Otherwise feel very safe on Fairfield, Richardson, Central

Moss and Fairfield is very busy in the a.m. North-bound left turns should not be allowed off of Moss on Fairfield, nor from Fairfield on to Moss toward SJD as vehicles tend to run lights and drive too quickly through a school intersection. I have never seen any police traffic control here since 2012 when I started to do this trip regularly.

Moss and Fairfield, even with a crossing guard is treacherous. Many cars impatient and try to squeeze through before the pedestrians, which are mostly children whom often run across and don't think about the cars.

Moss St is narrow and congested, full bike protected lanes to the school would be desirable

Moss would be my only concern as it will be even busier but less traffic coming from either side of Richardson so thats good.

Most concerning are those who speed through the school zone in front of Margaret Jenkins on Fairfield.
My daughter cycles to Central from near Margaret Jenkins every day. Currently she often avoids Richardson due to higher traffic volume. Also I commute N on Foul Bay every day to take my son to preschool. There are no good North South bike routes near Oak Bay border. I would support a N S bike corridor in this area e.g on Foul Bay or Richmond. Would support active commuting to Oak Bay High, Margaret Jenkins, UVic.
No one stops at stop signs, Speeding, lack of space due to parked cars, failure to stop at stop signs, speeding.
No. I live on Durban street and ride my bike to work on Richardson every day. Despite this I am absolutely against traffic restrictions on that street as I believe this will increase traffic around the school and small streets. This is unsafe and irresponsible
No. We walk and bike to EMJS on Foul Bay now and it's great. My older daughter bikes from Central along Richardson and I am honestly more worried about the new plan, as cars are being diverted, doing U turns, etc.
None whatsoever. I taught my kids how to follow the rules of the road and they are perfectly comfortable in traffic. Richardson/McNeill has plenty of room for both and traffic flow has never been an issue.
None. We love the quiet little side streets that we taken en route to school.
Of course, this will divert commuters on a long winding route and will increase driving speeds and frustration.
On Foul Bay there is a lot of traffic, mostly going over the speed limit, even before school. My kids cross at Chandler. There is no cross walk. It is hard to get across and dangerous.
Only in Oak Bay, not in Victoria and certainly not on Richardson
Oscar
People making fast turns off Fairfield without watching for kids
Quamichan St - already used as a cut through and speed is not controlled with speed bumps. This is a common street children need to cross.
Richardson and Moss are heavily used by families attending neighbourhood schools (specifically SJD and Central Middle School). Pedestrian awareness and improved intersections could be explored to minimize pedestrian-bike-vehicle conflicts. Traffic is already an issue on these streets and conflicts with cyclists is an issue. The 4-way stop at Richardson and Moss is chaotic at start of school (I can't comment at the end of school).
Richardson is the most direct transportation (active and motor vehicle) route for most of our errands (school, shopping, commute). The current design of Richardson feels unsafe for both bike and pedestrian modes of transport. I think the designs proposed on Richardson will have a net increase to the safety of active transportation options for the entire neighbourhood.
Richmond road between Richardson and Gonzales- often people speeding, as well as not paying attention to 4 way stop at Richmond and Richardson.
Richmond road is very narrow, with many unmarked transitions to bike lane areas (only on side of the road, not separated) with no space for bikers with all the parking in the roadside.
Right now I can't bike with my kids safely to MJ, as we need to cross Richardson. I'm looking forward to the changes.
Rockland isn't made for fast traffic yet the speed limit is ignored, many blind corners.
safety concerns when we take richardson street from vancouver to moss street.
See above

