



Oak Bay Pedestrian and Sidewalk Master Plan

December 1, 2023



Territory Acknowledgement

We acknowledge that the land on which we live and work is the traditional territory of the Coast and Straits Salish Peoples. Specifically we recognize the Lekwungen speaking people, known today as the Songhees and Esquimalt Nations, and that their historic connections to these lands continue to this day.



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Executive Summary

The District of Oak Bay Pedestrian and Sidewalk Master Plan (PSMP) guides the community's sidewalk network development. The PSMP includes improvements to the pedestrian experience, including the connection to other modes, such as transit, bikes, mobility devices, and vehicles. Similarly, the PSMP focuses on the needs of school communities, links to neighbouring municipalities, the needs of local community organizations, and the ability to build an accessible and equitable network for a diversity of needs.

Discovery and Establish Existing Baseline Conditions

The project's first phase involved a thorough data collection and existing conditions assessment to understand the state of the current sidewalk and crossing infrastructure throughout Oak Bay. The Oak Bay Active Transportation Strategy (2011), the Oak Bay Official Community Plan (2014), the Ecole Willows Elementary School Travel Plan, and the Oak Bay Sidewalk Replacement Priority Index (2022) were referenced for alignment to the PSMP recommendations.

Demographics play an important role in influencing transportation choices and travel patterns. According to the 2021 Census, the average age of the Oak Bay population is 49.7 (higher than the provincial median average of 42.8). Furthermore, approximately 65% of all commuting trips within Oak Bay are made by walking. ICBC crash data (2015-2020) was also reviewed as a source indicator for intersections of concern. Together, these statistics supported the District's Sidewalk Priority Index and expansion to include intersection improvements.

This project phase concluded with a Sidewalk Conditions Assessment Map illustrating a rated score of sidewalks in marginal, adequate, good, or excellent condition.

Issues and Opportunities

Further to the discovery and establishment of baseline conditions, this PSMP represents the feedback received through two phases of Stakeholder and Public Engagement. The first round of engagement aimed to understand the current pedestrian issues and opportunities. A high level of response was received during an online stakeholder workshop that included District staff from various departments and representatives from schools, community organizations, and neighbouring municipalities. A public survey was launched with 811 responses and 621 comments.

The following seven themes emerged from the feedback:

- Desire for higher quality, wider, or better condition sidewalks
- Concern about vehicle speeds and driver behavior
- Desire for higher quality or better condition sidewalks
- Desire for removal and maintenance obstructions
- Desire for more sidewalks
- Concerns about conflicts/interactions between active modes
- Concerns/issues with where vehicles park

The comments received confirmed that additional data would be beneficial to help understand specific issues that had been identified at a series of locations. Both the Stakeholders and the survey respondents identified key intersections, crossings, or sidewalks of concern throughout Oak Bay. To help better understand the issues and identify potential solutions, detailed pedestrian and traffic data collection and observations were undertaken at identified locations. Data collector notes about the intersections were compared with survey respondent comments, and the concerns were consistent.

Identified Issues and Improvement Strategies

A primary issue facing pedestrians using the sidewalk network within the Oak Bay area relates to perceived vehicle speeds and volumes. Several respondents raised safety concerns about pedestrian-vehicle conflicts and a desire for increased traffic calming measures. Traffic demand peaks, including school pick-up and drop-off periods, were further identified as problematic. The needed improvements identified ranged from provisions of four-way stop controlled intersections in residential areas to full traffic signals at busier intersections. Traffic control compliance was further noted to be an issue, along with lighting and visibility.

Several locations and "missing links" were identified as having high potential for walking improvements based on the survey and analysis results. These include areas along McNeill Avenue, Musgrave Street, Cadboro Bay Road, and Beach Drive. Several design measures to enhance the pedestrian realm at these locations and throughout Oak Bay were identified based on best practices and include traffic calming and traffic control measures, signage and pavement markings, and other measures such as, pocket parks and parklets, widened sidewalks, street furniture, and pedestrian priority zones. The recommended improvements are intended to improve safety, comfort, enjoyment, and navigability around the community.

Master Plan Development

A second round of Stakeholder and Public Engagement took place during the summer of 2022 for the purpose of informing recommendations and development of the PSMP. All internal and external Stakeholders were invited to the District of Oak Bay Municipal Hall to attend a presentation by Bunt & Associates (Bunt). Bunt presented the project goals and scope, an overview of what was heard during the first round of engagement, work completed by the project team, and the emerging issues and potential improvement strategies. The presentation was followed by a Walkshop that included a focus on the intersections of Beach Drive & Dalhousie Road, Musgrave Street & Dalhousie Road, and Cadboro Bay Road & Epworth Street. Bunt later teamed up with District staff to engage in dialogue with the community at the Oak Bay Night Market. Several information boards were posted, and flyers were distributed to give the public useful information and invite residents, business owners, and visitors to participate in the second public survey. This survey resulted in 596 responses that indicated strong support for traffic calming measures, such as corner bulges and curb extensions and strong support for traffic control measures, such as pedestrian activated flashers. There was some support for potential signage and pavement marking improvements, such as wayfinding signage or advance pedestrian crossing signage. Many of the written comments related to improving sidewalk width and maintenance.

This feedback was the catalyst for developing Infrastructure Design Guidelines specific to Oak Bay's needs with a lens to diverse users who may have a differing set of needs, such as those who walk, roll (including wheelchairs and mobility scooters), use strollers, and all who require or benefit from universal and accessible design standards. Bunt reviewed sidewalk design standards for Saanich, Victoria, Vancouver and Surrey to consider what is currently being used as a design standard and other accessible/universal design standards. Recommendations for the design of sidewalk and pedestrian crossings for Oak Bay are detailed in Section 6 of the PSMP.



Concept Designs

Several concept designs were developed strategically to provide a visual representation of the application of potential design solutions to address some of the identified issues. Concept designs demonstrate the application of a variety of design measures to mitigate issues, as well as to address a variety of different issue types in different locations within Oak Bay. Section 7.9 includes high-level financial cost estimates for the recommended network improvements on an average per km basis and provided for conceptual planning purposes. Specific design and costing will need to be conducted for each project as it is advanced.

Oak Bay Avenue & Prospect Place - Prospect Place is a tightly curved local street that connects between Oak Bay Avenue and Beach Drive. Vehicles frequently use Prospect Place as a shortcut to and from the beach, often driving quickly around blind corners without sidewalks. A popular pedestrian path from Oak Bay Avenue to Beach Drive is accessed from Prospect Place, putting pedestrians at risk of conflict with vehicles driving too quickly around the corner.

Section 7.1 illustrates existing conditions and conceptual designs of recommended upgrades at this location.

McNeill Avenue & Monterey Avenue - McNeill Avenue is a collector road located near two schools and lacks crosswalks at several intersections. Survey respondents identified issues with high vehicle speeds, high vehicle volumes, and poor visibility along McNeill Avenue. Bunt's traffic counts further revealed that children under the age of 12 made up a large proportion of non-auto users along this link.

Section 7.2 illustrates existing conditions and conceptual designs of recommended upgrades at this location.

Beach Drive & Dalhousie Street - Beach Drive is a scenic route with the potential to attract several non-auto users. Survey respondents identified that this route requires more or improved sidewalks and crosswalks as well as additional traffic calming measures to reduce vehicle speeds. It was further noted from Bunt's count data that seniors made up a large percentage of users along this link. Enhancements to this intersection could create a more direct and comfortable link to Willows Beach.

Section 7.3 illustrates existing conditions and conceptual designs of recommended upgrades at this location.

Cadboro Bay Road & Epworth Street - Cadboro Bay Road is a busy arterial road located near a high school that extends through a shopping area. The right-turn lane into the Oak Bay High School parking lot is frequently misused

to pass vehicles before the traffic lanes along Cadboro Bay Road merge. This raised safety concerns for students crossing Cadboro Bay Road at Epworth Street to access the westbound bus stop located across from the school.

Section 7.4 illustrates existing conditions and conceptual designs of recommended upgrades at this location.

Musgrave Street & Dalhousie Street - Musgrave Street is a collector road that is also located near a school and that has been reported to have issues with high vehicle speeds, high traffic volumes, and traffic control compliance. Feedback and observations concluded that crossing guards needed to be provided at École Willows Elementary to enforce vehicle stopping at crosswalks and vehicle sightlines are obstructed by overgrown bushes around the school.

Section 7.5 illustrates existing conditions and conceptual designs of recommended upgrades at this location.

Foul Bay Road & Neil Street - Foul Bay Road is an arterial road featuring wide vehicle travel lanes that extend across Oak Bay's western border. A large portion of this car-centric arterial road cuts through local streets in single family residential neighbourhoods, connecting residents to central destinations within Oak Bay. Foul Bay Road also serves as a frequently used transit route with connections to the University of Victoria and Downtown Victoria.

Section 7.6 illustrates existing conditions and conceptual designs of recommended upgrades at this location.

Foul Bay Road & Henderson Road - Existing conditions at the intersection of Foul Bay Road and Henderson Road are currently confusing and difficult to navigate, creating a challenging environment for all road users. Motor vehicles are reported to travel at high speeds along Foul Bay Road, as well as challenges in navigating the intersection.

Section 7.7 illustrates existing conditions and conceptual designs of recommended upgrades at this location.

Implementation Strategy

The PSMP will take many years to implement and is dependent on collaboration with other jurisdictions, including the University of Victoria, Capital Regional District, BC Transit, along with the amount of external funding received. The plan may require new and additional funding sources through provincial and federal partnerships and require the District of Oak Bay to reconsider how its limited budget is spent. The key to successful implementation will include:

Project Integration – identify opportunities to leverage future infrastructure projects to improve the pedestrian network.

Budget Re-allocations – incorporate the recommendations from this study into its budgeting plans to ensure that the projects are accounted for in the District's capital planning process.

Loan & Grant Opportunities – apply for loans and grants, including the BC Active Transportation Infrastructure Grant Program, Investing in Canada Infrastructure Program, Local Government Climate Action Program, and more noted in Table 8.2.

Community Initiatives – the community may be interested in contributing towards pedestrian network initiatives, including off-street infrastructure that can be used for recreation, programs, and events. An adopt a "blank" program could be created to aid with infrastructure maintenance.

i

Advertising – the costs of producing and distributing a route map could be partially or fully offset by selling advertising space on the map or online in banners around the map. Advertising on benches could reduce the costs of providing rest areas.

Private Sector Sponsorship – Pedestrian routes and facilities may be suitable for corporate sponsorship and could attract sponsorship opportunities in certain locations.

Recommended implementation strategies provide a policy framework that is key to developing an enhanced pedestrian network. The strategies include support for ongoing initiatives in the District of Oak Bay and initiatives that provide the resources required to implement the Plan. There are several non-infrastructure strategies to support implementation, including the following:

- Create a regional pedestrian network funding model
- Collaborate with local community group initiatives



- Confirm road right-of-way
- Work with schools and local businesses
- Coordinate with Victoria and Saanich for climate action & utility improvement initiatives
- Integrate pedestrian network improvements and coordinate with municipalities and communities within the CRD
- Hire a Pedestrian/Active Network Coordinator
- Create standardized wayfinding plans
- Coordinate with existing Capital Plan upgrades and work programs
- Promote pedestrian network and develop an Enabling Plan

Key to the success of this PSMP is the ability to identify and implement projects in a short timeframe, at low cost, and with little planning/approval process involvement. Quick builds typically involve low-cost materials, require minimal construction, and are flexible in their design, so they can be easily altered or removed if needed. Quick-builds can also be permanent if appropriate long-lasting materials are used and the facilities are well maintained. Success can be measured by seeking feedback on the measure and identifying further opportunities.

Beyond the construction of new infrastructure, regular and ongoing rehabilitation and maintenance of existing pedestrian infrastructure is required. Maintenance helps to keep pedestrian facilities safe, and functional, and a good maintenance program ensures that facilities maintain universal accessibility.

Monitoring the growth and success of Oak Bay's pedestrian and sidewalk network will be determined by measuring its use and impact on the District's travel behaviour characteristics. It is recommended that the District set up the necessary resources to measure and track pedestrian movements in the community regularly.

This PSMP guides the development of an evolving pedestrian environment, strengthening the quality of life for all who live, work, and play in Oak Bay for years to come.





1. INTRODUCTION

The District of Oak Bay retained Bunt & Associates Engineering Ltd. (Bunt) to create a Pedestrian and Sidewalk Master Plan (PSMP) to guide the development of the community's sidewalk network and identify additional strategies to improve the pedestrian experience for residents, visitors, and people working in Oak Bay.

The PSMP provides an opportunity to build an inclusive and connected pedestrian network that strengthens the quality of life for the community. Enhancing the pedestrian network also helps to improve connections between other modes, such as transit. The key is to ensure connections are meaningful and provide continuous and direct routes that are safe, comfortable, enjoyable, and navigable for users of all ages and abilities.

1.1 WHY DEVELOP THIS PLAN?

- **Accessibility & Equity** - Increase safety and accessibility for seniors, persons with disabilities, children (All Ages and Abilities – AAA).
- **Climate Emergency** - Improve facilities encourage more walking and rolling – less vehicle use.
- **Asset Management** - Focus on asset management and understanding long-term maintenance requirements.
- **Balance limited funds** dedicated to repairing existing sidewalks or expanding the sidewalk network.
- **Optimize** internal operations for efficiency.

1.2 WHAT THIS PLAN SETS OUT TO ACHIEVE

- Guidance in the development of the sidewalk network and identify additional strategies to improve the pedestrian experience for residents, visitors, and people working in Oak Bay.
- A record of the evolving needs of the community.
- Support for building an inclusive and connected pedestrian network that strengthens the quality of life for the community.
- Recommendations for enhancing the pedestrian network to help improve connections between other modes, such as with transit. Direction for meaningful connections with continuous, direct routes which are safe, comfortable, enjoyable and navigable for users of all ages and abilities.



1.3 PLANNING CONSIDERATIONS

- How does this planning work include/affect school communities?
- How does this planning work include/affect neighbouring municipalities and interconnections?
- How can we best plan/integrate with intermodal connections to the pedestrian network (i.e., transit, cycling, etc.)?
- What are the needs of local community organizations?
- How will this plan address diverse needs and accessibility and facilitate equity in the network?

1.4 PLAN OUTLINE

This report presents the establishment of the PSMP via the following sections:

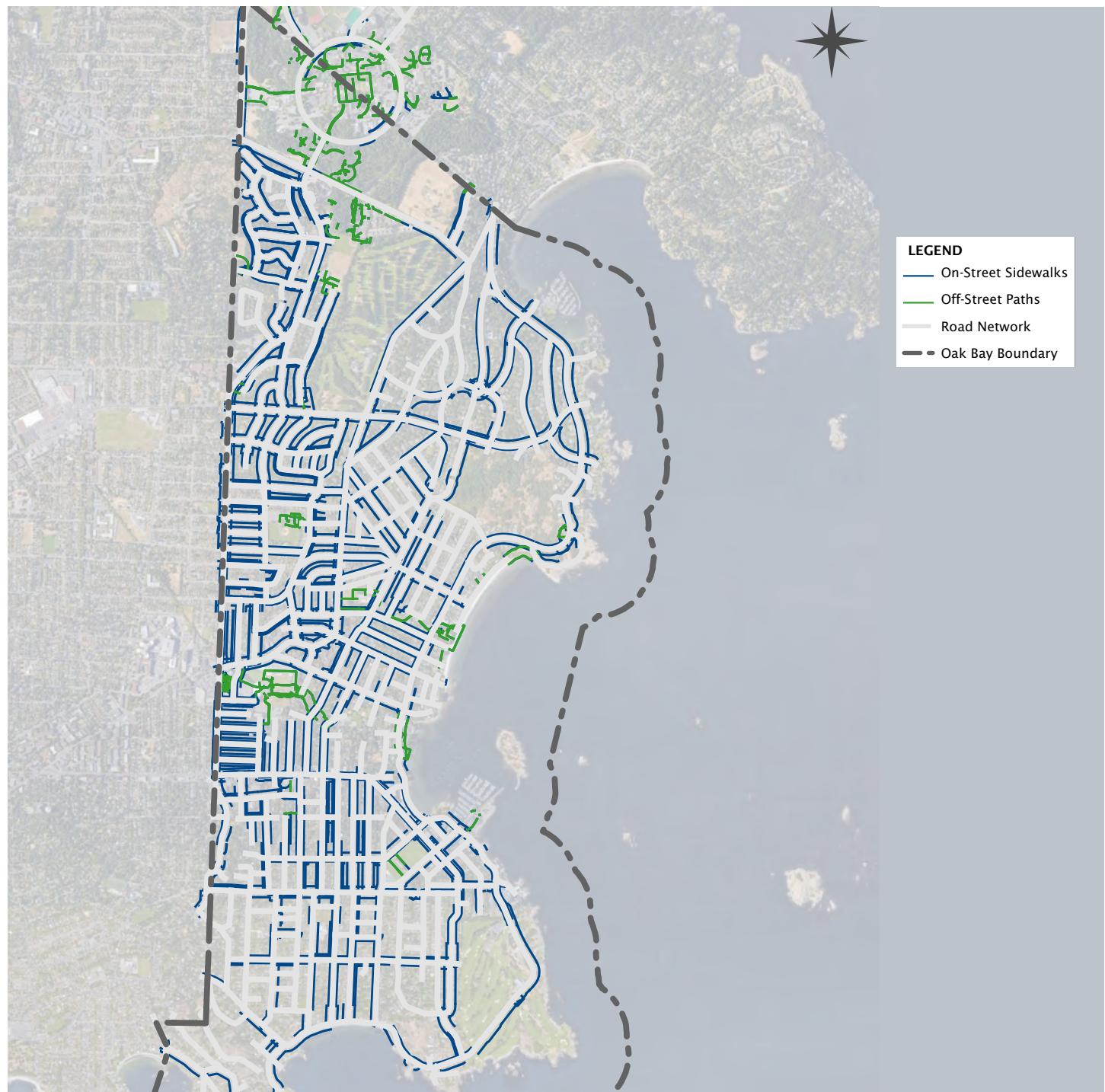
- Section 2: Discovery & Establish Existing Baseline Conditions
- Section 3: Issues and Opportunities
- Section 4: Pedestrian and Traffic Data Collection
- Section 5: Identified Issues and Improvement Strategies
- Section 6: Master Plan Development
- Section 7: Concept Designs
- Section 8: Implementation Strategy

2. DISCOVERY & ESTABLISH EXISTING BASELINE CONDITIONS

2.1 Background Review

This phase of the project involved a review of relevant background information, existing strategies, and was supplemented by observations and data collection of existing conditions. The existing sidewalk network in Oak Bay is presented in **Exhibit 2.1** while images (opposite) depict some examples of existing sidewalks/pedestrian infrastructure in Oak Bay.

Exhibit 2.1: Existing Sidewalk Network

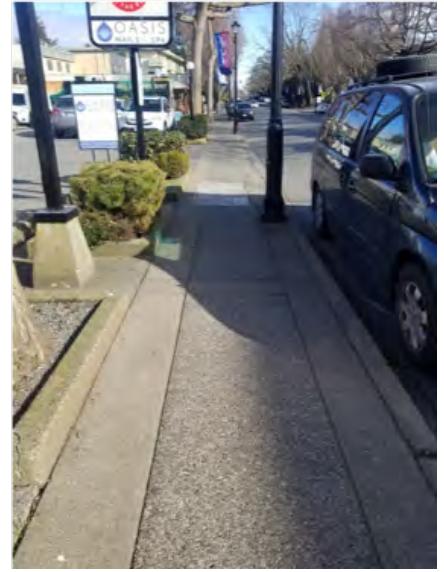




Brighton Avenue, Between Oliver Street and Monterey Avenue



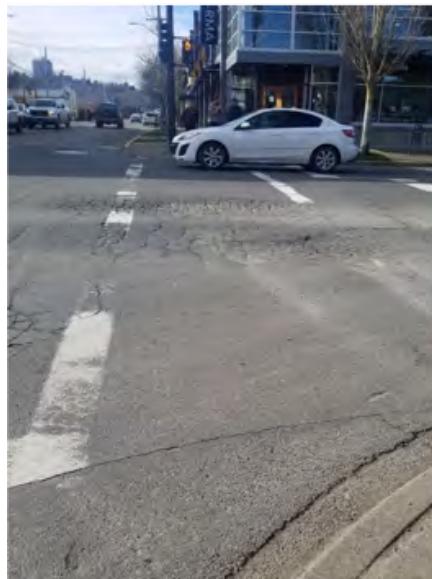
Oak Bay Avenue between Foul Bay Road and Mitchell Street



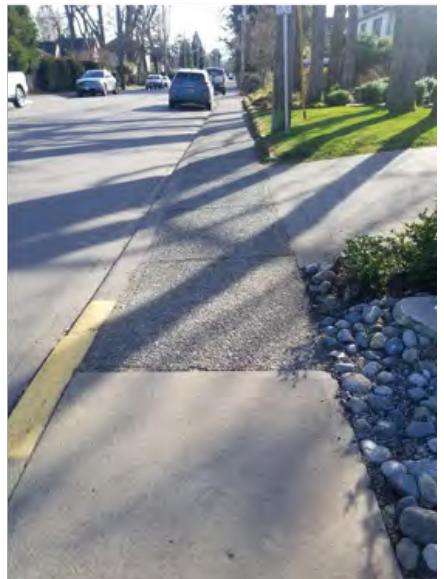
Oak Bay Avenue between Foul Bay Road and Mitchell Street



Cadboro Bay Road between Foul Bay Road and Florence Street



Foul Bay Road and Oak Bay Avenue



Hampshire Road between Brighton Avenue and Granite Street

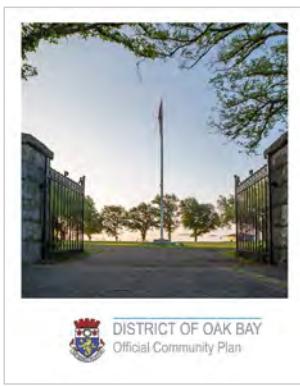
2.1.1 Planning, Policy & Other Studies

The following policies, strategies and planning works were reviewed:



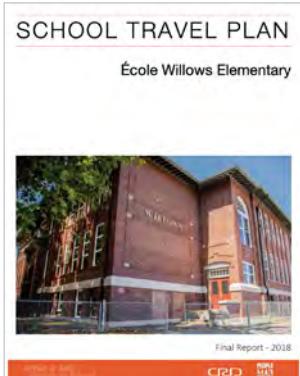
Oak Bay Active Transportation Strategy (2011)

The Oak Bay Active Transportation Strategy (2011) was developed to build on the existing active transportation conditions in Oak Bay through the identification of routes, facilities, programs and regulations that facilitate increased use of active transportation. The Strategy recommended pedestrian network improvements, commuter cyclist routes and bikeways and wayfinding signage. The Strategy also recommended adopting a “complete streets” policy and working with an Accessibility Committee to identify improvements for all users.



Oak Bay Official Community Plan (2014)

The 2014 Official Community Plan (OCP) provides the District’s vision for the future and a framework for future growth and development. The OCP indicates the District is working towards climate change mitigation and adaption while sustaining the characteristics of Oak Bay’s neighbourhoods that contribute to a sense of attachment to the community. A part of the mitigation and adaption is to offer a diverse range of transportation options. The District is encouraging the use of and the establishment of infrastructure for active modes of transportation to enhance safety, mobility and connectivity. The OCP indicates residents would benefit from accessible and versatile pedestrian networks including ramps, longer pedestrian signals, and wider sidewalks.



Ecole Willows Elementary School Travel Plan

The Ecole Willows Elementary (Willows) School Travel Plan identifies engineering, encourages actions, and aims for the creation of a safer and more comfortable environment for students and their families to walk, bike and roll to school. The Willows School Travel Plan includes information from the Capital Regional District’s Active and Safe Routes to School program. In the Willows School Travel Plan they identify locations of concern.

Oak Bay Sidewalk Replacement Priority Index (2022)

The Oak Bay Sidewalk Replacement Priority Index (2022) is an internal District of Oak Bay document. The Sidewalk Replacement Priority Index summarizes the conditions of sidewalks for replacement in order of priority across the District of Oak Bay. This document contains a rating system for the condition of the sidewalks from severe to no issues and a pedestrian potential use rating based on the proximity to schools.

2.1.2 ICBC Crash Data

ICBC crash data (2015 - 2020) was reviewed as an initial indicator for intersections of concern. ICBC's Statistics webpage and open data sets provide information regarding the number of crashes at an intersection, and the data can be narrowed down to be as specific as the number of crashes involving pedestrians. **Exhibit 2.2** summarizes the ICBC crash data in Oak Bay.

Exhibit 2.2: ICBC Crashes Involving Pedestrians Reported in Oak Bay 2015-2020



2.1.3 Oak Bay Context

Location

The District of Oak Bay is a suburban coastal community located on the southern tip of Vancouver Island, British Columbia. The District of Oak Bay is part of the Greater Victoria urban area; it is bordered by The City of Victoria to the west and The District of Saanich to the north. The District of Oak Bay comprises part of the Capital Regional District. The municipality is picturesque as it is bordered by the Salish Sea.

Demographics

Demographics play an important role in influencing transportation choices and travel patterns. The following characteristics were considerations when developing the PSMP.

As of 2021, Oak Bay has a population of approximately 17,990 people which is a 0.6% change in the population from 2016 (18,094 people). The average age of the population is 49.7. A breakdown of the population in 2021 by age and sex is presented in **Table 2.1**.

Table 2.1: Population Breakdown (% by Age and Sex)

AGE GROUP	BOTH SEXES	MALE	FEMALE
0 to 14	12.8	14.2	11.5
15 to 64	53.0	52.6	53.4
65 and over	34.2	33.2	35.1
85 and over	4.8	4.0	5.4

The data in Table 2.1 is important for anticipating the potential travel patterns of existing residents. Approximately 66% of the population is under 65 years of age. The people under 30 years of age tend to rely more on transit, walking, and cycling to access schools, employment, and services. The people over 60 years of age are often reliant on a differing range of mobility options. According to the 2021 Census, approximately 10% of all commuting to work trips are made by walking and approximately 65% of all commuting trips within The District of Oak Bay are made by walking.

Understanding this data is important to ensure an aging population can participate in their communities at all stages of their lives, regardless of ability.

2.2 Field Review and Sidewalk Condition Assessment

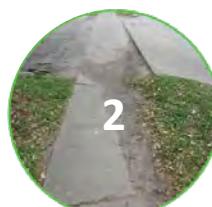
A sidewalk conditions review was conducted at the onset of the projects in Summer 2021 to provide a baseline understanding of the existing Pedestrian Network. A representative sample of sidewalk typologies were selected across different parts of the municipality, as shown in **Exhibit 2.3**. The intention was for the samples to represent sidewalks built at different time periods and near different land uses.

The following rating scale was used for the assessment of sidewalk conditions:



Poor

Past its useful life.
Majority of sidewalk requires replacement.



Marginal

Function is noticeably impacted. Multiple sidewalks panels may need replacement.



Adequate

Moderately deteriorated.
Defects modestly impact overall function.



Good

Good condition, but no longer new. It may have some small defects, but overall function is not impacted.

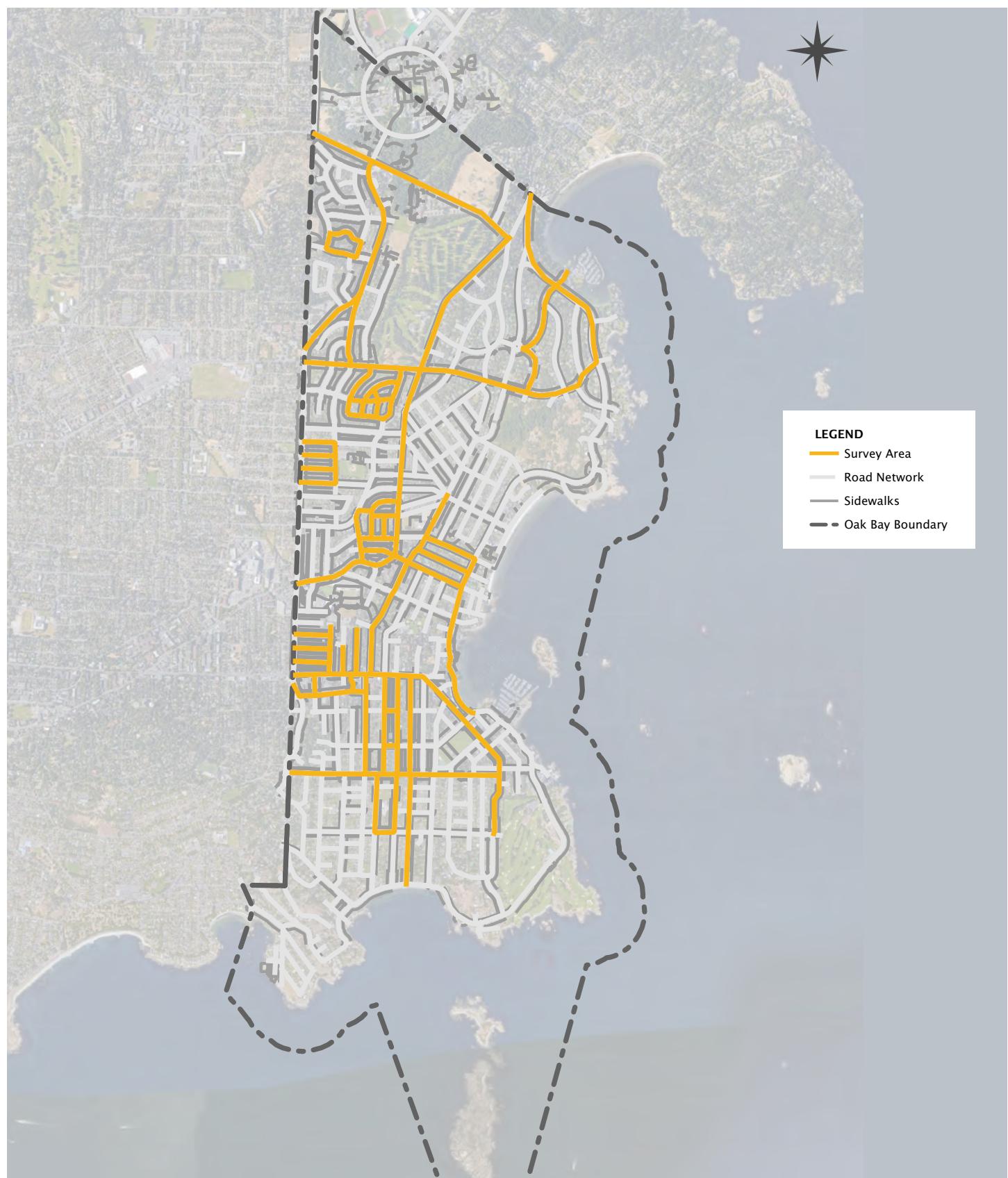


Excellent

No visible defects.
New or near new condition.



Exhibit 2.3 – Sidewalk Conditions Assessment Areas





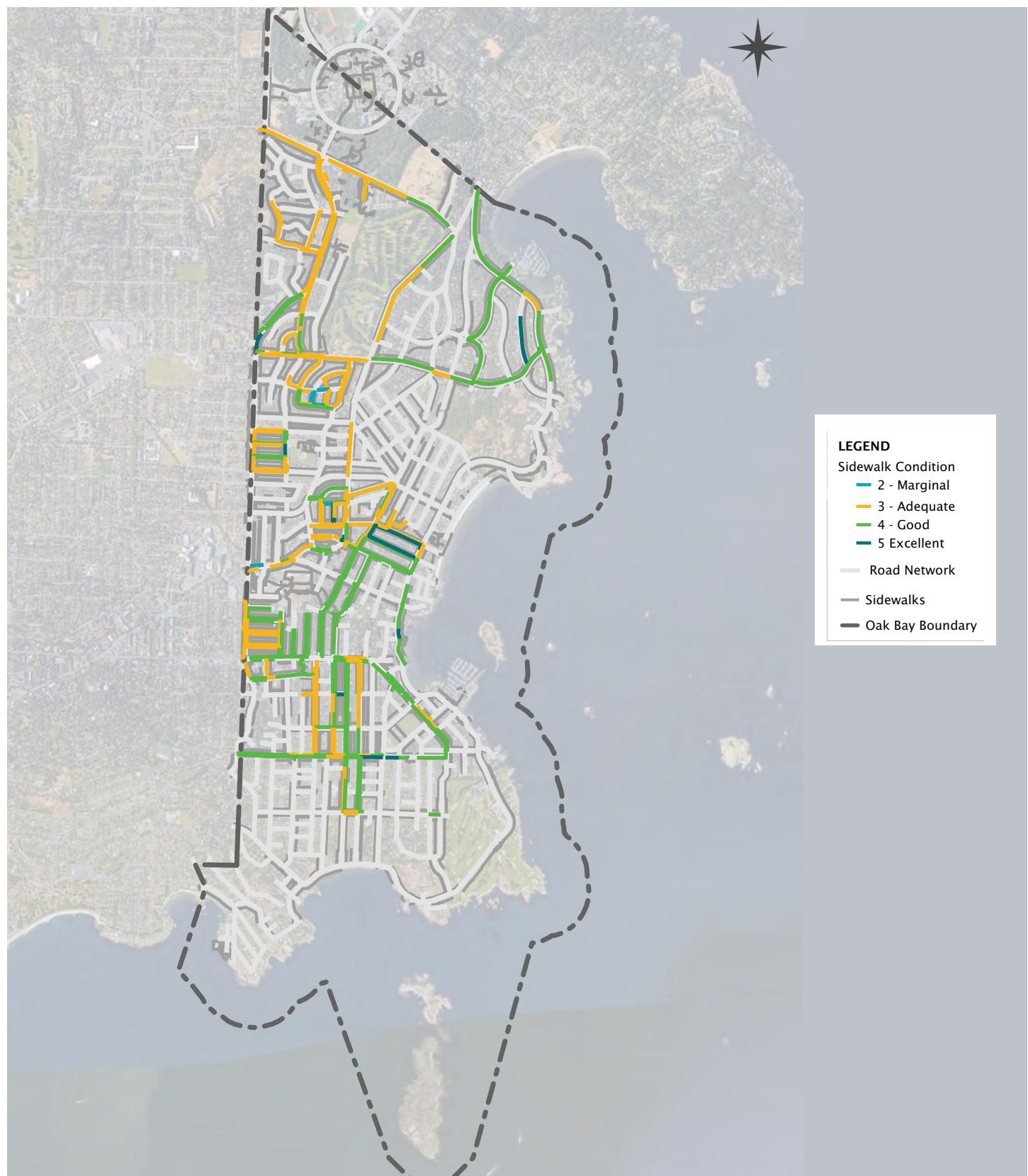
The results of the Field Review and Condition Assessment are shown in **Exhibit 2.4** and the results have been added to the Sidewalk Priority Replacement Index by converting to the District's SCI score, noting that Bunt's assessment did not record the number of hazards found. The conversion is summarized in **Table 2.2** below.

Table 2.2: Bunt Field Assessment Conversion to Districts SCI Rating System

BUNT ASSESSMENT SCORE	OAK BAY DISTRICT SCORE EQUIVALENT
5	0
4	6
3	12
2	18
1	24

The District's Sidewalk Priority Index was expanded to include a section involving intersections to be upgraded. Locations of interest for upgrading are based on Public Engagement Surveys and other Oak Bay Studies, such as the Willows School Travel Plan. Similar to the sidewalk priority index, it is recommended that the District consider the priority of intersection improvements based on the proximity to schools, high trafficked pedestrian routes and the connection to high priority sidewalks.

Exhibit 2.4 – Sidewalk Conditions Assessment Results



3. ISSUES AND OPPORTUNITIES

3.1 Stakeholder and Public Engagement

This phase of the project included exploring and understanding the pedestrian and sidewalk issues and opportunities from the lens of as many people as possible. Public Engagement efforts began in the Winter of 2022. The purpose of this first round of engagement was to understand the current pedestrian issues and opportunities from a diverse user perspective. An overview of engagement methods and outcomes are presented within this section. Engagement Summary Report #1 includes all detailed information with feedback - see [Appendix A](#).

3.1.1 Engagement Methods and Participants

Issues and Opportunities Survey - Oak Bay residents, businesses, and visitors were invited to complete an Issues and Opportunities survey that was accessible in both print and digital formats. The survey was open February 7th to March 7th, 2022.

Stakeholder Workshop - With the understanding that this project impacts the work of several departments at the District, staff were invited to participate in a Stakeholder workshop. Furthermore, local schools, community associations, and staff from BC Transit, The City of Vancouver, and the District of Saanich were invited to the workshop to learn about the project and share insights. This session was held online on February 23rd, 2022.

Internal Stakeholders Invited to Participate

- District of Oak Bay Project Team
- District of Oak Bay Departmental Staff
- Building and Planning
- Parks and Recreation
- Public Works
- District Council

External Stakeholders Invited to Participate

- École Willows School
- St. Michaels University School
- Glenlyon Norfolk School
- University of Victoria
- Walk On Victoria
- Community Association of Oak Bay
- BC Transit
- District of Saanich
- City of Victoria
- Monterey Middle School
- Oak Bay High School
- Glenlyon Norfolk School
- Victoria Education International Uplands
- North Oak Bay Community Association
- Canadian National Institute For The Blind

3.2 Communications and Public Engagement by the Numbers

The project at this stage received over 15 thousand online views. This strong project awareness was the result of the District using a variety of communication channels to bring attention to the project. The effort resulted in over 800 survey respondents completing the survey and over 600 comments related to the issues and opportunities of the pedestrian experience in Oak Bay.

 **13.2k**

Total Online Coverage Views

 **1.3k**

Coverage Views on Social

 **983**

Visitors to Project Website

 **27**

Total Social Engagements

 **21**

Total Social Shares

 **1**

Pieces of Online Media Coverage

 **811**

People Completed Survey #1

 **621**

Comments / Ideas Shared via Survey #1

3.3 What We Heard

From the 811 survey respondents, 53% were between the age of 55 and 75. 86% of the respondents did not have any limitations that impact their mobility around Oak Bay, 92% walk unassisted, and 59% of respondents walk or roll daily.

Seven themes emerged from the comments received in the survey:

1 

Desire for higher quality, wider, or better condition sidewalks

2 

Concern about vehicle speeds and driver behaviour

3 

Desire for higher quality or better condition crosswalks

4 

Desire for removal and maintenance of obstructions

5 

Desire for more sidewalks

6 

Concerns about conflicts / interactions between active modes

7 

Concerns / issues with where vehicles park

The number one reason respondents did not feel safe walking or rolling was due to **uneven pavement** while the number one reason for walking or rolling in Oak Bay was to **access shops and services**.



#1 Reason for not feeling safe Walking & Rolling

UNEVEN PAVEMENT



#1 Reason for Walking & Rolling

ACCESS TO SHOPS & SERVICES



#1 Improvement for both Walkers & Rollers

HIGHER QUALITY, WIDER SIDEWALKS



4. PEDESTRIAN AND TRAFFIC DATA COLLECTION

Based on the Stakeholder feedback and the public survey comments it was determined that additional data would be beneficial to help understand specific issues that had been identified at a series of locations. Both the Stakeholders and the survey respondents identified key intersections, crossings, or sidewalks of concern throughout Oak Bay. To help better understand the issues and identify potential solutions, detailed pedestrian and traffic data collection and observations were undertaken at identified locations.

4.1 Data Collection Methodology

Data collection for the intersections of interest was collected midweek in April 2022, at the peak hours of schools nearby. For example, an intersection near École Willows was observed

around 2:35PM for an hour as that is when the school is let out while an intersection near Monterey Middle School was observed for an hour around 2:50PM. The intention was to collect data for an intersection near a school then observe an intersection away from the school during typical commuter peak hours (i.e., 3:00PM – 5:00PM).

Surveyors manually observed vehicle and pedestrian volumes for an hour. Pedestrians were sorted into various groups to account for potential vulnerability, such as 12 or under, adults, 65 or older, and persons with a mobility aid which is required in order to conduct a Pedestrian Crossing Warrant analysis according the BC Ministry of Transportation & Infrastructure guidelines.

Table 4.1 summarizes the observed intersections. **Appendix B** includes the raw data collected for both pedestrians and vehicles.

Table 4.1: Additional Data Collection Program

ID	INTERSECTION	DATE OF COUNT	PEAK HOURS
1	Neil Street & Eastdowne Road	April 12, 2022	3:15PM – 4:15PM
2	McNeill Avenue & Hampshire Road	April 13, 2022	2:20PM – 3:20PM
3	McNeill Avenue & Transit Road	April 13, 2022	2:20PM – 3:20PM
4	Oak Bay Avenue & Hampshire Road	April 6, 2022	4:50PM – 5:50PM
5	St Patrick Street & Beach Drive	April 13, 2022	3:30PM – 4:30PM
6	Estevan Avenue & Beach Drive	April 12, 2022	3:15PM – 4:15PM
7	Beach Drive & Dalhousie Street	April 7, 2022	3:15PM – 4:15PM
8	Scenic Drive & Beach Drive	April 6, 2022	3:45PM – 4:45PM
9	San Carlos Avenue & Beach Drive	April 12, 2022	2:40PM – 3:40PM
10	Cadboro Bay Road & Tod Road	April 12, 2022	2:00PM – 3:00PM
11	Musgrave Street & Dalhousie Street	April 7, 2022	2:00PM – 3:00PM
12	Estevan Avenue & Musgrave Street	April 12, 2022	2:00PM – 3:00PM
13	McNeill Avenue & Monterey Avenue	April 13, 2022	2:30PM – 3:20PM
14	Epworth Street & Cadboro Bay Avenue	April 5, 2022	2:30PM – 3:30PM
15	Elgin Road & Milton Street	April 5, 2022	2:30PM – 3:30PM
16	Musgrave Street & Tod Road	April 13, 2022	2:00PM – 3:00PM
17	Foul Bay Road & Haultain Street	April 5, 2022	3:45PM – 4:45PM
18a	Thompson Avenue & Musgrave Street	April 12, 2022	3:15PM – 4:15PM
18b	Cadboro Bay Road/Thompson Avenue/Neil Street/Nottingham Road	April 12, 2022	3:50PM – 4:50PM
19	Thompson Avenue & Musgrave Street	April 12, 2022	3:15PM – 4:15PM



4.1.1 Pedestrian Crossing Warrant Analysis Methodology

The *TAC Pedestrian Crossing Control Guide 3rd (Edition 2018)* was used as a high-level guide to determine if a pedestrian crossing treatment is warranted at the identified intersections of concern. When a pedestrian signal is not warranted through the analysis engineering judgement is required based on local context that the general analysis does not consider.