Southgate can be narrow and has limited visibility when approaching the top of the hill near BH park. Moss between May and Fairfield is quite bumpy and has a lot of traffic.
Speed is always a factor. Foul Bay is a 30 km 24/7 and there is no enforcement.
Speed on Fairfield Rd is an issue. Crossing at the crosswalk at the corner of foul bay and Fairfield I find the vehicles impatient to have to wait for passing pedestrians and they speed off into the school zone.
Speeding at corner of Moss and Fairfield, and on Moss St south of Thurlow
Speeding cars around the corners on fousl bay in and through the school zones. I have never seen a traffic patrol in Margaret Jenkins school zone to enforce traffic rules but people speed all the time!
Speeding down Arnold and those streets that run perpendicular to Richardson.
Speeding down Fairfield Rd, even two blocks away from the school is a very real problem. Biking on this road is incredibly dangerous as people who are rushing to work mix with corners and parked cars equals poor visibility, resulting in accidents.
Speeding is always a concern in school zones regardless of volume. Left hand turns at Moss and Fairfield (all directions) are also challenging, and volume will only make that worse. Would be great to get a bit more infrastructure to deal with these 2 issues.
Speeding on Brooke, Kipling and Thurlow
Speeding on Chandler, Fairfield, lack of space to bike etc
Speeding on Moss and Linden with lack of sightlines (Linden) in some areas. But I don't feel Richardson St biking improvements will negatively affect our neighbourhood
Speeding on Moss St, particularly between the 4-way stop on May and Dallas Road.
Speeding on Richardson does concern me as to the safety of my kids riding their bikes but diverting traffic to side roads or congesting it on Fairfield which goes right through two school zones is not good either.
Speeding on Richardson is always a big concern.
Speeding on Richardson. The horrible stop sign situation at Richardson and Moss.
Speeding. Lack of a four way stop at kipling/thurlow.
The bike lane along Dallas has been wonderful for us - we can now ride to school, whereas we felt there was no safe route from James Bay to SJD before
The children are now using sidewalks to bike on because there are so many cars on Brooke street
The construction at Fairfield and Moss has resulted in a blind spot that makes it unsafe to cross; there are blind spots on Fairfield and Linden that make it dangerous to cross
The corners of Linden and May needs a crosswalk at the least. This is part of the "safe routes to school" for SJD and not having a light or crosswalk here is an accident waiting to happen. It is a blind corner with cars parking way too close to the intersection. It's even hard for me to see if there are cars coming, never mind a small child. Cars often speed on this street and don't slow down when they see a child waiting to cross on the corner. The Fairfield-Moss intersection is also dangerous as it is difficult for people in cars to see pedestrians, given the odd angles of the streets.
the crosswalk at Chandler and Richardson is unsafe to cross because of speeding, overgrown hedges, etc
The intersection at fairfield and moss should be addressed before these changes are made. We are very concerned about traffic here, especially in the mornings
the intersection at Fairfield and Moss streets is extremely congested in the mornings. It will get worse if Richardson is closed to traffic

The intersection at Moss and Fairfield is very dangerous. My kids have almost been hit, I've seen many other children almost hit, and saw a child hit (June 2019) at that intersection by turning cars/drivers not paying attention/drivers in a rush.
The intersection at Moss/Fairfield is already busy enough.
The James Bay route to the park is always a bit congested.
There is too much speeding on moss and Fairfield
There should be 4 way intersections all along Brooke (Stannard, Arnold)
Things are fine the way they currently are and no more ridiculous bike only roads are needed.
This is a bad and dangerous plan for my family and many others
Thurlow and Kipling is a weird corner with speeders going through Thurlow. It's not a even corner. It needs to be a four way stop with cross walks.
Thurlow Road drop off zone, the parent loop with left turns, poor visibility on the curve, speeding
Thurlow, most drivers in the AM don not adhere to the 30km speed limit, they do not stop at the STOP sign at Thurlow & Kipling, they tend to roll on through, this makes crossing the street a wee bit dangerous.
Too much traffic on Richmond
Traffic caused by parents rushing to get their kids to school. Moss turns into a speedway around 8:40 am.
Traffic on Fairfield is constant and fast. With cars parked on both sides it makes biking difficult.
Traffic on Fairfield rd at SJD is too fast, speed limits are not enforced. Cross walk at memorial on Dallas needs a flasher and button activation.
Trutch is rather narrow as cars park on both sides. Fairfield is already very busy with cars, increasing numbers of trucks and buses.
Vehicles travelling above 40km/h on Kipling Street in the morning, is the City planning on installing speed humps or traffic calming on Kipling?? Suggest a traffic circle at Thurlow and Kipling.
Very dangerous already at intersection of Moss and Fairfield
we currently bike down Mcneil then foul bay then fairfield to get to school. this plan would make is much more dangerous
We currently use Richardson road twice a day, to take the kids to and from school - I'm very worried about the re-direct to Fairfield road and what that will mean traffic-wise for MJ school and how we will drop off our kids at SJD.
We don't encounter any issues cycling in our neighborhood at all.
Would be great for Moss between Central middle and SJD to be calmed similar to Richardson since that is so heavily used by kids from both schools.
Yes
Yes traffic at Intersections 1) Richardson at Moss, Rockland at Moss and specifically Rockland at Linden Ave need to have sort of control. I had in many instances encountered vehicles that come at speed and did not stop at this intersection. I suggest these intersection be given due diligence.
Yes - drivers speed on Thurlow during school hours and otherwise. The double-sided road parking makes it hard to see oncoming traffic (especially for children). Further, it makes the passage for cars narrow and does not support additional traffic flow.
yes - mentioned above but crossing quamichan is a big one.
Yes - narrow roads with parked cars and extra traffic is unsafe for riding with kids