The analysis is intended to provide a basis for making decisions regarding the installation of pedestrian control devices and a recommended treatment. The preliminary assessment involves answering the following questions:

1. Is a traffic signal warranted?
2. What are the pedestrian and vehicle volumes?
3. Is the location on a pedestrian desire line?
4. Does engineering judgment indicate a pedestrian control be implemented?
 - a. What is the latent crossing demand? (the potential volume of pedestrians that would be crossing if there was a crossing)
 - b. Will a crossing make the network more connective? (considering surrounding land use, transit stops, volume and speed of vehicles, and type of pedestrians)

For the purpose of this study, spot count data was observed during a typical peak hour for the surrounding land uses as a representative of pedestrian and vehicle volumes. Utilizing the data, following assumptions were made:

- Intersections without a traffic signal in existing conditions will not require a traffic signal;
- Observed hourly data multiplied by a factor of 10 will represent an estimated daily volume;
- Desire lines are based on schools, parks, commercial areas and community points of interest; and,
- A distance 'd' of 150 metres was assumed as the jurisdictions minimum spacing between traffic control devices and to be conservative.

The warrant analysis converts pedestrian volumes into equivalent adult units (EAUs) which accounts for different mobility challenges and vulnerability. **Table 4.2** summarizes the conversion factors. **Appendix C** includes the TAC analysis flow chart and tables.

Table 4.2: Equivalent Adult Unit Conversion Factors

AGE CLASSIFICATION	FACTOR
Children (≤ 12 years)	2.0
Adults	1.0
Seniors (≥ 65)	1.5
Person with Mobility Aid	2.0



4.2 Analysis & Findings

Data collector notes about the intersections were compared with survey respondent comments, and the concerns were consistent.

4.2.1 Observed Age Breakdown

Table 4.3 summarizes the observed ages of pedestrians by location, while **Figure 4.1** highlights the age breakdown overall.

Table 4.3: Pedestrian Crossing Observed Peak Hour Age Results

ID	INTERSECTION	≤ 12 YEARS	ADULTS	≥ 65 YEARS	PERSON WITH MOBILITY AID	TOTAL	EAU TOTAL
1	Neil Street & Eastdowne Road	6	32	6	0	44	53
2	McNeill Avenue & Hampshire Road	31	46	12	1	90	128
3	McNeill Avenue & Transit Road	5	51	6	0	62	70
4	Oak Bay Avenue & Hampshire Road	10	309	63	3	385	430
5	St Patrick Street & Beach Drive	1	11	9	0	21	27
6	Estevan Avenue & Beach Drive	1	34	5	3	43	50
7	Beach Drive & Dalhousie Street	8	50	6	0	64	75
8	Scenic Drive & Beach Drive	0	24	8	2	34	40
9	San Carlos Avenue & Beach Drive	0	24	8	2	34	40
10	Cadboro Bay Road & Tod Road	48	97	8	2	155	209
11	Musgrave Street & Dalhousie Street	165	135	22	0	322	498
12	Estevan Avenue & Musgrave Street	48	69	44	0	161	231
13	McNeill Avenue & Monterey Avenue	102	12	10	0	124	231
14	Epworth Street & Cadboro Bay Avenue	7	169	10	1	187	200
15	Elgin Road & Milton Street	3	56	18	3	80	95
16	Musgrave Street & Tod Road	43	56	1	0	100	144
17	Foul Bay Road & Haultain Street	1	60	3	0	64	67
18a	Thompson Avenue & Musgrave Street	0	8	1	0	9	10
18b	Cadboro Bay Road/Thompson Avenue & Musgrave Street	0	9	0	0	9	9
19	Thompson Avenue & Musgrave Street	13	42	8	0	63	80
TOTAL		492	1,294	248	17	2,051	2684

Figure 4.1: Overall Observed Pedestrian Age Breakdown

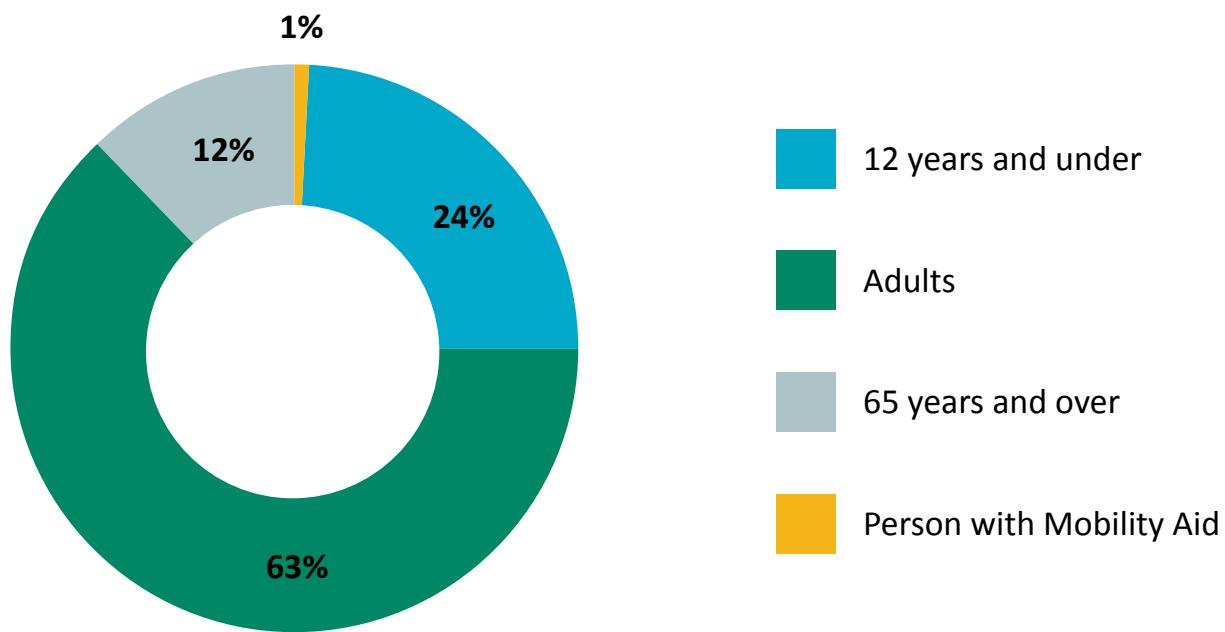
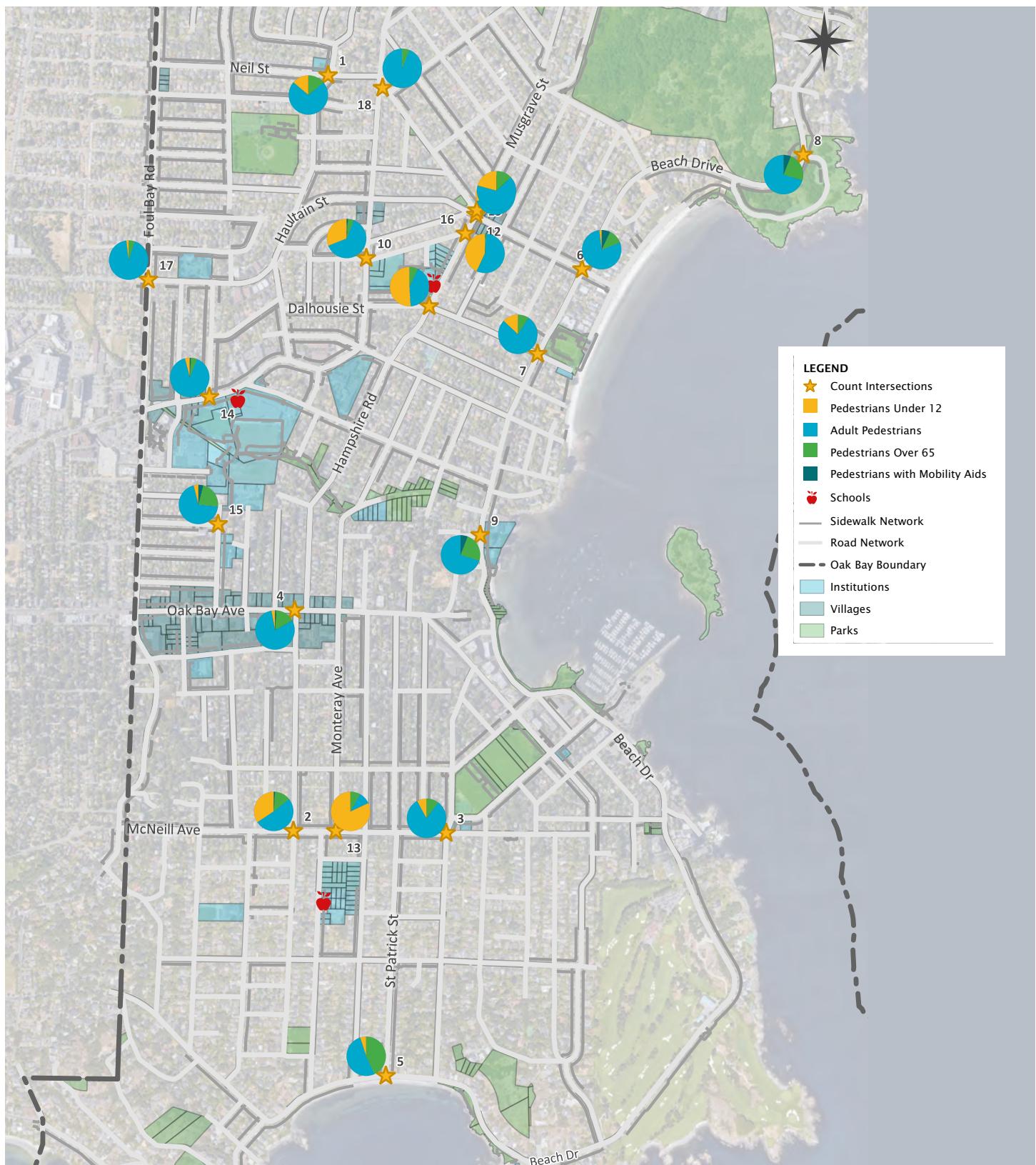


Exhibit 4.1 summarizes the pedestrian age breakdown by survey location. In Exhibit 4.1 intersections 18a & 18b have been combined; the unique nature of the intersection required the data collection to be processed as two separate intersections.

Exhibit 4.1: Pedestrian Age Breakdown at Surveyed Intersections



4.2.2 Pedestrian Crossing Warrant Analysis

Using the observed pedestrian age volumes and vehicular volumes per intersection, a high-level pedestrian crossing signal warrant analysis was conducted; the results are summarized in **Table 4.4**.

Table 4.4: Pedestrian Crossing Warrant Analysis Summary

ID	INTERSECTION	TOTAL OBSERVED VEHICULAR VOLUME (VEH/HR)	EST. DAILY VEHICULAR VOLUME (OBSERVED VOLUME X 10)				AVG. HOURLY EAUS				PED CROSSING WARRANTED			
			N LEG	S LEG	E LEG	W LEG	N LEG	S LEG	E LEG	W LEG	N LEG	S LEG	E LEG	W LEG
1	Neil Street & Eastdowne Road	83	520	410	380	350	14	11	15	17	No	No	No	No
2	McNeill Avenue & Hampshire Road	383	1240	760	2610	3050	82	11	22	14	No	No	Yes	No
3	McNeill Avenue & Transit Road	206	1220	540	970	1390	44	4	6	16	No	No	No	No
4	Oak Bay Avenue & Hampshire Road	602	1920	2000	3390	4730	120	67	106	137	Yes	Yes	Yes	Yes
5	St Patrick Street & Beach Drive	289	330	0	2680	2770	1	18	1	7	No	No	No	No
6	Estevan Avenue & Beach Drive	453	2950	3660	950	1500	7	13	27	3	No	No	No	No
7	Beach Drive & Dalhousie Street	524	4530	4760	950	240	38	25	4	8	Yes	Yes	No	No
8	Scenic Drive & Beach Drive	275	0	640	2380	2480	0	1	32	7	No	No	Yes	No
9	San Carlos Avenue & Beach Drive	485	4570	4350	0	780	165	0	0	46	Yes	No	No	No
10	Cadboro Bay Road & Tod Road	671	6520	6350	300	250	115	14	14	66	Yes	No	No	No
11	Musgrave Street & Dalhousie Street	266	1640	2110	860	710	278	100	15	105	Yes	Yes	No	No
12	Estevan Avenue & Musgrave Street	340	1890	1690	1950	1270	28	63	90	52	Yes	Yes	Yes	No
13	McNeill Avenue & Monterey Avenue	282	10	750	2330	2550	0	209	22	0	No	No	Yes	No
14	Epworth Street & Cadboro Bay Road	889	360	0	8650	8770	34	0	28	139	No	No	Yes	Yes
15	Elgin Road & Milton Street	126	960	820	0	740	2	20	6	68	No	No	No	No
16	Musgrave Street & Tod Road	188	1680	1780	0	300	10	0	4	130	No	No	No	No
17	Foul Bay Road & Haultain Street	1,325	12550	12080	1260	610	1	14	38	7	No	No	No	No
18a	Thompson Avenue/ Neil Street/ Nottingham Road	185	740	1060	860	1040	0	4	3	3	No	No	No	No
18b	Cadboro Bay Road/Thompson Avenue/Neil Street/ Nottingham Road	404	3540	3470	840	230	3	2	2	2	No	No	No	No
19	Thompson & Musgrave Street	177	690	1060	1210	580	19	11	24	26	No	No	No	No

Ten of the nineteen intersections require at least one leg of the intersection to have a marked pedestrian crossing. Upon further review of the intersections, several of the intersections either have pedestrian crossings on at least one leg or have had a crossing updated during the establishment of this report. **Table 4.5** summarizes the intersections that require pedestrian crossings.

Table 4.5: Pedestrian Crossing Requirement Summary

ID	INTERSECTION	PED CROSSING TYPE RECOMMENDED				EXISTING PED CROSSING				SUMMARY
		N LEG	S LEG	E LEG	W LEG	N LEG	S LEG	E LEG	W LEG	
1	Neil Street & Eastdowne Road	-	-	-	-	No	No	No	No	No warrant recommended and no existing facilities. No pedestrian crossing required.
2	McNeill Avenue & Hampshire Road	-	-	GM*	-	No	No	No	No	A N-S crossing on the east leg on Monterey Avenue & McNeill Avenue intersection and a N-S crossing on the east leg of McNeill Avenue & Victoria Avenue already exists. A third N-S crossing may not be necessary. A pedestrian crossing on the east leg warranted pending further engineering judgement.
3	McNeill Avenue & Transit Road	-	-	-	-	No	No	No	No	No warrant recommended and no existing facilities. No pedestrian crossing required. Pending engineering judgement, a crossing could be added to the east leg or west leg for the pedestrian desire line to Windsor Park.
4	Oak Bay Avenue & Hampshire Road	GM	GM	GM	GM	Yes	Yes	Yes	Yes	Pedestrian crossings exist on all legs of the intersection. This is an offset intersection and restricting left-turn vehicle movements in the intersection can aid in pedestrian safety. This is a high-volume thoroughfare for Oak Bay at the core of a commercial area. Pedestrian crossing required on all legs. Pending further engineering judgement, existing crosswalks could be upgraded to include curb extensions and/or rectangular rapid flashing beacons.
5	St Patrick Street & Beach Drive	-	-	-	-	No	No	Yes	No	Pedestrian crossing on east leg provided access to St. Patrick Street Beach. No pedestrian crossing required. Curb Bulges could be considered to reduce the crossing width and make pedestrians more visible.



ID	INTERSECTION	PED CROSSING TYPE RECOMMENDED				EXISTING PED CROSSING				SUMMARY
		N LEG	S LEG	E LEG	W LEG	N LEG	S LEG	E LEG	W LEG	
6	Estevan Avenue & Beach Drive	-	-	-	-	Unofficial (Potential worn down paint markings)	Yes	No	No	Crossing on the south leg provides continuity of sidewalk network and continues desire line travel to Willows Beach. No pedestrian crossings required. Pending engineering judgment, pedestrian crossings are appropriate for the pedestrian desire lines to the beach.
7	Beach Drive & Dalhousie Street	GM	GM	-	-	Yes	Un-official	No	No	The north leg crossing provides access to Willows Park and continues desire line travel to Willows Beach. Faded paint markings on the south leg look like someone was trying to make an unofficial crosswalk. A south leg crossing will connect to a transit stop. Pedestrian crossings are required. Maintenance for the existing crossings is required.
8	Scenic Drive & Beach Drive	-	-	GM	-	No	No	No	No	No existing facilities. Pedestrian crossing warranted for the east leg. A crossing on the east leg is a desire line for access from the beach to Uplands Park.
9	San Carlos Avenue & Beach Drive	GM	-	-	-	Yes	No	No	No	The north leg crossing connects network and desire lines to the Glenlyon Norfolk School. Pedestrian crossing warranted for the north leg. Pending engineering judgement, the existing north leg crossing could be improved with more pedestrian oriented lighting, curb bulges, and rectangular rapid flashing beacons.
10	Cadboro Bay Road & Tod Road	GM	-	-	-	No	No	No	No	No existing facilities. Pedestrian crossing warranted for the north leg. Pending engineering judgment, a crossing at this location could include curb bulges to improve pedestrian visibility.



ID	INTERSECTION	PED CROSSING TYPE RECOMMENDED				EXISTING PED CROSSING				SUMMARY
		N LEG	S LEG	E LEG	W LEG	N LEG	S LEG	E LEG	W LEG	
11	Musgrave Street & Dalhousie Street	GM	GM	-	-	Yes	Yes	Yes	Yes	Crossings are provided on all four corners as the intersection is on the corner of the Ecole Willows Elementary. Desire lines to the school are in all directions. Pedestrian crossings are warranted. The existing crossings could be improved with curb bulges and making the intersection an all-way stop controlled intersection.
12	Estevan Avenue & Musgrave Street	GM	GM	GM	-	No	Yes	Yes	Yes	This intersection is essentially two intersections right next to each other and should be considered in conjunction with #19 the Thompson Avenue & Musgrave Street intersection. There are pedestrian crossings on three legs of the intersection providing crossings in the desires lines to the commercial area and to the Ecole Willows Elementary. Pedestrian Crossings are warranted on the north, south, and east legs.
13	McNeill Avenue & Monterey Avenue	-	-	GM	-	No	No	Yes	Yes	This is an offset intersection. There is a pedestrian crossing on the east leg of the south side or the west side of the north leg. A pedestrian crossing is warranted on the east leg.
14 ¹	Epworth Street & Cadboro Bay Road	-	-	GM	GM	Yes	No	No	No	Pedestrian Crossing located on the west side of the intersection, offset from the driveway. Additional crossings are located at the Florence Street & Cadboro Bay Road intersection and at the Cranmore Road & Cadboro Bay Road intersection. The primary use of the crossing is for access to Oak Bay High School and the Recreation Centre. Pedestrian Crossings are warranted on the east and west legs. Pending engineering judgement, the east leg crossing may be delayed until more sidewalk is installed on Epworth Street or if the District determines another control measure to be desirable at this location.

1. When analyzed using the BC Pedestrian Control Manual in comparison, the intersection indicates a special crosswalk is required. A special crosswalk is a pedestrian crossing facility with signage, pavement marking, and typically with rectangular rapid flashing beacons to enhance visibility.

ID	INTERSECTION	PED CROSSING TYPE RECOMMENDED				EXISTING PED CROSSING				SUMMARY
		N LEG	S LEG	E LEG	W LEG	N LEG	S LEG	E LEG	W LEG	
15	Elgin Road & Milton Street	-	-	-	-	No	No	No	No	No warrant recommended and no existing facilities. No pedestrian crossing required.
16	Musgrave Street & Tod Road	-	-	-	-	No	No	No	Yes	There is a crossing on the west side of the intersection along the desire line to Queen Natalia Park and Ecole Willows Elementary. No pedestrian crossing is required.
17 ²	Foul Bay Road & Haultain Street	-	-	-	-	No	Yes	No	No	Crossing on the south leg allows pedestrians to cross the busy Foul Bay Road and access the City of Victoria as well as transit stops. No pedestrian crossing is required. Any crossing on the north or south leg will require coordination with the City of Victoria.
18a	Thompson Avenue/ Neil Street/ Nottingham Road	-	-	-	-	No	No	No	No	To be considered together due to the complicated geometry and complicated nature of multiple intersections in proximity. Engineering judgement would suggest reconfiguring the intersection to provide clearer desire lines and paths of travel. A crossing does exist on the south leg of the Cadboro Bay Road and Nottingham Road intersection.
18b	Cadboro Bay Road/Thompson Avenue/ Neil Street/ Nottingham Road	-	-	-	-	No	Yes	No	No	No pedestrian crossing required.
19	Thompson Avenue & Musgrave Street	-	-	-	-	Yes	No	No	Yes	To be considered with #12 (Estevan Avenue and Musgrave Street). Crossings are available on the west and north leg of the intersection. No pedestrian crossing required.

2. When analyzed using the BC Pedestrian Control Manual in comparison, the intersection indicates a pedestrian signal is warranted. A pedestrian signal is a traffic signal which is activated by a push-button control for pedestrians/cyclists. *GM is a general case crossing of a crosswalk with side-mounted components.

As noted in Table 4.5, several of the intersections do not require pedestrian crossings and some of the intersections that do require pedestrian crossings already have them. It was found that the majority of observed intersections did not warrant additional pedestrian crossing controls, due to the relatively low volumes of pedestrians or low vehicle volumes. These intersections were further evaluated based on observations and issues raised through public engagement and from District staff to outline identified issues for the development of potential improvement strategies for consideration, discussed further in Section 5.

5. IDENTIFIED ISSUES AND IMPROVEMENT STRATEGIES

5.1 Identified Issues

Exhibit 5.1 highlights surveyed locations.

Stakeholder survey results indicate that a primary issue facing pedestrians using the sidewalk network within the Oak Bay area relate to perceived vehicle speeds and perceived vehicle volumes. Several respondents rose safety concerns relating to pedestrian-vehicle conflicts and a desire for increased traffic calming measures, particularly at 14 of the 19 intersections of interest as shown in **Exhibit 5.2**. Traffic demand peaks including school pick-up and drop-off periods were further identified as problematic.

Sidewalk design matters were also identified as a significant area of concern for non-auto users within the Oak Bay area. Respondents expressed their desire for an increased number of sidewalks and crosswalks, provisions for wider sidewalks and shorter crossing distances, and installation of traffic calming circles at high volume intersections. Additional accommodations within the Oak Bay village for non-auto modes were of particular concern, including requests for pedestrian-only zones along Oak Bay Avenue. **Exhibit 5.3** highlights 7 of the 19 intersections of interest that were flagged for sidewalk design improvements.

Higher levels of traffic control were requested at 7 of the 19 intersections of interest, as shown in **Exhibit 5.4**. Needed improvements ranged from provisions of four-way stop controlled intersections in residential areas to full traffic signals at busier intersections. Traffic control compliance was further noted to be an issue, particularly near École Willows Elementary where crossing guards were needed to enforce stopping at crosswalks.

Needs for lighting and visibility improvements were expressed by respondents predominantly at 4 of the 19 intersections of interest, as shown in **Exhibit 5.5**. Several comments highlighted that vehicles parked too close to the crosswalk impede sightlines and create unsafe conditions for non-auto users. It was also identified that poor lighting was discouraging pedestrian network use, especially at the intersection of Hampshire Road and Oak Bay Avenue.

The pedestrian crossing control analysis indicates that several pedestrian crossings studied do not require higher levels of crossing control per the TAC methodology. These results are summarized in **Exhibit 5.6** and **Table 5.1**.



Exhibit 5.1: Surveyed Intersections

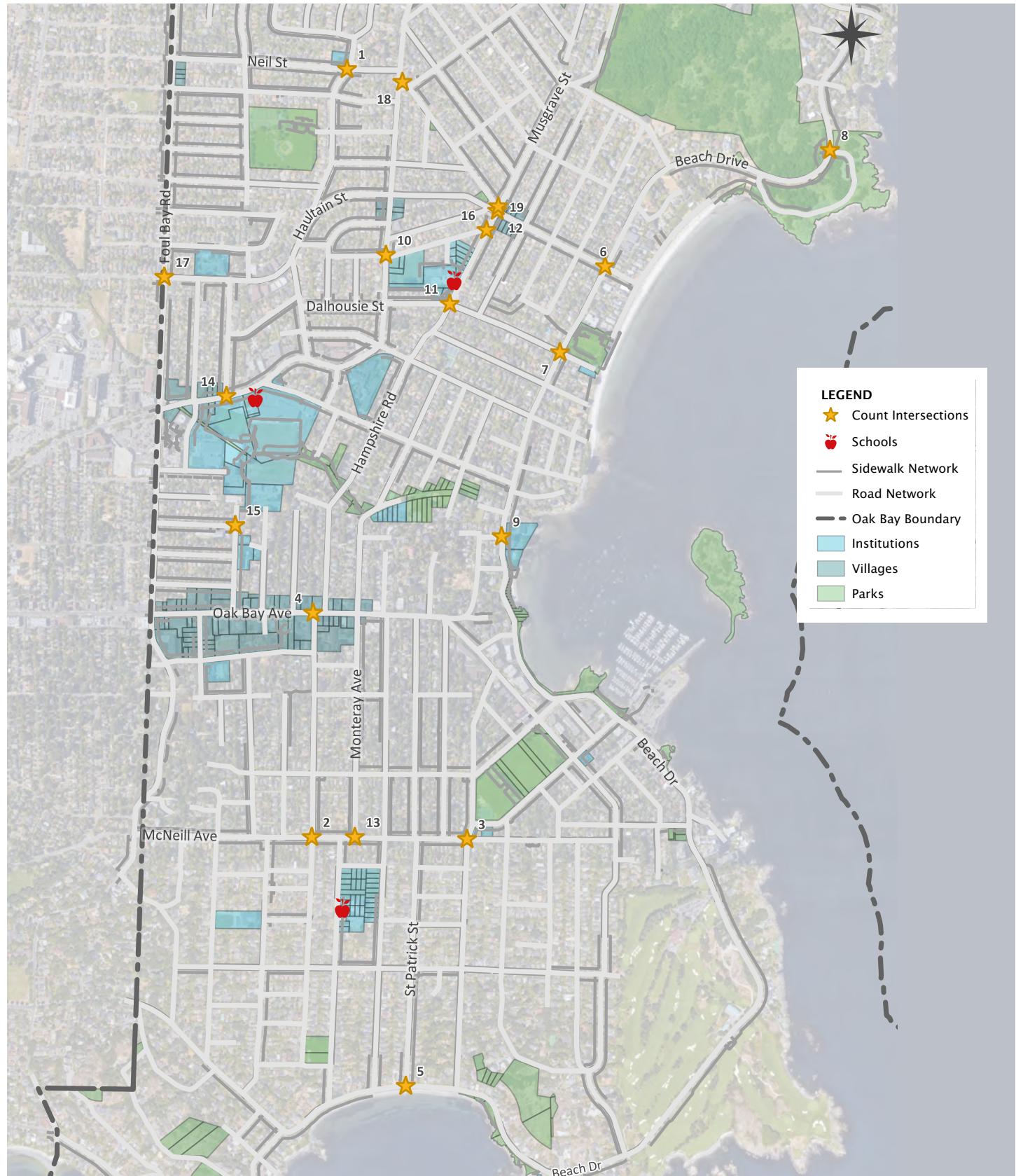


Table 5.1: Summary of Identified Issues

ID	INTERSECTION	EXISTING CROSSWALK	ISSUES AND CONCERNS OBSERVED OR COMMENTED ON IN PUBLIC ENGAGEMENT				COMMENTS
			SPEED & VOLUME	SIDEWALK DESIGN	TRAFFIC CONTROL	LIGHTING & VISIBILITY	
1	Neil Street & Eastdowne Road	Unmarked	Install traffic calming	Reduce crossing width	Make Upgrade to AWSC ¹		General commentary of the intersection feeling unsafe and dangerous.
2	McNeill Avenue & Hampshire Road	Unmarked	Aggressive drivers; Speeding			Pedestrian Visibility Issues	On a walk to school route with lots of children at the intersection.
3	McNeill Avenue & Transit Road	Unmarked	Speeding			Pedestrian Visibility Issues	On pedestrian desire lines.
4	Oak Bay Avenue & Hampshire Road	Crosswalk on all legs	Speeding	Wider sidewalks needed	Busy intersection; restrict left turns from Oak Bay Avenue to Hampshire Road	Pedestrian Visibility Issues; Improve lighting	Make more accessible for all users.
5	St Patrick Street & Beach Drive	Crosswalk on the east leg	Speeding	Wider sidewalks needed; Reduce crossing width			
6	Estevan Avenue & Beach Drive	Crosswalk on the south leg	Speeding	Wider sidewalks needed			Possible worn-down painted crosswalk on the north leg but too run down to tell.
7	Beach Drive & Dalhousie Street	Crosswalk on the north leg	Speeding; Install traffic calming	More crosswalks desired; More sidewalks along Beach; Sidewalk maintenance required			
8	Scenic Drive & Beach Drive	Unmarked	Speeding	Wider Sidewalks and additional sidewalks needed			On pedestrian desire lines.
9	San Carlos Avenue & Beach Drive	Crosswalk on the north leg	Speeding	Wider sidewalks needed			On a pedestrian desire line to Glenlyon Norfolk School

ID	INTERSECTION	EXISTING CROSSWALK	ISSUES AND CONCERNS OBSERVED OR COMMENTED ON IN PUBLIC ENGAGEMENT				COMMENTS
			SPEED & VOLUME	SIDEWALK DESIGN	TRAFFIC CONTROL	LIGHTING & VISIBILITY	
10	Cadboro Bay Road & Tod Road	Unmarked	Speeding		Upgrade to AWSC ¹		Manage traffic for safer crossing toward Ecole Willows Elementary.
11	Musgrave Street & Dalhousie Street	Crosswalk on all legs	Speeding; Crossing Guard required or cars won't stop; Install traffic calming	Wider sidewalks needed; Sidewalk maintenance with nearby vegetation required	Upgrade to AWSC ¹	Pedestrian visibility issues due to parked cars; Dark in the winter	
12	Estevan Avenue & Musgrave Street	Crosswalk on 3 legs	Speeding		Confusing intersection design		
13	McNeill Avenue & Monterey Avenue	Crosswalk on the east and west legs	Speeding	Wider sidewalks needed	Upgrade to AWSC ¹	Poor pedestrian visibility due to parked cars	On a desire line to schools.
14	Epworth Street & Cadboro Bay Road	Crosswalk on the west leg	Busy				
15	Elgin Road & Milton Street	Unmarked					
16	Musgrave Street & Tod Road	Crosswalk on the west leg	Speeding			Lighting	
17	Foul Bay Road & Haultain Street	Crosswalk on the south leg			Crosswalk signals not adhered to		
18a	Thompson Avenue/ Neil Street/ Nottingham Road	Crosswalk on the south leg		Wider sidewalks needed; Confusing intersection design	Confusing intersection design		
18b	Cadboro Bay Road / Thompson Avenue/ Neil Street/ Nottingham Road						
19	Thompson Avenue & Musgrave Street	Crossing on the west and north legs					

1 – AWSC = All-way stop control. An all-way stop controlled intersection has a stop sign on each leg of the intersection.