Yes - the corner of Fairfield and Moss where we cross when walking to school is already chaotic with too much traffic during drop off and pick up times. I worry about the increased traffic that will occur there when Richardson is closed. I worry a child may be struck by a vehicle.

Yes - too much traffic that already doesn't stop for kids and families at cross walks.

Yes there are already cars diverting down Linden at high speed to Richardson to avoid construction at Fairfield.

Yes there are no crosswalks on Moss or Linden etc. There will be increased traffic and speeding on the cross streets. There are no speed bumps. 30 and 50km are not followed by the majority of drivers. Stop signs are not stopped at,

Yes, I always insist my daughter cycle on the sidewalk while I ride on the street or the sidewalk with her. Traffic moves too fast for younger cyclists and a clear guideline for where to cycle and drive (and at a reasonable speed) are needed.

Yes, I asked my daughter (age 8) what she thinks of biking on Richardson. She said, "It can be scary." It's hard for her to stay to the side beside parked cars with the current amount of traffic.

Yes, it is currently unsafe for my children and inexperienced bikers to ride on St Charles St and Richardson. The new corridor will go a great way towards improving this.

Yes, it is stressful cycling with young children on any road with cars and we would never take them on Richardson as it is too busy and unsafe.

Yes, lack of traffic enforcement along Richardson next to Pemberton park. This is a 30km/hour zone next to a park and between two schools, yet speeds are not enforced. There is also a crosswalk used by many students that speeding drivers regularly whip through without yielding. Pedestrian controlled lights would be very useful at this crosswalk. Areas with street parking also cause safety issues for young cyclists as they are forced into the road.

Yes, Moss and Fairfield is a dangerous intersection. People turning also lead to a back up of cars which makes drivers frustrated. Doesn't help that the intersection has weird angles and sight lines.

Yes, Richardson is scary and needs addressing, just not with diversions.

Turning from Moss to Thurlow to the SJD drop off needs intervention. It is dangerous.

Yes, some vehicles already use Warren as a cut through, and do so at high speed, putting our children at risk

Yes, think that Fairfield Road (especially between Mountjoy Avenue and Foul Bay Road) is too narrow with cars parked on each side plus the hill makes it necessary for bikers to slow down when heading west.

Yes, we take Richardson each day from Maddison to Richmond via cargo bike. We have safety concerns around cars speeding on Richardson. The intersection at Richmond and Richardson is getting busy with cars again as Covid lifts. There are lots of kids and parents who walk and ride through this intersection, from all directions. It can get confusing and potentially dangerous at peak times.

Yes! All local side streets: Brooke, Arnold, Kipling, Thurlow ETC

Yes. As noted above, the strip of road on Fairfield between Foul Bay Road and Richmond Avenue already feels unsafe. I have already had to call the principal of Margaret Jenkins to report speeding during morning drop off hours that nearly resulted in a child being hit. It feels that this trip is busy enough as a pick up and drop off zone and a thorough fare to downtown to warrant traffic calming rather than increased traffic flow. Why make more traffic flow around school zones? It just doesn't make sense to me.

Yes. Here is some of what I've already noted above:

- We live on Chandler Avenue (1600 block) and there are SO MANY young children on this block. We already have issues with drivers going too fast. I would really like to see traffic calming measures like speed bumps or something similar with what will probably be a big increase in car traffic.
- There are already lots of safety concerns with cars in the Margaret Jenkins neighbourhood. Cars on Richmond often travel too fast and that road and sidewalk is quite narrow, there are poor sightlines because of overgrown bushes on the corner of Chandler & Richmond, and already it is often hard to feel safe walking home with young kids. The City historically has not done a great job on change management and communications with other bike lane projects (e.g. Vancouver Street) and this causes a lot of congestion, confusion and driver frustration, all of which increase safety concerns.

YES. Richmond Ave between Richardson to Fairfield has all these issues.

Yes. Richmond Road is already very busy and people are constantly speeding through it (bye GNS sr school) There is only one crosswalk at Brighton.

Yes. Richmond speeding is very bad and it has bad traffic already. If city cuts Richardson, I can not image how bad it would be. Very unsafe for children and family.

Yes. Speeders down KGT on to Crescent

Yes. Stannard and Arnold are both two-way stops currently where Brooke intersects, which leads to drivers speeding in either direction from either Fairfield or Richardson. MANY families cross these streets in either direction on the way to school, and without making those intersections 4-way stops, these changes will only increase the danger to our kids.

Yes. The roads are busy, cars are often speeding, many buses, and even bikes going very fast. The area is already too congested and poses a safety risk for children.

Yes. There will be a huge spill over in traffic due to this diversion and I have safety concerns.

Yes. Warren Gardens to Richmond and then all around the approach to the school.

YES. We live on Irving and people use our street as a shortcut. We only have a sidewalk on the other side of the street so we have to cross the street all the time. During school start/finish times the street is filled with cars dropping their kids off (even though the northern half is Residential Parking Only) so visibility is terrible and people are in a rush.

Speed of traffic and impatience of drivers along Fairfield Road, despite the school zone is already dangerous without adding additional traffic and congestion

Yes. Cars routinely speed on Niagara st. Also the non-stop unrelenting construction on Dallas rd and by Ross Bay cemetery has been exhausting.

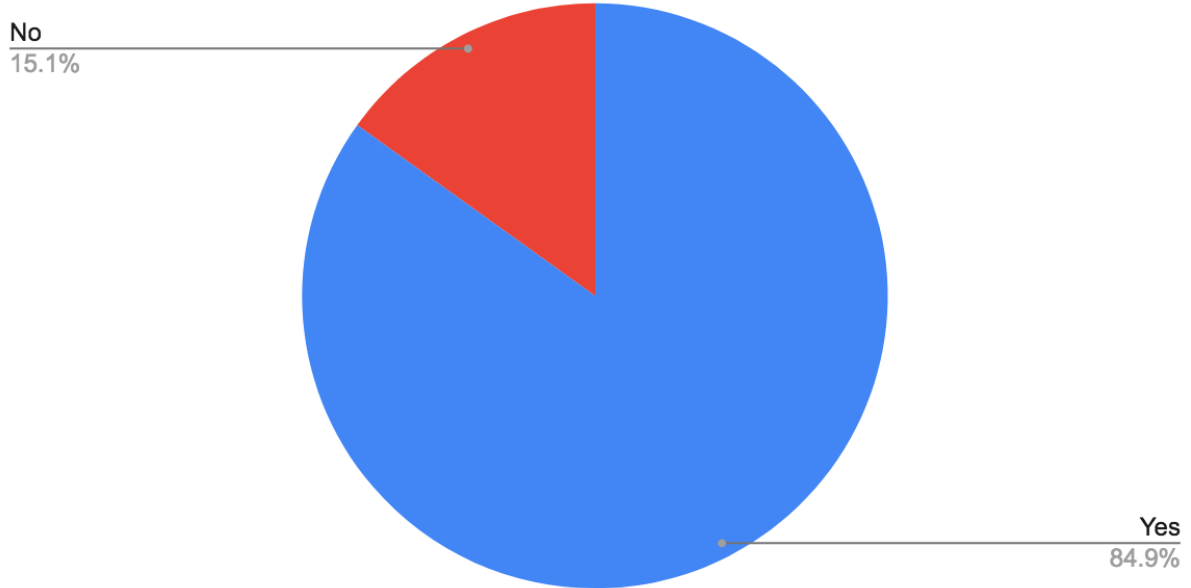
Survey Results - Question 13

Would you like the PAC to keep you posted on neighbourhood and school street safety? *

Yes

No

Would you like the PAC to keep you posted on neighbourhood and school street safety? 252 respondents



85% Yes
15% No

Is there anything else you would like to add?