Exhibit 5.2: Surveyed Intersections with Speed & Volume Issues

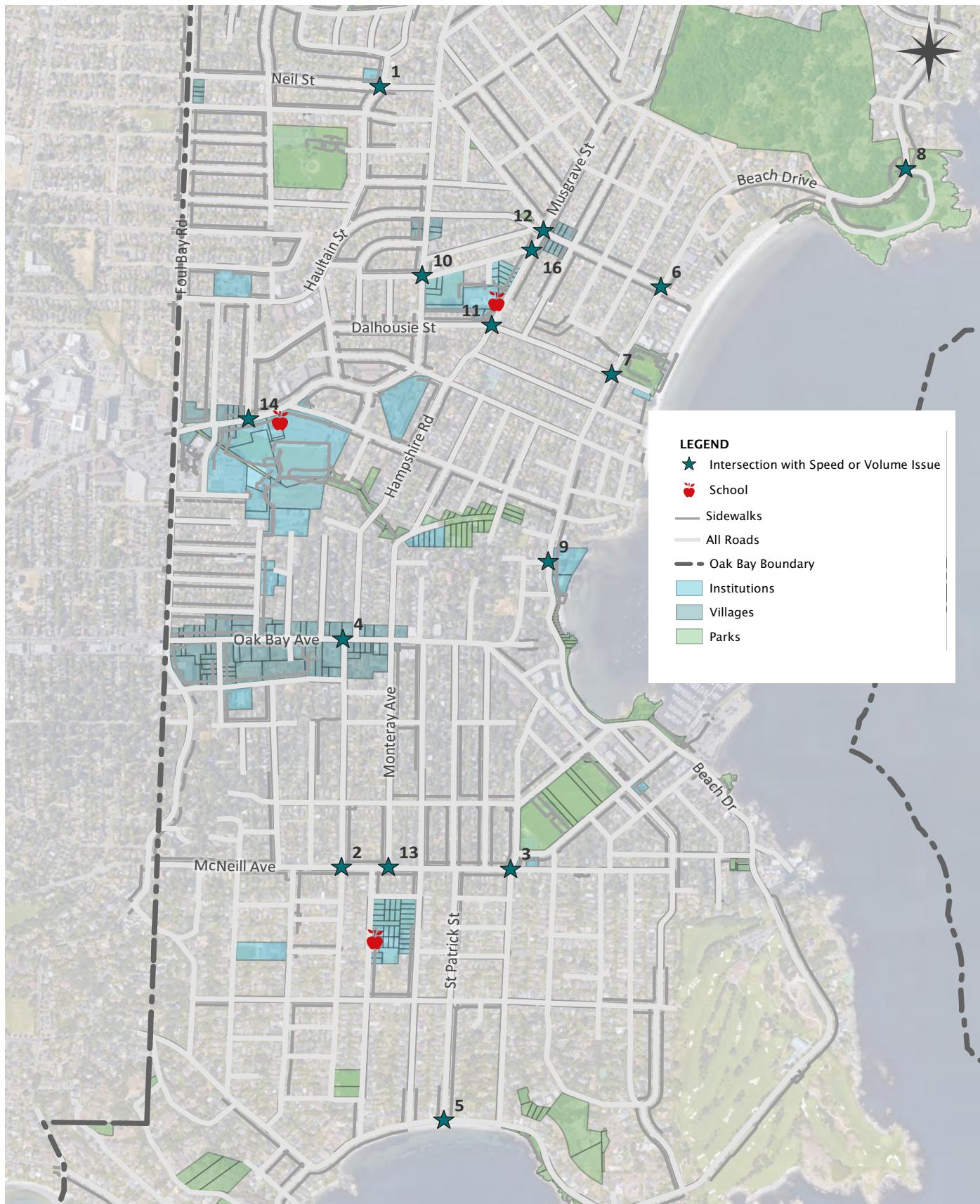


Exhibit 5.3: Surveyed Intersections with Sidewalk Design Issues

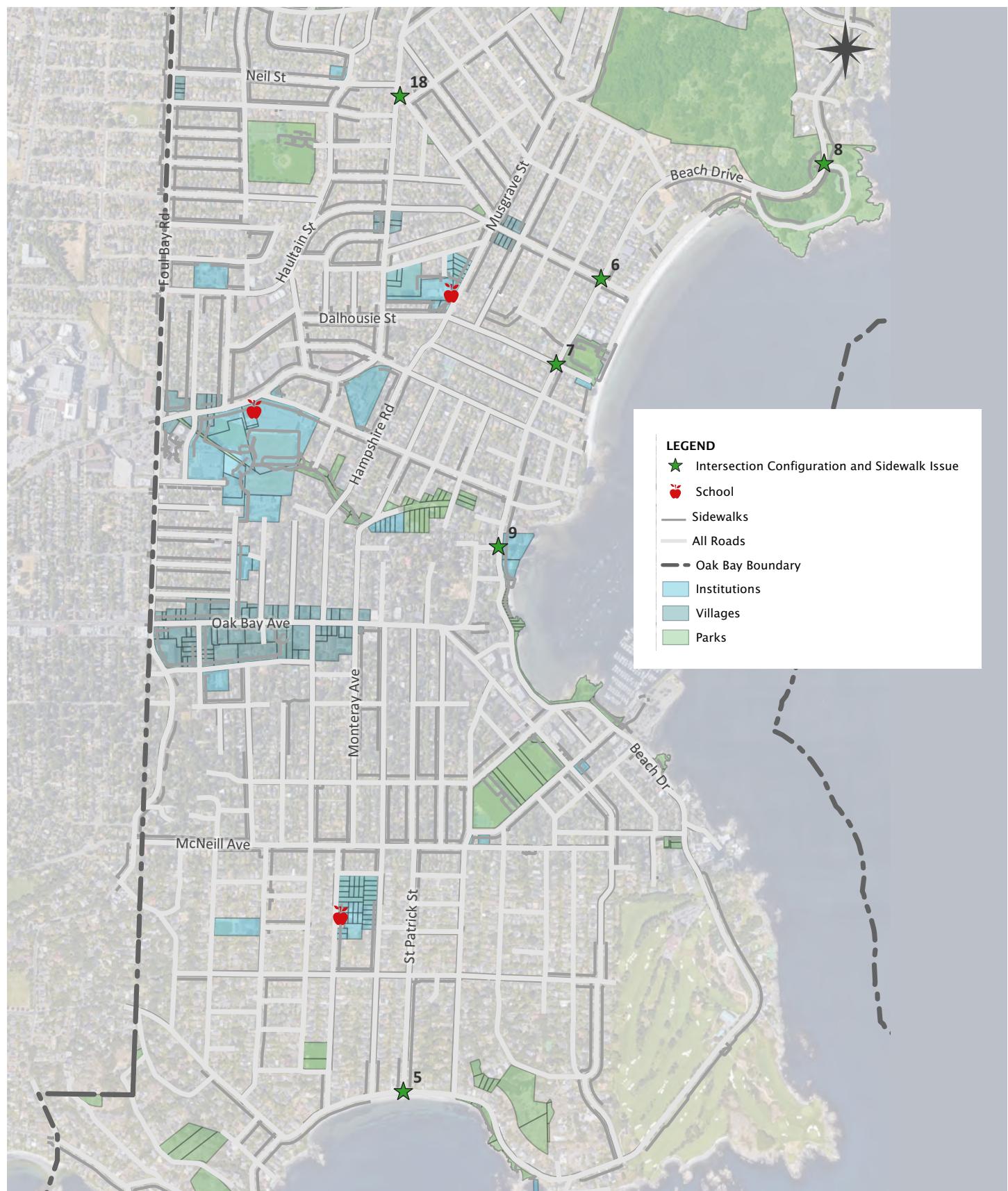


Exhibit 5.4: Surveyed Intersections with Traffic Control Issues

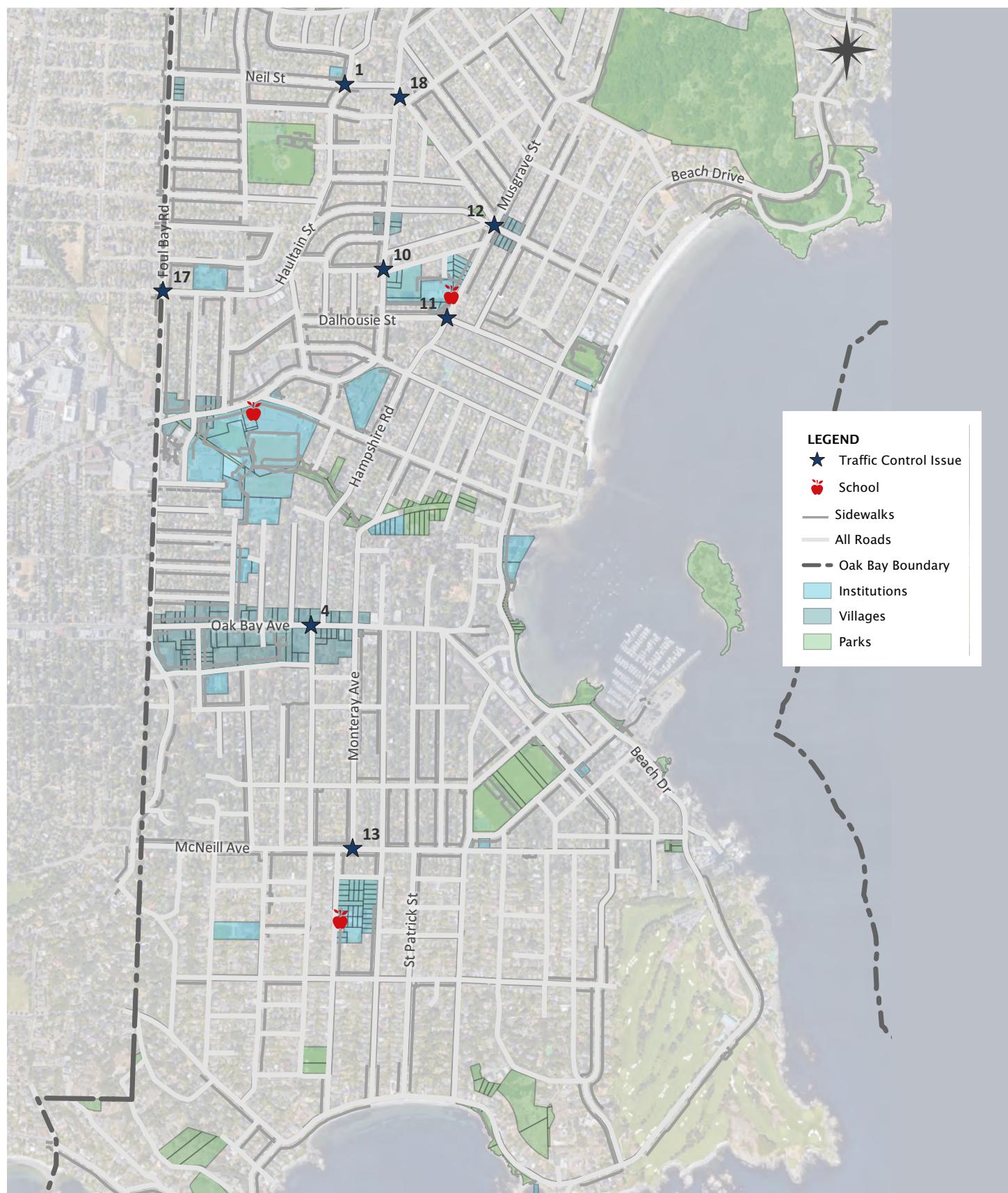


Exhibit 5.5: Surveyed Intersections with Lighting & Visibility Issues

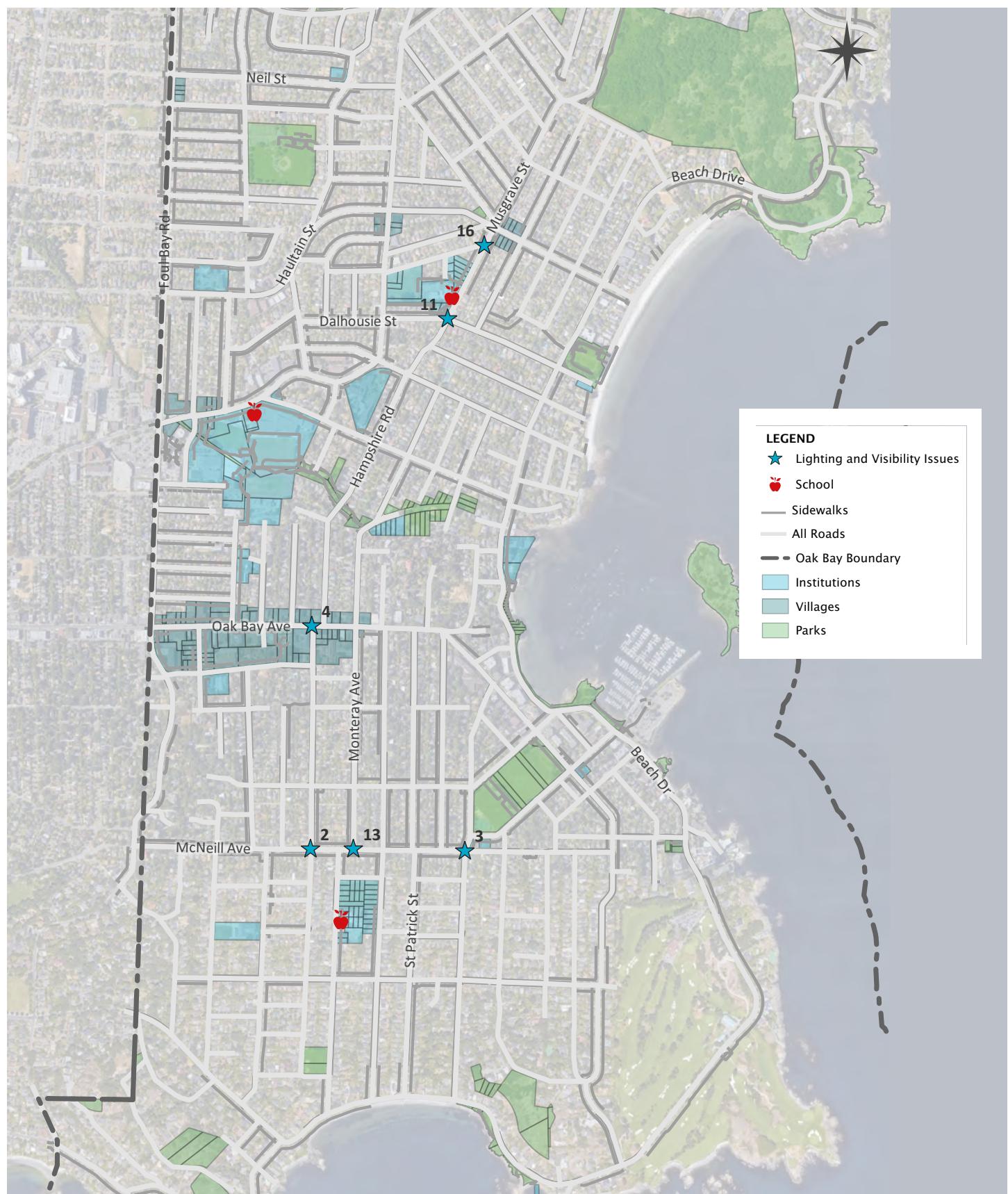
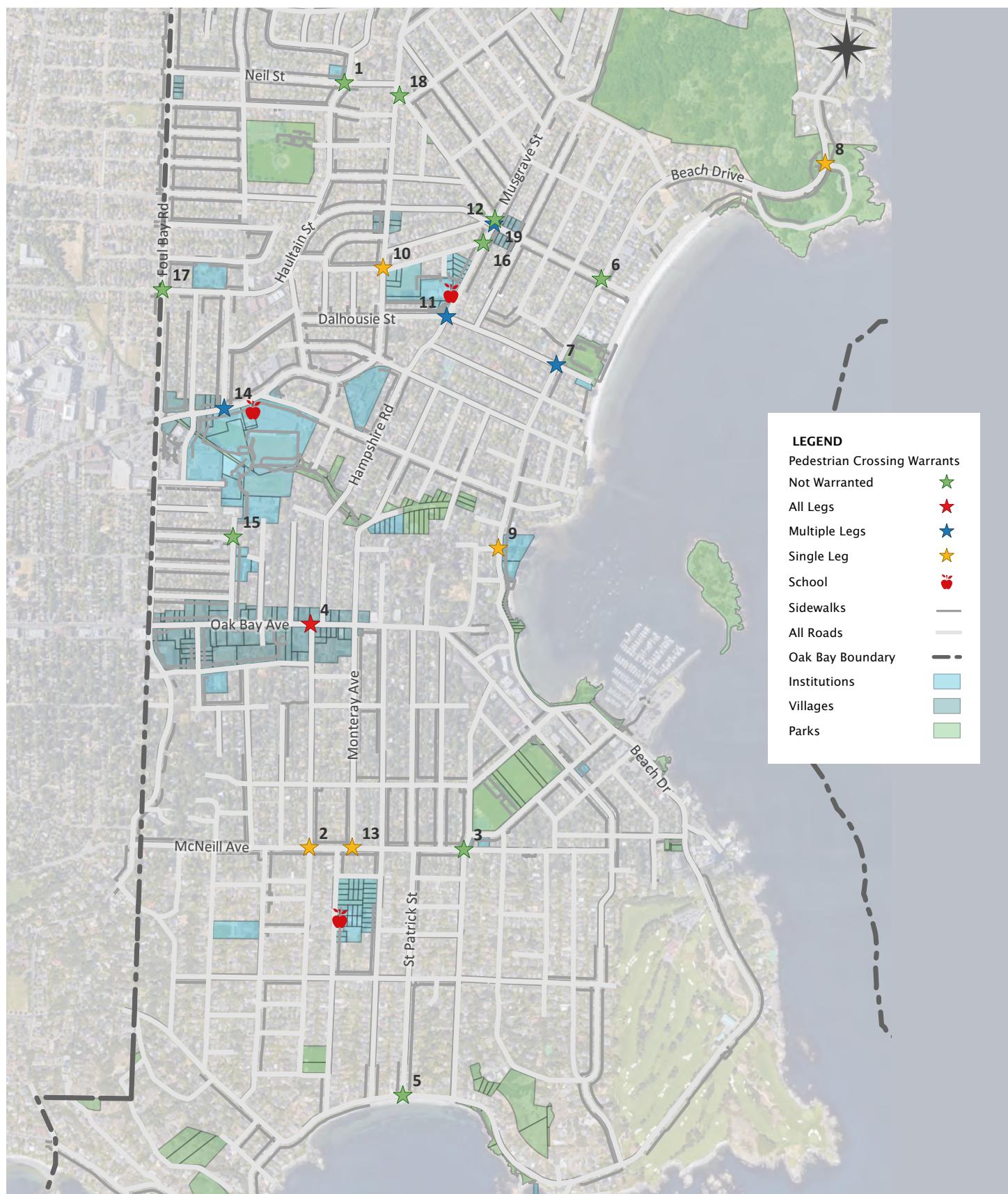


Exhibit 5.6: Pedestrian Crossing Control Warrant Analysis Results





5.2 Missing Links

Several locations have been identified as having high potential for walking improvements based on the survey and analysis results. The following subsections describe each “missing link” (or location for enhancement) that is presented in Exhibit 5.7. A missing link could be a lack of sidewalk segment, a lack of pedestrian crossing or a desire line route to community destinations such as schools, commercial areas, or community centres.

The missing links work with the City’s internal Sidewalk Priority Index document which provided details such as estimated lengths.

5.2.1 McNeill Avenue

McNeill Avenue is a collector road that it is located near a school and lacks crosswalks at several of its intersections. Survey respondents identified issues with high vehicle speeds, high vehicle volumes, and poor visibility along McNeill Avenue. It was further determined from Bunt’s traffic counts that children under the age of 12 made up a large proportion of non-auto users along this link, including the following studied intersections:

- McNeill Avenue & Hampshire Road;
- McNeill Avenue & Transit Road; and,
- McNeill Avenue & Monterey Avenue.

5.2.2 Musgrave Street

Musgrave Street is a collector road that is also located near a school and has been reported to have issues with high vehicle speeds, high traffic volumes, and traffic control compliance. Survey respondents commented that crossing guards needed to be provided by the nearby school to enforce vehicle

stopping at crosswalks. Traffic counts indicate that children make up a large proportion of non-auto users along this link, including the following intersections:

- Musgrave Street & Dalhousie Street; and,
- Estevan Avenue & Musgrave Street.

5.2.3 Cadboro Bay Road

Cadboro Bay Road is a busy arterial road located near a high school that extends through a shopping area. Pedestrian Crossing Control warrant analysis indicates that a special crosswalk would be suitable for the following study intersection:

- Epworth Street & Cadboro Bay Road.

5.2.4 Beach Drive

Beach Drive is a scenic route with the potential to attract active mode users. Survey respondents identified that this route requires more or improved sidewalks and crosswalks as well as additional traffic calming measures to reduce vehicle speeds. It was further noted from count data that seniors made up a large percentage of users along this link. The following intersections along Beach Drive were previously identified as intersections of interest and studied as part of Bunt’s crossing control warrant analysis.

- St Patrick Street & Beach Drive;
- Estevan Avenue & Beach Drive;
- Dalhousie Street & Beach Drive; and,
- Scenic Drive & Beach Drive.

Table 5.2 summarizes the missing links/deficiencies shown in **Exhibit 5.7**.

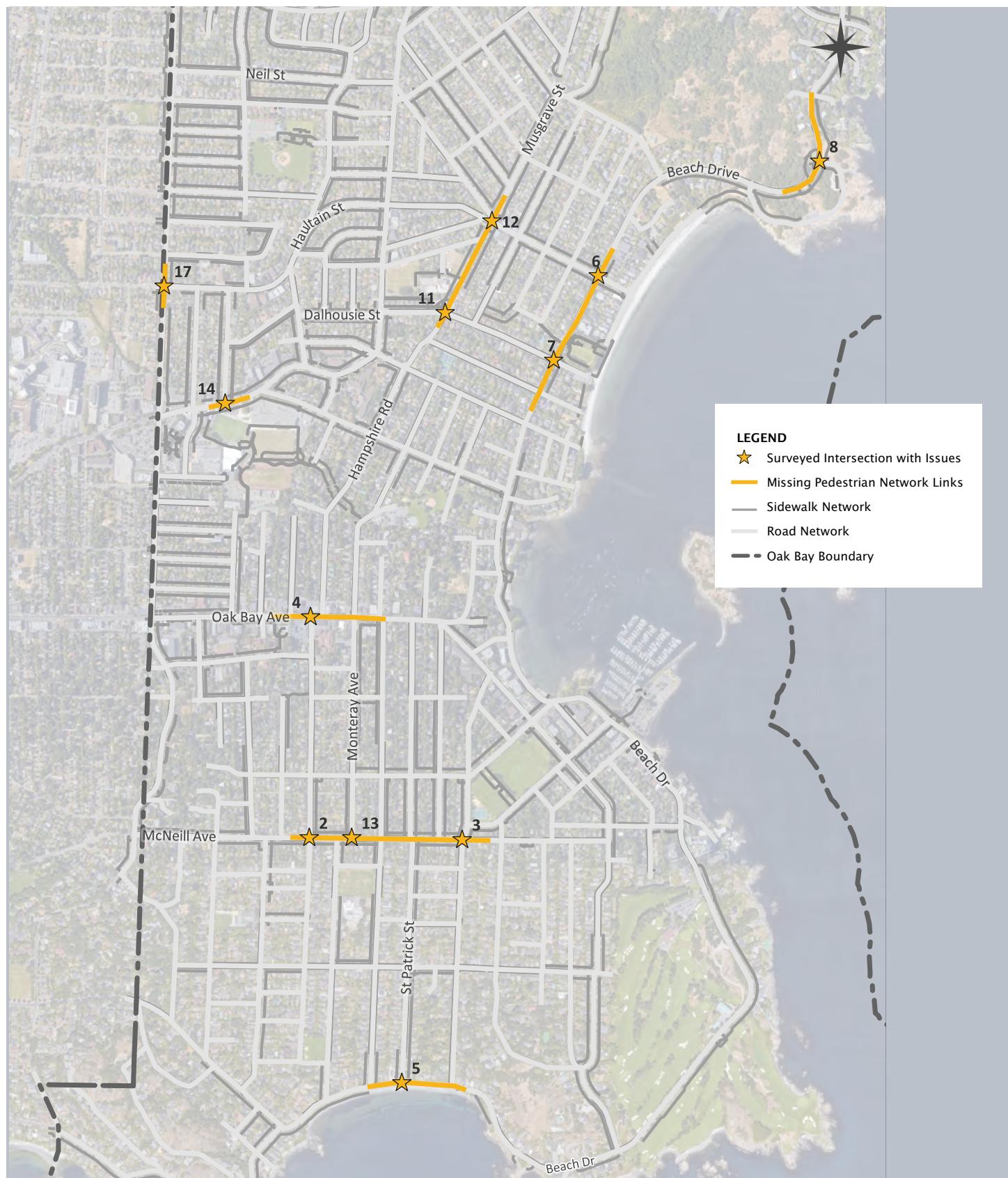
Table 5.2: Summary of Missing Links/Deficiencies

LINK START ID	LINK END ID	ROAD	MISSING LINK/DEFICIENCIES IMPROVEMENTS
2	3	McNeil Avenue	Pedestrian crossings, traffic calming, and improved pedestrian lighting
4	4	Oak Bay Avenue	Widening sidewalks
5	5	Beach Drive	Sidewalks, pedestrian crossings, and traffic calming
6	7	Beach Drive	Sidewalks, pedestrian crossings, and traffic calming
8	8	Beach Drive	Sidewalks, pedestrian crossings, and traffic calming
11	12	Musgrave Street	Traffic calming
14	14	Cadboro Bay Road	Improved pedestrian crossing* with overhead crossing lights
17	17	Foul Bay Road	Traffic calming and pedestrian crossings

*During the process of this project this crossing has been updated to include flashers. This crossing could benefit from further improvement



Exhibit 5.7: Missing Links Identified for Walking Improvements



5.3 Improvement Strategies

Several design measures to enhance the pedestrian realm within Oak Bay have been identified based on identified issues and best practices. The measures described below can be applied to various locations throughout Oak Bay to improve safety, comfort, enjoyment, and navigability around the community.

5.3.1 Traffic Calming Measures

Traffic calming tools are primarily physical measures that seek to reduce congestion, slow down vehicle speeds, and create safer and more attractive streets for all users. Examples of traffic calming measures that may be suitable for the Oak Bay pedestrian network include:



Corner bulges and curb extensions narrow the roadway, reduce the pedestrian crossing distance, and improve visibility.



Raised intersections and crosswalks create a level surface for pedestrians, slow vehicle crossing speeds, and encourage motorists to yield to pedestrians.



Evenly spaced speed humps are less aggressive than speed bumps but still reinforce slower vehicle speeds.



Pedestrian refuge islands provide protected spaces midway across the roadway for pedestrian to safely wait in and are useful where a long crossing cannot be sufficiently shortened using corner bulges and curb extensions.

5.3.2 Traffic Control Measures

Traffic control measures include traffic control devices and physical movement controls that stop, slow, and safely direct vehicular traffic. Examples of traffic control measures that may be suitable for the Oak Bay pedestrian network include:



Traffic circles are raised islands placed in the centre of an intersection to slow down vehicles and cyclists and reduce conflicts.



All-way stop controls force vehicles to stop at each leg of an intersection, as opposed to a two-way stop control, which allows vehicles to travel freely along the higher volume street.



Pedestrian activated flashers warn drivers to slow down and stop for pedestrians crossing when activated by a push-button.



Pedestrian activated signals are full traffic signals that stop vehicles and pedestrian when activated by a push-button.



Traffic diverters and traffic closures are physical barriers placed at low volume intersections to block certain vehicular movements, enforce turning restrictions, and prevent drivers from using neighbourhood streets as shortcuts.



5.3.3 Signage and Pavement Markings

Signage and pavement markings inform road users of directions, speed limits, upcoming changes, and warnings. Examples of signage and pavement marking measures that may be suitable for the Oak Bay pedestrian network include:



Wayfinding signs provide directions to help guide road users to their destinations and contribute to a general sense of well-being, safety, and security.



Electronic speed warning signs display the speed of oncoming vehicles in real-time to remind drivers of and increase compliance with posted speed limits.



Advance pedestrian crossing signs are placed in advance of pedestrian crosswalks where they may not be expected by motorists, giving them time to react and behave safely.



3D painted crosswalks capture the attention of approaching drivers and cyclists by appearing as if there is a floating crosswalk.



Transverse pavement markings are a series of white transverse bars that are spaced across the center of a lane to create an illusion to drivers that they are increasing their speed.

5.3.4 Other Measures

Other measures are unique or less frequently used pedestrian oriented design tools that can further enhance safety, comfortability, and convenience for non-auto users. Examples of other measures that may be suitable for the Oak Bay pedestrian network include:



Pocket parks and parklets are spaces that are placed within in excess road width to narrow roads and create places for people to rest and socialize.



Widened sidewalks narrow the roadway, reduce vehicle speeds, and provide more accessible manoeuvring space for pedestrians.



Street furniture (benches, tables, or water fountains) provide opportunities for pedestrians to rest or socialize while using the street.



Pedestrian priority zones are roads with restricted vehicle access that are designed for pedestrian use and reduce the potential for vehicular conflicts.



6. MASTER PLAN DEVELOPMENT

6.1 Stakeholder and Public Engagement Round 2

A second round of Stakeholder and public engagement took place during the Summer of 2022 for the purpose of informing recommendations and development of the PSMP. Improvement strategies related to traffic calming, traffic control, signage and pavement marking, and other ideas/applications related to pedestrian-oriented design were presented for feedback.

The overview of engagement methods and outcomes are presented within this section. Engagement Summary Report #2 includes all detailed information with feedback - see **Appendix A**.

6.1.1 Engagement Methods and Participants

Survey – July 1st to September 5th, 2022

Oak Bay residents, businesses, and visitors were invited to complete a survey that was accessible in both print and digital formats. The survey was based on the data observed and collected from the results of the first survey. The intention of the second survey is to present a suite of potential design measures that could be applied to various locations to improve safety, comfort, enjoyment, and navigability around Oak Bay.



Stakeholder Presentation & Walkshop – July 13th, 2022

All internal and external Stakeholders were invited to the District of Oak Bay Municipal Hall to participate in a presentation by Bunt followed by a Walkshop through the community. Bunt introduced the goals and scope of the project, provided an overview of what had been heard and done so far, and highlighted emerging issues and potential improvement strategies.