Long answer text

COMMENT (108)
Cars aren't going anywhere, and aren't the enemy of cyclists. Both drivers of cars and riders of bicycles should have training on how bike lanes work. Bicycles shouldn't be allowed on Cook st now that Vancouver ave has had significant investment to improve safety for cyclists.
Thank you PAC!
The city has been consulting on these routes for years, and approved the Richardson approach TWICE at council. I'd like to see safety improvements at Moss & Fairfield. I don't appreciate fear mongering around bike route, and the excessive amount of time devoted to this issue at PAC meetings.
Thanks for the opportunity to comment!
I really hope the city is taking full consideration of all the potential impacts of the Richardson Street project before making a final decision - the road closures and subsequent diversions so close to two elementary schools is a terrible idea.
Once we become accustomed to traffic pattern changes this new bike corridor will be great for green transport. Change is hard, but we really need to see this as a step forward.
Thanks
I would like to see active signs that show people their current speed relative to the posted expectation. I appreciated more school zone signs this year but I don't think they do enough. I don't want more speed bumps but I do want more education so that people can adjust their behaviour.
Richardson bike lanes are a good idea some additional safety measures need to be put in place in the cross roads with will become cut throughs.
I think the recent speed bumps placed on Thurlow were a good start, but it is amazing how many cars speed in between them. I think additional stops like this are going to be needed. I would also be interested in seeing a proposal for one way traffic on the roads that lead to the school from the closed streets. Perhaps Durban (for example) should only be one way traffic to cut down on the amount of cars accessing it, Carnsew already has a no right turn off of Durban, so it would also help maintain that road as well.
Richardson can become a bike-priority without becoming car-impassible. Make it annoying or slow, but don't make it impossible.
I am all for the AA bike lanes. It will make commutes with my kids safer on their bicycles.
No
Unrelated, but I'm disappointed that our PAC didn't send out anything about the school budget issues that were happening this year. We almost lost elementary strings and nothing was communicated. Why not?
I feel the efforts to make Richardson Street more bicycle friendly is an excellent plan, and will contribute to making Victoria a leader in sustainable transportation and being a modern progressive city. There are always associated challenges with implementing positive changes, so these should be addressed, but without derailing the core objective of having a mixed transportation community where all needs are balanced.
I am in support of bike lanes on Richardson, as it is already a wide, long and flat street that was recently re-paved. However, I am not in support of diverting vehicle traffic from this main street to the ones in

front of or behind our elementary schools as it puts young people at increased risk.
I support the bike lane improvements that the City is pursuing and trust they know what they are doing. I just ask that considerations for the elementary aged children safety is explained so I can understand.
I am strongly opposed to generating a bike lane on Richardson. The bike lane should be on a quieter street.
Given our (bike) commute to school, we are looking forward to the changes!
This has taken up a lot of PAC meeting time and was consulted on extensively by the city already.
Thanks for asking for feedback!
I'd like to learn more. I think the City may need to build trust and show good faith and integrity before residents will fully support any plan.
Less vehicular traffic around school premises, like the one we had in May-2021 firing walk -bike month is very commendable and I suggest it to continue through out the school year. This however will require more planning and probably parking hubs for vehicles close to the school premises.
No.
There is no perfect street to add bike lanes, and the negative projections almost never come to fruition. I am happy the city is progressing with bike lane additions
The focus on safety needs to include driver education - engaging ICBC to ensure drivers understand their obligations and responsibilities in keeping pedestrians and cyclists safe - we all share the road and we all have a right to use the road, not just motorized vehicles.
I'm looking forward to the project going ahead, but support making improvements to further increase safety in the area to make people traveling my methods other than by car safer.
I think the city is determined to pursue this without due consideration to the impact on neighbourhood streets and the safety of children. With current traffic disruptions along Cook St. thanks to sewer replacement and condominium construction (which will only increase!), motorists will certainly seek out shortcuts through the Fairfield neighbourhood.
I think there should be a scramble crosswalk at moss and fairfield so there is no traffic moving when children are going to and leaving school
I support safe streets and the designation of Richardson as a cycling cooridor. Please use bike lanes instead of traffic diversions.
Thank you for the work you are doing.
I have no faith in the current city's leadership, they continue to make bad decisions in just about everything thing they do.
Suggest checking survey questions for bias or leading questions before distributing. Thanks!
I do not support the bike lane
Please don't let this idiotic plan to continue
No
Chandler and Brooke street are better alternative bike routes less displacement of vehicle traffic
This measure will route car traffic to major arteries which is safer for kids.
I fully support this progressive decision by the City. Sometimes we need saving from ourselves.
There will certainly be more traffic along Fairfield, which my kids cross to get to and from school BUT it might mean that cars overall drive slower because there are more of them. There might be risks but I'm very much in support of the bike lanes and trust the expert planners to advise on how best to mitigate the risks.

This bike lane is a totally pointless waste of time and money given its planned for a very wide road that easily and without issues services cyclists, motorists, and pedestrians - with ample room for all.

I'm an avid cyclist and we're a walking/cycling family, but even so I'm a bit shocked that the city would view a detour from Richardson (a broad and well-established corridor) to smaller, far narrower and far more densely populated streets as a worthwhile trade-off. I'm 100% in support of these bike lanes, and in moving toward a more bike-first urban culture in general, but this is simply poor planning made with little-to-no appreciation of the neighbourhoods it affects. Without modifications to improve traffic safety and protect our kids as they travel to and from school, and simply play in our neighbourhood, it is already failed.

Mayor needs to go !

The richardson bike lane it diverters are a great project that will make it safer for our kids to get to school.

I appreciate the concerns that the PAC seem to have regarding the diverted traffic from Richardson. However, I also feel I have been engaged in the process and am extremely grateful for the commitment to cycling and pedestrian infrastructure by the city. My approach would be to support the Richardson infrastructure and ask for additional cycling, pedestrian and traffic calming measures in our community and surrounding the school at an accelerated rate to further support the switch to active transportation. Kudos to the school for the month long bike /walk to school events and road closures in May.

I'm a bit worried by some of the leading questions in this survey. You may receive biased responses against the cycle plans given how some of these have been framed. Something for consideration as you review results.

While I appreciate that the PAC can play a role in informing parents about neighbourhood and school street safety, I do not believe the PAC has the mandate or purview to represent parents on this matter with the City of Victoria.

This whole idea is a waste of time and money and should be stopped.

Lisa Helps and her band of do-gooders seem to never miss an opportunity to put pie-in-the-sky projects ahead of the common good- whether that's at the expense of business, taxpaying homeowners or, in the case here, making travel more difficult and certainly more dangerous for the youngest members of our society.

I hope the City will reconsider their plans to divert traffic along Richardson and focus on improving safety from Cook to Moss. If plans do go through, I hope the city will NOT use traffic data from covid periods. That would be insulting and disingenuous.

Thanks for ensuring our kids are safe

we moved from Richardson street to Crescent road in August of 2020 - a big factor was the bike lanes

Please reconsider this flawed plan.

Shutting down a main arterial road that doesn't have an issue is ridiculous. I've cycled this road hundreds of times and have never felt unsafe. Even cyclists say this is unnecessary.

Good luck getting BC Transit buses and firetrucks around all these obstacles.

I am a little concerned about how biased and leading these questions appear to be, suggesting a lack of support for the Richardson Street plan. Please be aware that many parents and families in the neighbourhood (ours included) are strongly in support.

No thank you.

Appreciate for city work and planning, but this one is not necessary. Not good planning.

Thanks for putting this together, but I must say I'm a bit puzzled as to why a survey like this would be put forward so late into the process for this particular project. Progressive cities around the world have been carrying out initiatives like the Richardson St corridor for decades, and I'm really happy that Victoria is trying to move in a similar direction. To be honest, this survey feels a bit like someone has an agenda to push rather than an objective attempt to collect the opinions of neighbours.

These changes will be a big improvement for our families safety and allow our children to possibly ride to school more independently. We also think it will add alot to the vibrancy and health of the community over time.

I'm unclear what the PAC's objective is with this survey. Is it simply to communicate information from parents or is the PAC seeking transportation safety design changes from the City? How will the PACs summarize the results of the survey?