“

Please consider pedestrianized streets, wider sidewalks, and anything else that will make walking around with kids safer. Signs are not enough to slow cars down.

Survey respondent



“

Traffic calming needs to become a priority in Oak Bay, especially around schools.

Survey respondent

Oak Bay Night Market – July 13, 2022

Bunt teamed up with District staff to engage in dialogue with the community at the Oak Bay Night Market. Several information boards were posted and flyers were distributed to provide the public with useful information and invite residents, business owners, and visitors to participate in the second public survey.



“

Consider curb access widening and sloping down for wheelchair access. Also widen some sidewalks where it is impossible to navigate a wheelchair around telephone pole on sidewalk.

Survey respondent



6.2 Communications and Public Engagement by the Numbers

By this phase, the project received over 75 thousand online views. This strong project awareness was the result of the District again using a variety of communication channels to bring attention to the project. Social media engagement was excellent and eight different media published an article about the project. The effort resulted in almost 600 survey responses.

 **6 weeks**

Survey #2 (print) & presentation board

 **54.7k**

Total online coverage views

 **24.2k**

Coverage views on social

 **983**

Visitors to project website

 **475**

Total social engagements

 **344**

Total social shares

 **8**

Pieces of online media coverage

 **71**

Facebook comments

6.3 What We Heard

From the 596 survey respondents, 55% are between the age of 55 and 75, 87% live in Oak Bay, 4% are business owners, and 92% walk unassisted. It is important to consider feedback from the lens of people who walk with assistance, use a mobility scooter or a wheelchair. While response from vulnerable road users is low compared to the overall survey response, it is understood designing for vulnerable road users benefits all people. We heard from 23 people who walk with assistance and/or use a mobility scooter or wheelchair.

The second public engagement survey results indicated **strong support for traffic calming measures such as corner bulges and curb extensions as well as strong support for traffic control measures such as pedestrian activated flashers**. There was some support for potential signage and pavement marking improvements such as wayfinding signage or advance pedestrian crossing signage. **A significant portion of the written comments related to improving sidewalk width and maintenance.**

“

Yes — improvements to wayfinding are beneficial (no contest). Initiate those improvements as part of access and commitment to reconciliation.

Survey respondent



6.4 Infrastructure Design Guidelines

6.4.1 User Groups

A core component of updating and creating the Oak Bay Design Standards is recognizing and understanding the diversity of the users that will be using the facilities. The understanding of users is supplemented through the Public Engagement surveys. An increasingly diverse set of users use and will continue to use existing and updated sidewalks and pedestrian pathways, including scooters and strollers. Each of these users may have a differing set of needs and interact with each other differently. At a basic level, speed and available space are the primary considerations when mixing different users on the same path or trail.

In order to maximize the comfort and enjoyment of all users, the following recommendations should be considered with facility design where a variety of users share space:

- Consider all potential users when designing a facility;
- Provide separate space for pedestrians and cyclists when possible;
- Encourage users such as skateboards and scooters to mix with cyclists rather than pedestrians;
- Where separate facilities are not feasible or desired, increase the width of the facility; and,
- Maintain a consistent set of rules for all users while taking into account diverse needs.

A good resource for universal design while coordinating for all users (multi-modal transportation) is the BC Active Transportation Design Guide. In the guide there are pedestrian facility selection decision tools as shown in **Figure 6.1**.

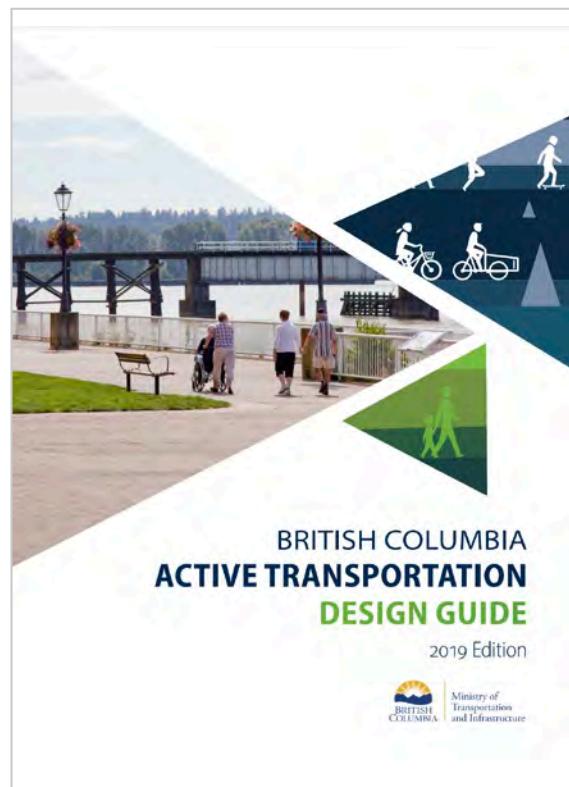
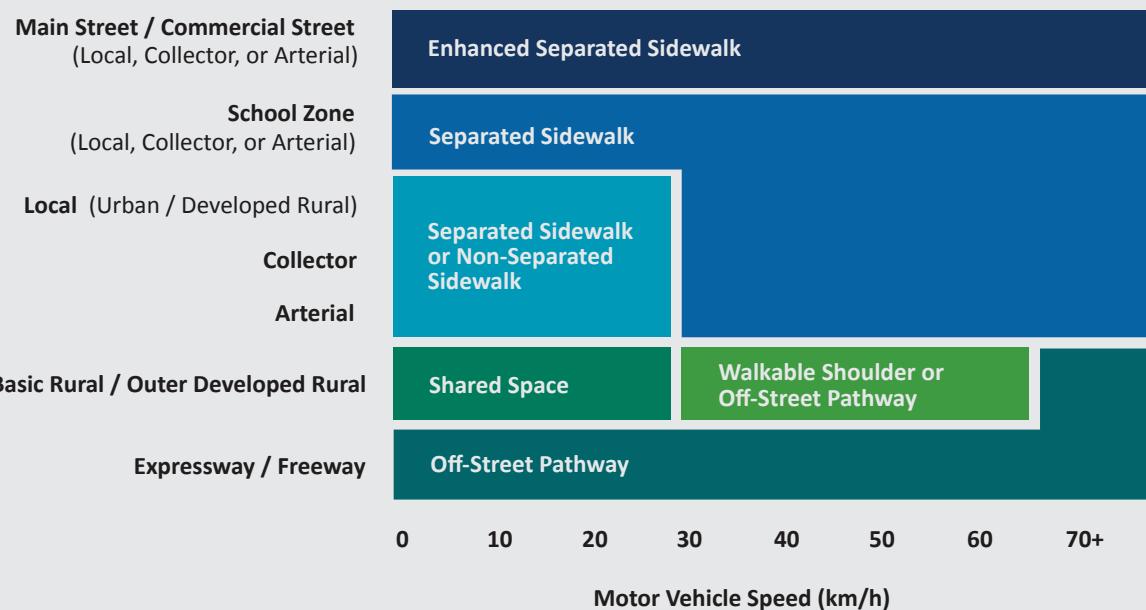


Figure 6.1: Pedestrian Facility Selection Decision Support Tool



Source: BC Active Transportation Guide

6.4.2 Sidewalk Design Standards

There are many considerations for choosing a sidewalk design standard. The District is currently updating their design standards and intend to adapt the Master Municipal Construction Document (MMCD) design standards to suit the District's needs.

As part of the project, Bunt assisted the District by identifying potential design standards and specifications for various items such as:

- Sidewalk width in various contexts;
- Maximum cross-slope;
- Expansion joints;
- Curb ramp design;
- Landing area; and,
- Score lines and/or tactile pads to guide visually impaired at crossings.

6.4.3 Universal Design Principles

Universal Design principles ensure all levels of ability are considered and help reduce barriers that some people face in navigating their community daily. **Table 6.1** summarizes the universal design principles (adapted from CSA, ADA, and various municipal guidelines).



Table 6.1: Universal Design Principles

PRINCIPLE	GUIDELINE
EQUITABLE USE The design is useful and marketable to people with diverse abilities.	<ul style="list-style-type: none">• Provide the same means of use for all users• Avoid segregating or stigmatizing users• Provisions for privacy, security, and safety equally available to all users• Make the design appealing to all users
FLEXIBILITY IN USE The design accommodates a wide range of individual preferences and abilities.	<ul style="list-style-type: none">• Provide choice in methods of use• Provide adaptability to the user's pace
SIMPLE AND INTUITIVE Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.	<ul style="list-style-type: none">• Eliminate unnecessary complexity• Be consistent with user expectations and intuition• Accommodate a wide range of literacy and language skills• Arrange information consistent with its importance• Provide effective prompting and feedback during and after task completion

PRINCIPLE	GUIDELINE
PERCEPTEBLE INFORMATION The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensor abilities.	<ul style="list-style-type: none"> • Use different modes (pictoral, verbal, tactile) for redundant presentation of essential information • Provide adequate contrast between essential information and it's surroundings • Maximize "legibility" of essential information • Differentiate elements in ways that can be described (e.g. make it easy to give instructions or directions) • Provide compatibility with a variety of techniques or devices used by people with sensory limitations
TOLERANCE FOR ERROR The design minimizes hazards and the adverse consequences of accidental or unintended actions.	<ul style="list-style-type: none"> • Arrange elements to minimize hazards and errors: most used elements are the most accessible • Provide warnings of hazards and errors
LOW PHYSICAL EFFORT The design can be used efficiently and comfortably with a minimum of fatigue.	<ul style="list-style-type: none"> • Allow user to maintain a neutral body position • Minimize sustained effort (i.e., install benches and rest areas on steep hills)
SIZE & SPACE FOR APPROACH & USE Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture or mobility.	<ul style="list-style-type: none"> • Provide a clear line of sight to important elements for both seated and standing users • Make all components reachable for any seated or standing user • Provide adequate space for the use of assistive devices or personal assistance

It is recommended that the District retain an accessible design consultant to ensure universal design standards are met.

6.4.4 Best Practice Design

Sidewalk design standards were reviewed for Saanich, Victoria, Vancouver and Surrey to consider what is currently being used as a design standard as well as other accessible/universal design standards. **Table 6.2** summarizes the findings from the municipalities. **Table 6.3** outlines accessible design standards for universal design from various authorities.

Table 6.2: Various Municipal Sidewalk Design Standards

MUNICIPALITY	LAND USE	STREET TYPE	MIN. WIDTH (M)	PREFERRED WIDTH (M)	IDEAL CROSS SLOPE (%)
Saanich ¹			1.5		2%
Victoria ²		Primary Commercial Street	2.0-4.0		
		Downtown Commercial Street	2.0-3.0		
		Pedestrian Priority Street	2.0-4.0		
		Local Street	1.8-2.2		
		Esplanade	2.0-4.0		
		Avenues	2.0-2.4		
Vancouver ³	Single Family Residential	Local	1.8	1.8	2%
	Single Family Residential	Collector or Arterial	1.8	2.1-2.4	
	Multi-Family Residential	Local	1.8	2.1-2.4	
	Multi-Family Residential	Collector or Arterial	2.1	2.4	
	Commercial	Local, Collector or Arterial	2.4	3.0-4.0	
Surrey			1.5-1.8		2%

Table 6.2 (continued): Various Municipal Sidewalk Design Standards

MUNICIPALITY	MAX SLOPE (%)	IDEAL SURFACE	CURB RAMPS
Saanich ¹		Concrete	2.0m transition slopes down to lowered curb Lowered curb 2% slope towards crossing with a minimum width of 3.0m 10 mm lip at gutter with a 45-degree angle
Victoria ²		Dependent on the area, for example in Inner Harbour a 600mm score line pattern perpendicular to the curb with a centre line parallel to the curb is required	
Vancouver ³	5%	Broom finish Sawcut Control joints Covers and grates are to be avoided in walking areas but when necessary be installed flush	Directional score lines to assist people with visual impairments Grade between 5%-8% A level landing area of 1.2m to the rear for wheelchair users
Surrey			Score lines must line up in the direction of travel and be parallel with the crossing or marked crosswalk (40cm apart) Broom finish Max 8.3% slope

1 - References the City of Saanich's Engineering Specifications Sidewalk – Concrete Drawings.

2 - References the City of Victoria's "Appendix One: Public Outward View Guidelines" from the Downtown Core Area Plan (2022) and the "Downtown Public Realm Plan Strategy & Streetscape Plan" (2019).

3 - References the City of Vancouver's "Engineering Design Manual" (2019).

Table 6.3: Various Accessible Design Standards

SOURCE	MIN. WIDTH (M)	MAX RUNNING SLOPE (%)	MAX CROSS SLOPE (%)	CLEAR HEIGHT (M)	ENTRY POINTS TO SIDEWALK OR WALKWAY WIDTH (M)
GAATES ¹	1.8	5	5	2.3	0.85
Clearing Our Path ²				Objects or signs that are mounted less than 2.03m above the walking surface should not protrude more than 100mm unless they are cane detectable (leading edge no higher than 680mm)	
Accessibility Canada ³	1.5	5	5	2.1	
BC Active Transportation Guide ⁴	1.8 -3.0 ⁵	5	5		

Table 6.3 (continued): Various Accessible Design Standards

SOURCE	SURFACE	REST AREAS
GAATES ¹	Textural and tonal contrast on ground surfaces Location of all plantings and street furniture in an amenity zone, adjacent to the sidewalk or walkway	Level rest areas on sloped walkways longer than 30m
Clearing Our Path ²	Attention Tactile Walking Surface Indicators (TWSIs) placed at the start of a staircase or edge of a platform Guidance TWSIs for direction of travel through open spaces TWSIs colour contrasted, preferably safety yellow	
Accessibility Canada ³	Straight paths or a circuit that bring you back to the starting point	
BC Active Transportation Guide ⁴	TWSIs Score lines Audible aids Where right-of-way is constrained reduce the size of the frontage and furnishing zones ensuring sandwich boards and panters do not obstruct the pedestrian through zone	50m, 100m or 150m between resting spots depending on the mobility impaired group

1 - Global Alliance on Accessible Technologies and Environments (GAATES) – The Illustrated Technical Guide to Accessibility Standard for the Design of Public Spaces
<https://gaates.org/DOPS/loc.php>

2 - https://www.clearingourpath.ca/3.2.0-protruding-objects_e.php

3 - <https://accessibilitycanada.ca/wp-content/uploads/2020/09/Accessibility-Guide-For-Sensory-Loss-DeafBlind-3rd-Edition.pdf>

4 - https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14_bcatdg_compiled_digital.pdf

5 - Depending on the road type and separation type and additional width should be considered where there are connections to schools, community centres, transit hubs or major pedestrian generator.

It is recommended the District retain an accessible design consultant to ensure final design standards are appropriate for all users.

6.4.5 Recommendations

The design of sidewalks and pedestrian crossings have a significant impact on the safety, accessibility, and overall quality of experience for those walking or rolling. In line with the principles of Universal Design, it is essential that the future design of pedestrian facilities consider the needs of those who may have visual or mobility impairments. The following pedestrian infrastructure design guidance is recommended, based on the information previously mentioned regarding user groups, sidewalk design standards, universal design principals and best practice designs.

Recommended sidewalk width design is summarized in **Table 6.4**.

Provide non-separate sidewalks only if necessary due to constraints. If provided, ensure a level clearway of greater than 1.5m at driveways and ideally buffer with on-street parking.

Separate sidewalks on Arterial Streets with a minimum 1 m planted boulevard to improve safety. Locate street furniture outside clearway width. Provide straight paths to minimize walking distances.

Table 6.5 summarizes recommended design for maximum cross-slopes, expansion joints, curb ramp designs, landing areas, and score lines or tactile pads for the visually impaired.

Table 6.4 Sidewalk Clearway Width Contextual Selection

LAND USE	ROAD TYPE	SEPARATION (BOULEVARD)	DESIRABLE WIDTH (M)	MINIMUM WIDTH (M)
Residential	Local	Non-Separated or Separated	1.8	1.5
	Collector/Arterial	Separated	2.1	1.8
Industrial	Any	Separated	2.1	1.8
Commercial	Any	Separated	2.4 – 3.0	1.8
Institutional	Any/School Route/ Hospital	Separated	2.1	1.8

Table 6.5 Other Recommended Sidewalk Design Elements

DESIGN ELEMENT	DESIRABLE DESIGN REQUIREMENT	MINIMUM STANDARD DESIGN REQUIREMENT
Max Slope	<5%	Maximum 5%
Max Cross Slope	2%	Maximum 5%
Expansion Joint	Sawcut Control joints.	
Landing Areas	As wide as the ramp portion and a minimum of 1.2m long. Rest areas between 50m/100m/150m depending on the mobility impaired group.	At constrained corners where the ramps land on an area where a pedestrian must change direction, a landing of at least 1.5m long should be provided. A turning space of at least 1.35m by 1.35m should be provided. Rest areas on sloped walkways longer than 30m.



Table 6.5 (Continued) Other Recommended Sidewalk Design Elements

DESIGN ELEMENT	DESIRABLE DESIGN REQUIREMENT	MINIMUM STANDARD DESIGN REQUIREMENT
Curb Ramps	<p>1.8m curb ramp width (exclusive of flared sides).</p> <p>Running slope of between 5% - 8%.</p> <p>Directional score lines on the ramp and oriented to direct pedestrians in the correct crossing directions. Tactile Walking Surface Indicators at the base of curb ramps extending the full width of the ramp.</p> <p>Flares should be slip resistant and have a maximum slope of 1:10 (10%).</p> <p>Grade of the slope of approach is the same as the Pedestrian Through Zone and the top landing area.</p>	<p>Minimum 1.5m width of ramp (exclusive of flared sides).</p> <p>Maximum running slope of 1:12 (8.3%).</p> <p>Directional score lines to assist people with visual impairments.</p> <p>A level landing area of 1.2m to the rear for wheelchair users.</p>
Universal Design Components*	<p>Colour Contrasted Tactile Walking Surface Indicators (TWSI) placed at the start of a staircase, edge of a platform, base of curb ramps, border of medians, border of raised crosswalks and intersections, and edge of depressed corners. Directional TWSIs for inside transit stations, at the boarding area of transit stops, comprehensively on sidewalks in high traffic areas, and in open spaces such as shared streets and plazas where there is no curb or other standard navigational element.</p> <p>Location of all plantings and street furniture in an amenity zone, adjacent to the sidewalk or walkway.</p> <p>Audible crossing aids.</p>	<p>Score lines aligned with the crosswalk (parallel grooves that are embedded or troweled into concrete pavement to provide directional wayfinding).</p> <p>Visual contrast based on tone or colour.</p> <p>Where right-of-way is constrained reduce the size of the frontage and furnishing zones ensuring sandwich boards and planters do not obstruct the pedestrian zone.</p>

6.4.6 Recommended Actions for Implementation

Building from the design recommendations, and information summarized in preceding sections of this report, the following are actions for implementation to enhance the Pedestrian and Sidewalk Network in the District of Oak Bay (Detailed in Section 8.1.2):

1. Create and manage a sidewalk, pathway, and trail network enhancement program (coordinate with Sidewalk Priority Replacement Index);
2. Develop an enhancement program for key intersections and crossings;

3. Ensure coordination of regional connections and transit access;
4. Develop a comprehensive pedestrian network maintenance program;
5. Establish and manage a robust monitoring program; and
6. Establish formal network promotion & support program



7. CONCEPT DESIGNS

Based on the preceding information (i.e., existing conditions review, stakeholder and public engagement feedback, and best practice review) several concept designs were developed strategically throughout the District to provide a visual representation of the application of potential design solutions to address some of the identified issues. Concept designs were developed both to demonstrate the application of a variety of design measures to mitigate issues, as well as to address a variety of different issue types in different locations within Oak Bay.

Exhibit 7.1 highlights the locations of concept designs presented in this section.

Exhibit 7.1: Distribution of Conceptual Designs Across Oak Bay



7.1 Oak Bay Avenue & Prospect Place

Prospect Place is a tightly curved local street that connects between Oak Bay Avenue and Beach Drive. Walkshop participants flagged that vehicles frequently use Prospect Place as a shortcut to and from the Beach, often driving quickly around blind corners where there are no existing sidewalks. A popular pedestrian path from Oak Bay Avenue to Beach Drive is accessed from Prospect Place, putting pedestrians at risk of conflict with vehicles driving too quickly around the corner.

Figure 7.1 and **Figure 7.2** present the existing condition and, conceptual design of the corner near the intersection at Oak Bay Avenue and Prospect Place.

Figure 7.1: North Facing View of Existing Condition at Oak Bay Avenue & Prospect Place



Figure 7.2: North Facing View of Conceptual Design at Oak Bay Avenue & Prospect Place



Figures 7.3, and 7.4 show the views in the opposite direction. This is an example of a corner that could benefit from the following design measures to slow vehicle speeds and improve pedestrian visibility and presence:

- A stop control, to force vehicles to stop before the blind corner and allow for pedestrians to safely cross Prospect Place;
- A new sidewalk, to provide a clear and safe zone for pedestrians to use;
- A marked pedestrian crossing, to provide a visual queue for drivers to see that pedestrians are crossing where sightlines are limited;
- A convex mirror, to allow drivers to see around the tight corner; and,
- Multi-modal wayfinding signage, to provide clear direction towards the pedestrian path down to the Beach Drive.

Figure 7.3: South Facing View of Existing Condition at Oak Bay Avenue & Prospect Place



Figure 7.4: South Facing View of Conceptual Design at Oak Bay Avenue & Prospect Place



7.2 McNeill Avenue & Monterey Avenue

McNeill Avenue is a collector road that it is located near two schools and lacks crosswalks at several of its intersections. Survey respondents identified issues with high vehicle speeds, high vehicle volumes, and poor visibility along McNeill Avenue. Traffic counts further revealed that children under the age of 12 made up a large proportion of non-auto users along this link.

Figures 7.5 - 7.8 present existing conditions and conceptual design of the intersection at McNeill Avenue and Monterey Avenue. This is an example of an intersection that could benefit from the following design measures to improve pedestrian connectivity between the schools and the surrounding neighbourhood:

- Speed humps, to reduce vehicle speeds and alert to drivers that they are approaching a crosswalk;
- Pedestrian activated flashers, to reinforce pedestrian priority and warn drivers to slow down and stop for pedestrians;
- Curb bulges and curb extensions, to provide more space for pedestrians and improve sightlines; and,
- Tactile mats, to indicate where crossing is safe for those with visual impairments.

Figure 7.5: Existing Condition at McNeill Avenue & Monterey Avenue



Figure 7.6: Conceptual Design at McNeill Avenue & Monterey Avenue

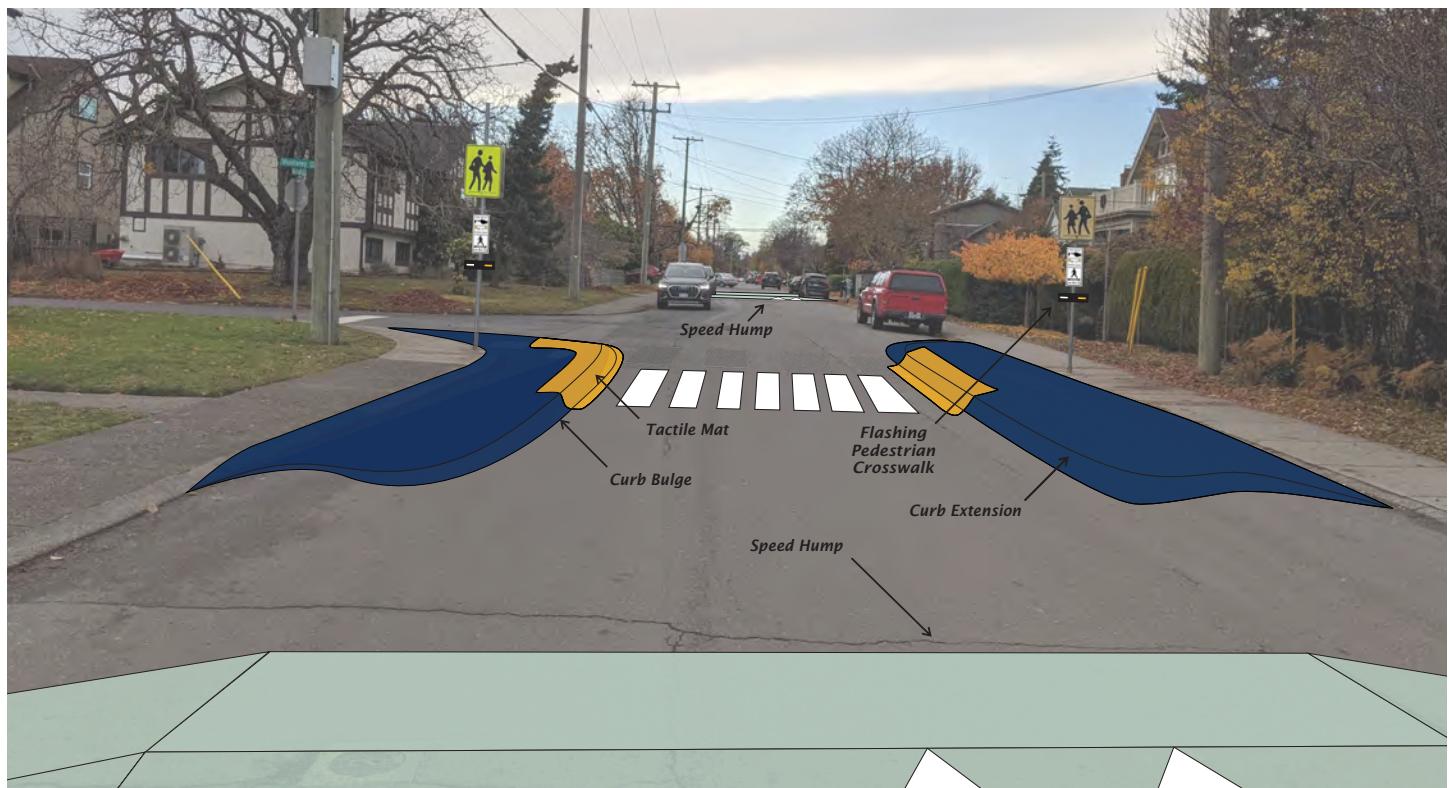


Figure 7.7: Aerial View of Existing Condition at McNeill Avenue & Monterey Avenue



Figure 7.8: Aerial View of Conceptual Design at McNeill Avenue & Monterey Avenue



7.3 Beach Drive & Dalhousie Street

Beach Drive is a scenic route with the potential to attract several non-auto users. Survey respondents identified that this route requires more or improved sidewalks and crosswalks as well as additional traffic calming measures to reduce vehicle speeds. It was further noted from Bunt's count data that seniors made up a large percentage of users along this link. Enhancements to this intersection could create a more direct and comfortable link to Willows Beach.

Figures 7.9 and 7.10 present existing and conceptual design of the intersection at Beach Drive and Dalhousie Street. This is an example of an intersection that could benefit from the following design measures to enhance connectivity to the beach and slow vehicle speeds on Beach Drive:

- Widened sidewalks, to provide more space for pedestrians and improve accessibility for those using mobility aids;
- Curb bulges, to reinforce pedestrian priority, improve sightlines, and provide more space for pedestrians;
- A raised intersection, to slow down motor vehicles and reinforce pedestrian priority; and,
- Tactile mats and bollards, to indicate where crossing is safe for pedestrians with visual impairments.

Figure 7.9: Existing Condition at Beach Drive & Dalhousie Street



Figure 7.10: Conceptual Design at Beach Drive & Dalhousie Street



7.4 Cadboro Bay Road & Epworth Street

Cadboro Bay Road is a busy arterial road located near a high school that extends through a shopping area. Walkshop attendees flagged that the right-turn lane into the Oak Bay High School parking lot was frequently misused to pass vehicles before the traffic lanes along Cadboro Bay Road merge. This raised safety concerns for students crossing Cadboro Bay Road at Epworth Street to access the westbound bus stop located across from the school.

Figures 7.11 and 7.12 present existing conditions and conceptual design of the intersection at Cadboro Bay Road and Epworth Street. This is an example of an intersection that could benefit from the following design measures to reduce vehicle speeds and improve the pedestrian crossing experience:

- A curb extension, to make use of unused residual space, reinforce pedestrian priority, and provide a physical barrier encouraging drivers to slow down and merge where existing pavement markings are confusing;
- A raised bike lane and crossing, to encourage cyclists to slow down before crossing the pedestrian zone; and,
- Bollards/planters, to serve as a visual queue for oncoming traffic and to indicate where crossing is safe for pedestrians with visual impairments.

Figure 7.11: Existing Condition at Cadboro Bay Road & Epworth Street



Figure 7.12: Conceptual Design at Cadboro Bay Road & Epworth Street



7.5 Musgrave Street & Dalhousie Street

Musgrave Street is a collector road that is also located near a school and that has been reported to have issues with high vehicle speeds, high traffic volumes, and traffic control compliance. Survey respondents commented that crossing guards needed to be provided at École Willows Elementary to enforce vehicle stopping at crosswalks. Walkshop attendees further flagged that vehicle sightlines were obstructed by overgrown bushes around the school, while these items were also corroborated through observations.

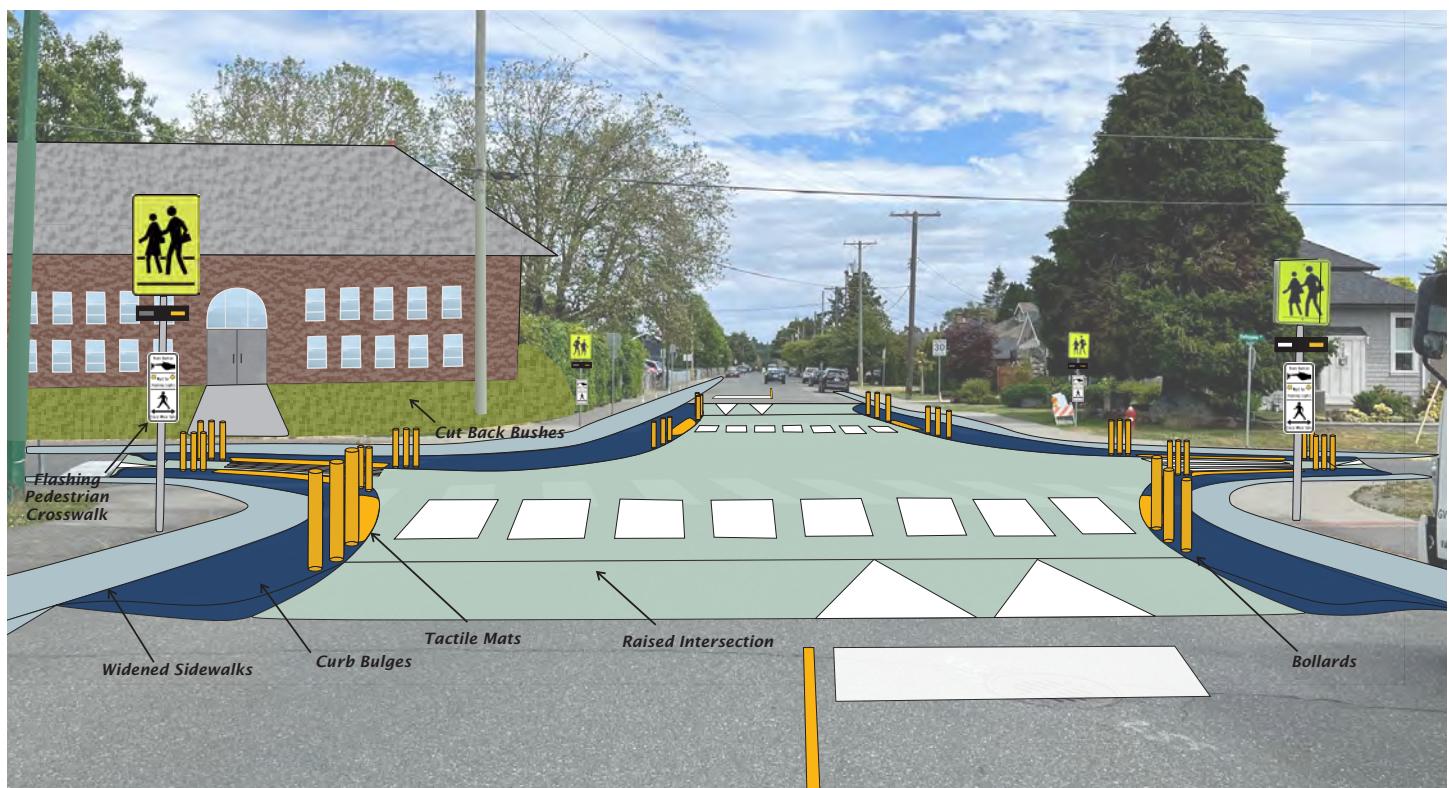
Figures 7.13 and 7.14 present existing and conceptual design of the intersection at Musgrave Street and Dalhousie Street. This is an example of an intersection that could benefit from the following design measures to enhance pedestrian priority at this location:

- Widened sidewalks, to provide more space for pedestrians and those using mobility aids;
- Curb bulges, to reinforce pedestrian priority and improve sightlines;
- A raised intersection, to slow down motor vehicles and reinforce pedestrian priority;
- Tactile mats and bollards, to indicate where crossing is safe for those with visual impairments;
- Pedestrian activated flashers, to warn drivers to slow down and stop for pedestrians and reduce reliance on crossing guards; and,
- Cut back bushes, to improve sightlines and provide a visual reminder to drivers that they are in a school zone.

Figure 7.13: Existing Condition at Musgrave Street & Dalhousie Street



Figure 7.14: Conceptual Design at Musgrave Street & Dalhousie Street



7.6 Foul Bay Road & Neil Street

Foul Bay Road is an arterial road featuring wide vehicle travel lanes that extend across Oak Bay's western border. A large portion of this car-centric arterial road cuts through local streets in single family residential neighbourhoods, connecting residents to central destinations within Oak Bay. Foul Bay Road also serves as a frequently used transit route with connections to the University of Victoria and Downtown Victoria.

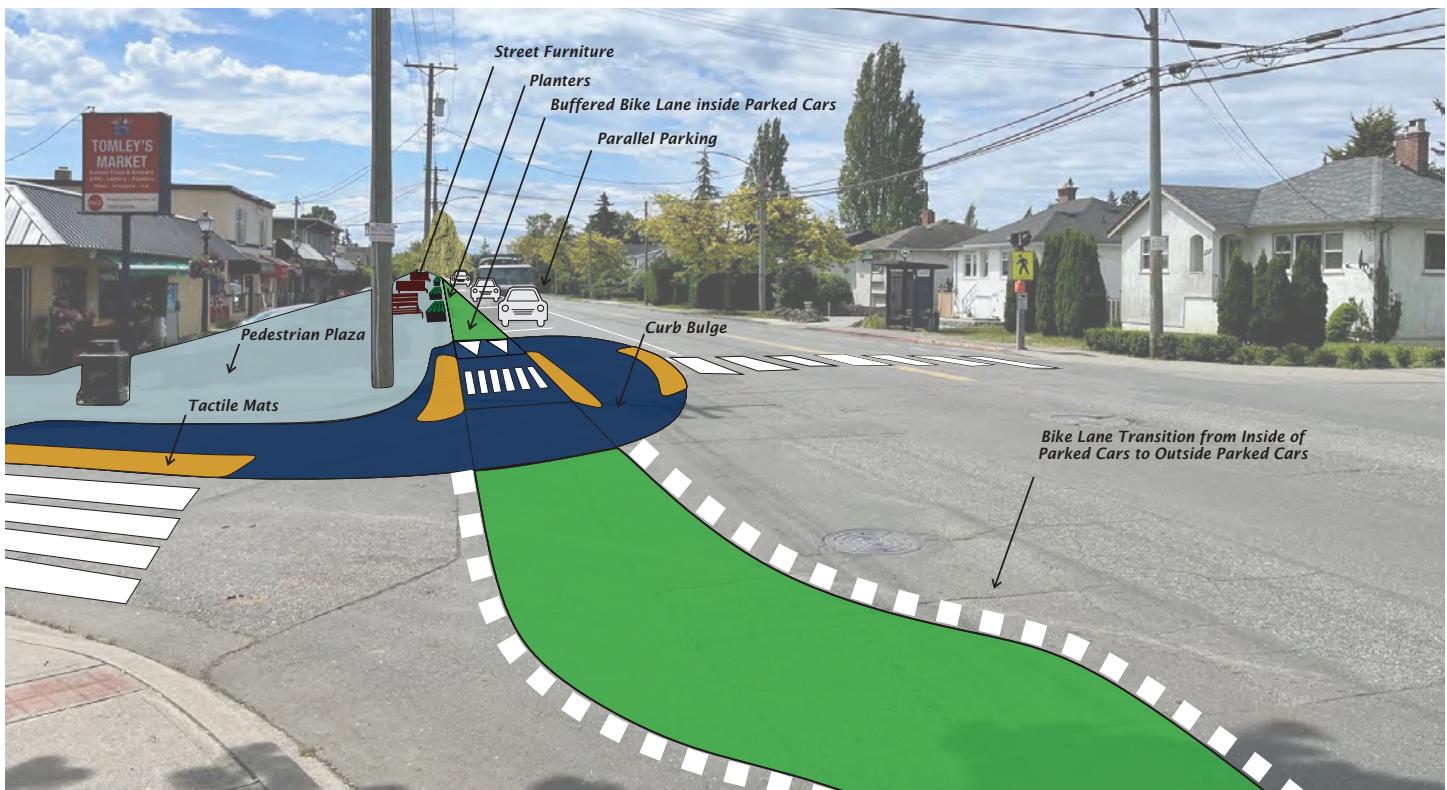
Figures 7.15 and 7.16 present existing and conceptual design of the intersection at Musgrave Street and Dalhousie Street. This is an example of an intersection that could benefit from the following design measures to make Foul Bay Road more human-scaled:

- Parallel parking, to reduce space taken up by existing angled parking spaces;
- A buffered bike lane, shifted to the inner side of parked cars to improve safety;
- A pedestrian plaza, to enhance the pedestrian realm, improve business opportunities, and provide space for street furniture and pedestrian refuge;
- Planters, to serve as visually appealing barriers between the pedestrian and cycling zones.
- Curb bulges, to provide more space for pedestrians and improve sightlines; and,
- Tactile mats, to indicate where crossing is safe for those with visual impairments.

Figure 7.15: Existing Condition at Foul Bay Road & Neil Street



Figure 7.16: Conceptual Design at Foul Bay Road & Neil Street



7.7 Foul Bay Road & Henderson Road

Existing conditions at the intersection of Foul Bay Road and Henderson Road are currently confusing and difficult to navigate, creating a challenging environment for all road users. Motor vehicles are reported to travel at high speeds along Foul Bay Road, as well as challenges in navigating the intersection.

Figures 7.17 and 7.18 present existing and conceptual design of the intersection at Foul Bay Road and Henderson Road. This is an example of an intersection that could benefit from the following design measures to improve pedestrian and cyclists connectivity through this challenging intersection:

- A traffic circle/roundabout, to simplify the intersection's geometry, slow down motor vehicles, and improve safety for all road users;
- Designated crossings for pedestrians and cyclists; and,
- A separated bike lane, to make better use of the available road space and reinforce non-auto priority.