This survey is a waste of time, not neutrally presented and flawed as it provides misinformation regarding detours around schools. 'Likely detours' through school zones during the school year are generally avoided due to added congestion and enforced speed limits. 'Breaking ground' summertime detours next to schools that are closed are also not an issue and this is not presented here. The PAC should realize the end result of this planning is better for our children instead of wasting time raising demands and complaints.

Thank you for taking the time

I very much support the project. I like all the other new bike lines recently built, and this project will connect Fairfield Gonzales to this network and support active transportation.

I think the idea of sharing a road with cars creating a one way shared lane will result in more bikers being hit as cars speed to pass then have to pull over into bike lanes. Additionally "calming" other streets will backfire and make congestion around the said schools and school zones crazy.

Going ahead with this project will cause a domino effect of traffic problems. Look at the roads by the hospital for example. Closing roads is not the option, cars and bikes have to co exist together without causing resentment from people whom riding a bike to work is not an option.

This is a terrible project with consequences for everyone- city of Victoria did not engage with school communities or oak bay- it isn't needed!

Encouraging active transportation by making our streets safer, is an excellent way forward for our health, and the planet's health. We have to accept what appears to be inconvenient change. It is sometimes inconvenient when it rains, but think where we would be without that inconvenience. Moving automobiles faster is not the answer.

Thanks for asking these questions

Please don't complain to city about the Richardson plan - to be safe for everyone and support active transportation we need more bike routes and traffic calming, not less!

How could the PAC ever have supported this misguided project in the first place? It will degrade safety in the entire area. It will be one of the most unwelcome projects ever undertaken by the City and I fully expect the next Council to rip out every traffic diverter in their first week in office. Doing so will be a no brainer. Richardson is far more valuable as a collector street

The question regarding covid was confusing and I choose other though was not able to comment. During covid the volume of traffic was lower everywhere as many did not have to head to work/school. I attempted to submit this and I was directed to the question again, so I decided to pick no, due to people not heading to work/school and should be analyzed by historical data and covid impacted the volume. However; traffic increased as things opened.

I am grateful for the crossing guard we have at Fairfield road.

Thank you for keeping on top of this. It really matters to get new developments and changes right.

please stop this project

The main traffic safety concerns around Margaret Jenkins are related to the driving behaviour of parents dropping students at school. Increased traffic volume will not help this of course, but the situation is better tackled at the source by educating parents, enforcing traffic rules or providing increased safe drop-off options for parents.

No

I am appalled at planning that is done with consideration primarily for the biking individuals and not the entire community including those who walk and those who drive.

Victoria staff and Council should listen to the concerns of residents of the neighborhoods they are planning to make changes to. They seem to have no regard for the concerns of residents and don't appear to want to hear any concerns with this plan. Rushed and half-baked myopic plans lead to bad design and implementation.

I think the city council's attitude about this situation is incomprehensible and, in the case of the mayor, patronizing.

I have been living on Brooke Street for 42 years. I have watched the city just do whatever they want--they may invite dialogue but don't listen to it. I have no trust in their process of listening to a representative group.

Thank you for doing this. I have tried repeatedly with letters to Mayor and Council, getting nowhere. The process bringing us to this point... is flawed. Years ago Council determined to create a massive AAA network, and simply instructed staff to make it happen. The engagement process (Nov 2019 - Jan 2020) was truncated from the start. While open houses for other neighbourhoods occurred, no such open house was organized for Fairfield Gonzales. This past April (spearheaded by ReThink Richardson) there was an email outcry at city hall. A motion reached the floor (City Council April 22, evening session) to "Pause and consult further with the Fairfield/Gonzales community" The motion (supported by Councilors Thornton-Joe, Andrew and Young) was defeated. Council has adamantly refused to listen to the Fairfield/Gonzales community's concerns.

For the record: I am a daily bike rider. It's my basic mode of transport. I support a logical network of bike routes, but not necessarily AAA. The Richardson plan is not just ill advised, it is UNadvisble in the view of experts, and definitely unnecessary. This expensive un-needed project will create huge negative consequences. It needs to be re-thought, start to finish.

Traffic and cycling plans work best when cars have clear, free-flowing arteries, and bikes can use side streets, residential roads, and quieter pathways. It would be more effective in every way to work with current usage patterns in Fairfield instead of obstructing them. Simply keep cars ON Richardson, and switch the direction of stop signs on Brooke and similar streets to allow for easy east-west cycling, while north-south traffic has to stop and yield. Work on connecting side roads with paths and right-of-way access so cyclists can get downtown without going on roads like Richardson.

I find it so frustrating that the City continues to have their own agenda which they claim is transparent but appears to be so only "after the fact".

The increase in building excesses of bicycle-centric traffic diversion has caused more stress for me and my family in our short commute to school and whenever we attempt to move about the city. I am considering leaving the Victoria area as a resident as a result.

I am looking forward to slower car traffic on my street and the added safety for my children and my family to use the road to bicycle to school, the park, shops and to connect with the protected bike lanes downtown and beyond.

Please put tax payer dollars to TRUE NEEDS over political wants. We need our community safe and able to trust our local government.

Keep up the great work!

I would like the city to be held accountable and demonstrate who this project is for. It doesn't sound like Oak Bay residents welcome it, and my neighbours in Fairfield aren't asking for it, so where are the cyclists coming from? Has anyone actually considered what the environmental footprint of this project will be? The GHG emissions due to construction alone will need an army of drivers to leave their vehicles to start cycling to counteract the impact, and what about the added emissions caused by forcing vehicles to take longer routes? Are there even projections that current vehicle drivers will convert to bikes because of the changes? This seems to be a solution still searching for a problem.

Stop talking, start building!!

Thank you for addressing this issue with City Council. Anything you can do to stop this useless and detrimental City initiative is much appreciated.

The city utterly failed in its duty to consult and inform FG residents. They never held a presentation here to present the finalized design, as they did in other neighbourhoods.

This travesty is not about safety or the environment, as both will be negatively affected. It's all about an ideologically driven crusade, not supported by any data.

This survey had a bias against the plan, but the real issue is traffic on Moss and Fairfield, which this plan doesn't really affect (traffic on Fairfield is already backed up at 9am). The city should be working on managing traffic there anyway, such as a scramble crossing. With more people biking, traffic volumes will fall. Don't panic!

Thank you for your efforts

I support the traffic diversions but am concerned about the lack of plan to help deal with increased number of vehicles on other routes.

This has failed in other communities in BC and it is failing in Victoria with the recent changes.

If there is a desire to host any meetings or communicate with residents on safety measures, I'm sure the families on our block would be very eager, I would be happy to help coordinate.

Have city planners/supporters of the new proposed bike route taken into account the effect of vehicle traffic pattern changes when closing Richardson street. Richardson street is already a main thoroughfare for traffic. The volume of cars already on Richardson street will not decrease (due to the road closure) they will simply have to find alternate routes. Most likely, this will include increased traffic on residential streets.

City planners should be thinking about younger bicyclists first.

There ought to be more road obstructions in the way of signs and light and further stops to include to decelerate vehicular traffic. Stop at Fairfield/ Kipling where the crosswalk is at the end of the park-schoolyard would make sense, for example.

My close knit neighbours are concerned about the proposed bike lanes on Richardson diverting traffic onto the quiet residential streets. This is a huge safety concern. Many of us ride our bikes and use active transport in this neighbourhood.

All of my close neighbors that I have talked to all disagree with this project.

Nothing obliges Victoria taxpayers to maintain Richardson as a convenient neighbourhood cut-through for Oak Bay residents. What has Oak Bay contributed to Victoria?

I am in support of bike lanes that make sense. Richmond Street is a wide street and I believe that there should be a way to have cars and bikes share this corridor safely. I have also biked down Richardson Street and felt that it is very safe even if left the way it is.

Everyone in our family is ardently opposed to the Richardson Street Corridor Bike Lane, and that includes a number of cyclists.

Why doesn't the city designate side roads for biking like they do in Vancouver? Just say Runnymede/Chandler/Brooke is the bike corridor and leave Richardson as a car route. They make their lives (and all of Victorians!) so difficult by pushing this bike agenda so hard. I get it. It's idealistic but it's

not our reality. We only bike when it's dry and the days are long.

I 100% emphatically DO NOT support anymore of these AWFUL AND CHAOTIC bike lanes in Victoria.
ENOUGH

This project seems to be driven by forces other than bike safety and accessibility. Far more community consultation is required.