Figure 7.17: Aerial View of Existing Condition at Foul Bay Road & Henderson Road

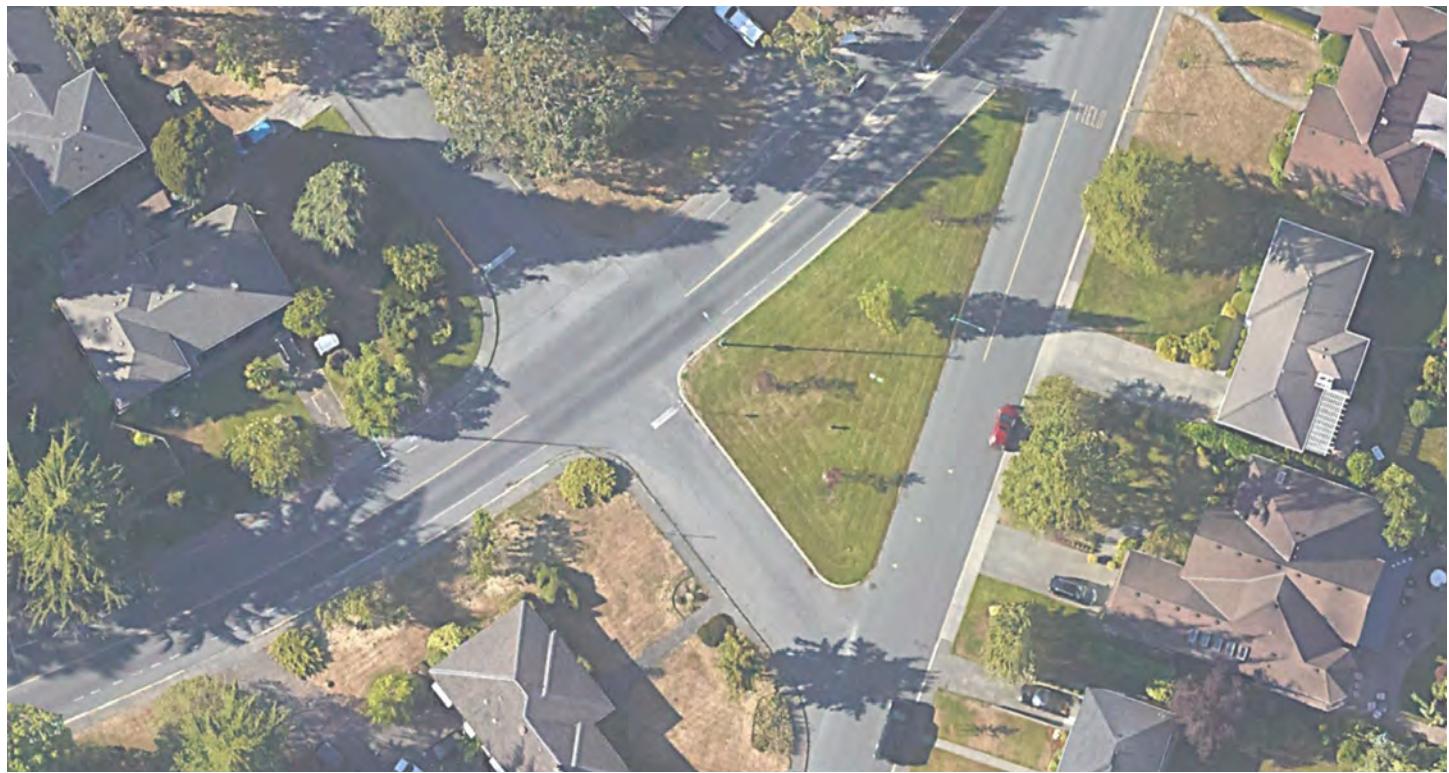
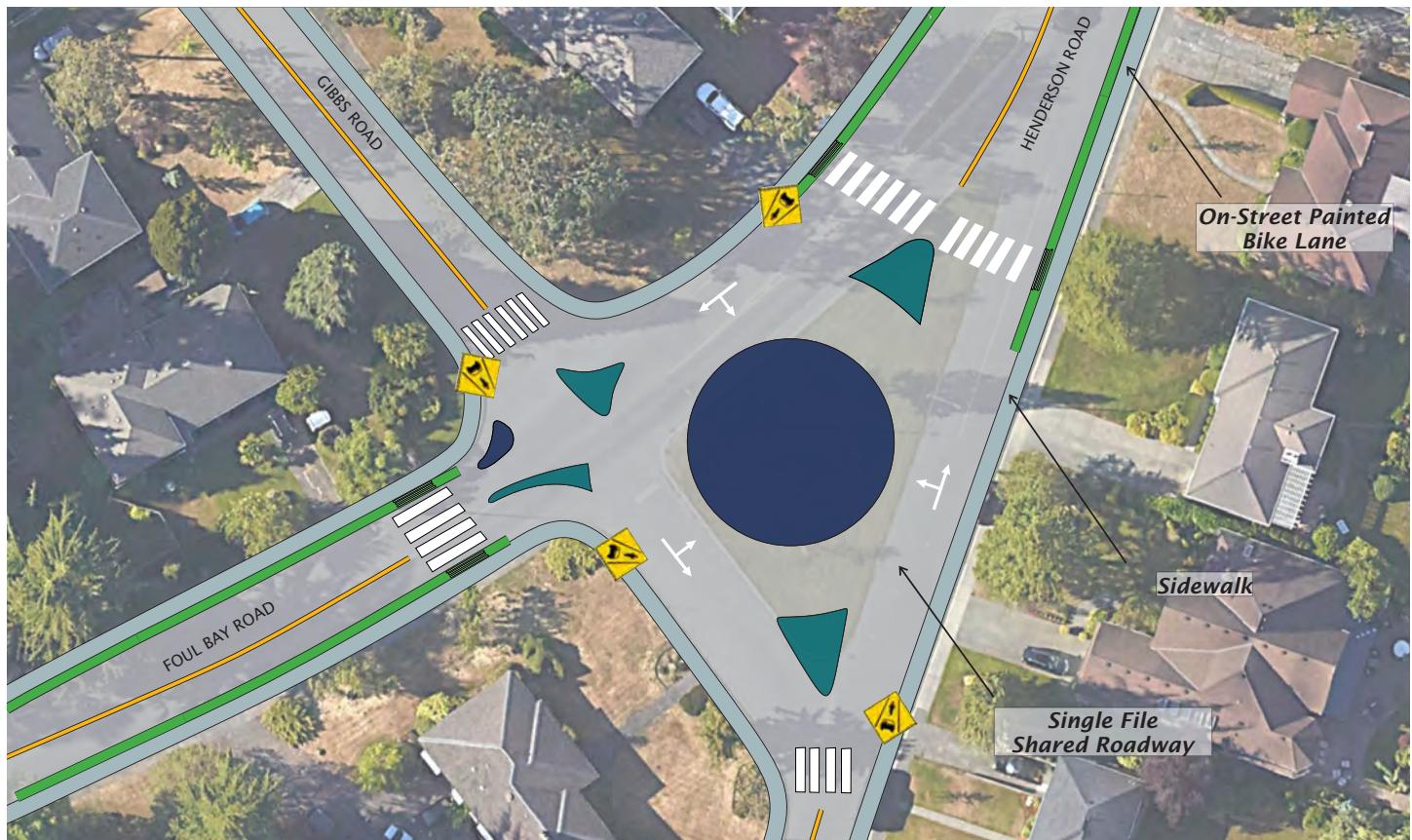


Figure 7.18: Aerial View of Conceptual Design at Foul Bay Road & Henderson Road



7.8 Cost Estimates

Financial costs for the recommended network improvements are provided on an average per km basis. Factors such as the need for retaining walls will have substantial impact to costs, therefore, these cost estimates provided are only to be considered as high-level estimates for conceptual planning purposes. Specific design and costing will need to be conducted for each project as it is advanced.

The concepts in Section 7 above could be implemented in phases or just partially or a similar alternative could be used. Costs to implement the walking facilities that make up the planned network can vary widely depending on future costs of construction, materials, and design. However, order-of-magnitude estimates can be helpful for planning purposes. **Table 7.1** presents high-level unit cost estimates for various concept measures based on recent construction pricing in BC. Note the actual cost of the components may vary depending on inflation, company, material, and availability.

Table 7.1: High-level Measure Unit Costs

MEASURE TYPE	MEASURE	UNIT COST (2022 \$CA)	UNIT
Traffic Calming	Corner Bulge	\$18,000 – \$20,000	ea
Traffic Calming	Curb Extension	\$11,500 – \$15,000	ea
Traffic Calming	Raised Intersection	\$22,500 – \$25,000	ea
Traffic Calming	Speed Hump	\$3,500 – \$4,500	ea
Traffic Calming	Raised Crosswalk (including paint & signs)	\$25,000 – \$30,000	ea
Traffic Calming	Pedestrian Refuge Island	\$13,500 – \$15,000	ea
Traffic Control	Traffic Circle	\$7,500 – \$10,000	ea
Traffic Control	All-Way Stop Control	\$5,500 – \$7,500	ea
Traffic Control	Rectangular Rapid Flashing Beacon (RRFB)	\$25,000 – \$30,000	ea
Traffic Control	Pedestrian Activated Signal	\$175,000 – \$200,000	ea
Traffic Control	Traffic Diverter	\$1,000 – \$1,250	m
Traffic Control	Traffic Closure	\$1,000 – \$1,250	m
Signage & Pavement Marking	Wayfinding Signage	\$2,000 – \$2,500	ea
Signage & Pavement Marking	Traffic Warning Sign	\$200 – \$250	ea
Signage & Pavement Marking	3D Painted Crosswalk	\$400 – \$500	ea
Signage & Pavement Marking	Transverse Pavement Marking	\$400 – \$500	ea
Signage & Pavement Markings	Zebra Crosswalk (including signs)	\$4,000 - \$5,000	ea
Other	Pocket Park/Parklet	\$2,000 – \$2,500	ea
Other	Sidewalk/Widened Sidewalk	\$220 – \$250	Sq.m.
Other	Scramble Crossing	\$275,000 – \$300,000	ea
Amenity	Bench	\$1,500 – \$2,000	ea
Amenity	Planter	\$900 – \$1,000	ea
Amenity	Full-Service Washroom	\$150,000 - \$175,000	ea



8. IMPLEMENTATION STRATEGY

This section outlines responsibilities for plan implementation, as well as potential funding opportunities, recommended implementation strategies, maintenance, monitoring plan, and next steps that will be needed to implement the Plan.

8.1 Responsibilities

General responsibilities for planning, design, construction, and maintenance of sidewalks, pathways, and trails in the District of Oak Bay both for existing and new facilities are dependent on departments within the District and external jurisdiction coordination as required. The key external jurisdictions and their potential overlap with District departments are described below, followed by the departmental responsibilities for implementation.

8.1.1 External Jurisdictions

Coordination between the District and the external jurisdictions may be required to implement new sidewalks, crossings, bus stops, trails, or other network elements.

University of Victoria (UVic)

The University of Victoria is a major destination/generator in the north end of Oak Bay, with an extensive network of sidewalks, pathways and trails connecting through the campus to the pedestrian network in Oak Bay. While facilities located within the University campus boundaries are the responsibility of UVic, coordination between the District and UVic is required where connections occur in the sidewalk/pedestrian network.

Capital Regional District (CRD)

Planning, maintenance and operations of regional parks and trails is undertaken by the Capital Regional District (CRD). Importantly, this includes the Gonzales Hill Regional Park. The CRD also undertakes regional planning and policy initiatives that relate to pedestrian network and active transportation planning.

BC Transit

Transit service is provided through the Victoria Regional Transit System and governed by the Victoria Regional Transit Commission. Decisions on transit routes, service levels, fares and local taxation are made by the Transit Commission. BC Transit engages the District of Oak Bay and other local government partners and community members in service planning and long-range planning initiatives. Coordination is required with the District for new facilities and facility upgrades that are integrated with the pedestrian and sidewalk network.

City of Victoria

The City of Victoria is one of the District of Oak Bay's neighbouring municipalities, sharing part of Foul Bay Road as a boundary. Plans relating to pedestrian/sidewalk network connections along the boundary should be coordinated.

District of Saanich

The District of Saanich is another neighbouring municipality. The District of Saanich and the District of Oak Bay share part of Foul Bay Road, Gordon Head Drive, Cadboro Bay Road, and share the University of Victoria campus. Plans relating to pedestrian/sidewalk network connections along the boundaries should be coordinated.

8.1.2 Oak Bay Departmental Responsibilities

District of Oak Bay

The District is responsible for planning, design and maintenance of infrastructure in road/trail rights-of-way within the municipality, including sidewalks, pathways, crossings and trail

facilities. The District is responsible for trails and pathways within District parks, except for those in other jurisdictions within municipal boundaries (i.e., UVic, Gonzales Hill Regional Park, etc. as well as trails and walkways on municipal properties.

Additional coordination is required along jurisdiction boundaries such as Foul Bay Road which is shared with the City of Victoria.

To help facilitate implementation of the PSMP, responsibilities for key aspects are arranged by departments within the District (**Table 8.1**). The key aspects that have been identified include:

- Expand and Update Sidewalk, Pathways and Trails Network
- Improve Intersections and Crossings
- Improve Regional Connections & Transit Access
- Maintain the Pedestrian Network
- Encourage Network Use
- Monitoring

Table 8.1: Departmental Responsibilities for Pedestrian and Sidewalk Network Implementation

ACTION/ACTIVITY	PRIMARY RESPONSIBILITY	SECONDARY RESPONSIBILITY
Sidewalk, Pathway, and Trail Network Enhancement Program		
Increase Sidewalk, Pathways and Trails Coverage.	Engineering & Public Works	Building & Planning; Parks, Recreation and Culture
Manage, maintain, and implement the Sidewalk Priority Index.	Engineering & Public Works	Building & Planning
Seek opportunities to implement new pedestrian facilities in conjunction with other projects, plans, and developments.	Engineering & Public Works	Building & Planning
Improve connections from neighbourhoods to trails and pathways including the preservation and enhancement of existing connections or the development of new connections (in coordination with Sidewalk Priority Index).	Engineering & Public Works	Parks, Recreation and Culture; Building & Planning
Improve trails and pathways to ensure they are accessible and comfortable for all ages and abilities.	Parks, Recreation and Culture	Engineering & Public Works
Investigate opportunities within existing utility and surplus right-of-way to develop new trails and pathways (in coordination with Sidewalk Priority Index).	Engineering & Public Works	Parks, Recreation and Culture
Provide accessible curb ramps with tactile features at all intersections.	Engineering & Public Works	



Table 8.1 (continued): Departmental Responsibilities for Pedestrian and Sidewalk Network Implementation

ACTION/ACTIVITY	PRIMARY RESPONSIBILITY	SECONDARY RESPONSIBILITY
Ensure best practices for accessibility are considered in all new or improved sidewalk, trail and pathway projects or in conjunction with roadway projects.	Engineering & Public Works	
Prioritize sidewalks and crossings along designated bus routes.	Engineering & Public Works	
Prioritize the pedestrian/active transportation network to provide access and connections to major destinations.	Engineering & Public Works	Building & Planning
Support higher density and mixed-use developments to encourage walking (and active transportation generally) in centres and along frequent transit corridors (in coordination with BC Housing Supply Act targets).	Building & Planning	
Ensure incorporation of pedestrian facilities within development sites and access to the pedestrian network is provided.	Building & Planning	Engineering & Public Works
Create guidelines for the provision of pedestrian amenities, including benches, drinking fountains, washrooms, etc in the public right-of-way to new urban design standards.	Engineering & Public Works	Building & Planning
Explore opportunities for parklets, and pedestrian-only streets either temporarily, seasonally, or permanently, as well as other quick-build solutions identified in the plan.	Engineering & Public Works	Building & Planning
Intersections and Crossings Enhancement Program		
Provide enhanced pedestrian crossings in high pedestrian activity areas; to be done in conjunction with MUP and bicycle crossings (in coordination with Sidewalk Priority index).	Engineering & Public Works	Building & Planning
Improve crossing treatments where MUPS and pathways intersect (in coordination with Sidewalk Priority index).	Engineering & Public Works	Parks, Recreation and Culture
Update all signals or install new signals with pedestrian and bicycle detection/activation (in coordination with Sidewalk Priority index).	Engineering & Public Works	
Reduce pedestrian crossing distances by providing narrower roads and lanes or curb extensions in conjunction with reviewing and updating pedestrian crossing times and signal phasing at intersections to ensure all ages and abilities have enough time to cross safely.	Engineering & Public Works	Building and Planning

Table 8.1 (continued): Departmental Responsibilities for Pedestrian and Sidewalk Network Implementation

ACTION/ACTIVITY	PRIMARY RESPONSIBILITY	SECONDARY RESPONSIBILITY
Review ICBC and Police data to monitor pedestrian collision location for future safety mitigation measures; to be done in conjunction with bicycle safety when necessary.	Engineering & Public Works	ICBC; Oak Bay Police Department
Pedestrian Network Maintenance Program		
Continue to work with University of Victoria and neighbouring municipalities to ensure pedestrian/active transportation connections are well integrated and consistently signed.	Engineering & Public Works	University of Victoria, Neighbouring Municipalities; Building & Planning
Coordinate with BC Transit to ensure there is sufficient right-of-way for bus stop amenities such as shelters, benches, and integrated awnings.	Building & Planning	BC Transit
Support and follow BC Transit design guidelines and recommendations for stop spacing and locations. Consider BC Transit needs in the design process including ensuring they are accessible for all users.	Engineering & Public Works	Building & Planning; BC Transit
Coordinate sidewalk, pathway and trail maintenance with Bicycle network maintenance when applicable and continue to inspect infrastructure to ensure they are well maintained, marked, and visible.	Engineering & Public Works	
Review and update current operating procedures, for example ice/snow removal requirements, and ensure that the appropriate equipment is available.	Engineering & Public Works	
Plan and ensure detours are accessible during construction and maintenance.	Engineering & Public Works	
Design routes to facilitate drainage, snow removal and snow storage.	Engineering & Public Works	
Network Promotion and Support Program		
Support Active and Safe Routes to School programs.	Capital Regional District	Engineering & Public Works; Neighbouring Municipalities; University of Victoria; Parks, Recreation and Culture
Continue to work with children, youth, elderly, vulnerable, underrepresented people, and people with physical disabilities to understand their key issues and unique needs.	Engineering & Public Works	Building & Planning

Table 8.1 (continued): Departmental Responsibilities for Pedestrian and Sidewalk Network Implementation

ACTION/ACTIVITY	PRIMARY RESPONSIBILITY	SECONDARY RESPONSIBILITY
Enhance and expand pedestrian wayfinding information including the development on neighbourhood-based maps (can be worked on in conjunction with other active transportation projects).	Engineering & Public Works	Parks, Recreation and Culture
Ensure sustainable trip planning information is widely accessible through an integrated transportation data system and innovative mobile applications.	BC Transit; Capital Regional District; Neighbouring Municipalities	Engineering & Public Works
Partner with ICBC, police, CRD, and neighbouring municipalities in the development of road safety awareness campaigns for all road users.	ICBC; Police; CRD; Neighbouring Municipalities	Engineering & Public Works
Ensure a portion of project funding for infrastructure projects is allocated to education, awareness, and encouraging use.	Engineering & Public Works	Building & Planning
Provide community-wide campaigns to promote active transportation using marketing to encourage people to walk and use transit (can be used in conjunction with cycling projects).	Communications	
Support events that encourage walking.	Communications	
Monitoring Program		
Develop a monitoring and reporting program to be reviewed by Pedestrian Coordinator, an Active Transportation Council Committee, and Engineering (including various data collection efforts for establishing mode splits, and tracking progress) (in conjunction with the Sidewalk Priority Index).	Engineering and Public Works	District Council
Establish a 5-year plan to be reviewed annually that indicates the priority projects (in conjunction with the Sidewalk Priority Index).	Engineering & Public Works	



8.2 Funding Opportunities

Implementing the pedestrian and sidewalk master plan will take many years and the length of time will depend on the amount of external funding received. The plan may require new and additional sources of funding through provincial and federal partnerships as well as requiring the District to reconsider how its limited budget is spent. The key paths for funding the master plan are outlined below.

8.2.1 Project Integration

The District should identify opportunities to leverage future infrastructure projects to improve the pedestrian network. For example, sidewalk improvements could coincide with planned street paving or underground infrastructure projects or as a requirement of new developments to minimize cost (development cost charges). The District could allocate developers cash-in-lieu funds towards alternative transportation.

8.2.2 Budget Re-allocations

The District should incorporate the recommendations from this study into its budgeting plans to ensure that the projects are accounted for in the District's capital planning process. This can be accomplished through increasing revenue and/or reallocating spending. Depending on the District's current road budget, the District could re-allocate a target amount of up to 1/3 of the road budget to be applied to the Pedestrian Network initiatives or towards Active Transportation Initiatives.

It is noted that most external funding opportunities require the applicant to provide a portion of the project funding.

8.2.3 Loan & Grant Opportunities

The District can apply to several Loans & Grants as shown in **Table 8.2**.

Table 8.2: Loan & Grant Opportunities

PROGRAM	AGENCY	KEY PARAMETERS
BC Active Transportation Infrastructure Grant Program	BC Ministry of Transportation and Infrastructure	<p>50-70% of the project can be funded depending on community size to a maximum of \$500,000.</p> <p>Must have an active transportation network plan.</p> <p>For communities with populations under 25 thousand, cost-share grants are available for the development of network plans. The grants contribute up to the lesser of 50% or \$50,000. To qualify the community either must not have an active transportation plan or one that is more than 5 years old with the council approved to fund half the cost.</p> <p>Key considerations include safety, active transportation network connectivity, and the economic and societal benefits for the community.</p> <p>Projects must be “shovel ready” (secured all other funding, completed design work, purchased or exchanged land, and permits approved).</p>
Investing in Canada Infrastructure Program (ICIP)	Government of Canada – Infrastructure Canada	<p>The Green Infrastructure stream supports improved access to clean energy transportation and under Covid-19 expanded to include pathways and active transportation projects.</p> <p>Up to 40% of municipal projects.</p>
Local Government Climate Action Program (LGCAP)	BC Government	<p>Provides funding for local governments to plan and implement climate action that will reduce emissions.</p> <p>Must be signatories to the BC Climate Action Charter</p> <p>Measure and report corporate greenhouse gas emissions in the first year.</p> <p>Demonstrate climate investment equivalent to 20% of the provincial funding received</p>
Canada Community-Building Fund (CCBF)	Union of BC Municipalities (UBCM)	<p>Funding based on a per capita formula.</p> <p>Local governments make local choices about which eligible projects to fund</p>
CleanBC Communities Fund (CCF)	BC Ministry of Municipal Affairs (MUNI)	<p>Eligible projects will support public infrastructure and must meet one of the following outcomes: Increased capacity to manage renewable energy; Increased access to clean-energy transportation; increased energy efficiency of buildings; or increased generation of clean energy.</p> <p>Up to 73% of Local Governments.</p>



Table 8.2 Continued: Loan & Grant Opportunities

PROGRAM	AGENCY	KEY PARAMETERS
Road Safety Improvement Program	ICBC	ICBC works directly with communities to fund safety improvements for example, installation of Rectangular Rapid Flashing Beacons (RRFBs) that are pedestrian activated, or other enhanced signal visibility.
BC Transit Bus Stop Improvement Program	BC Transit	Shared Provincial Funding for Transit Shelters (Lump Sum Contribution or Financing through Addendum to AOA) Direct Municipal Purchase Capital Funding is limited and on a first come first served basis
Capital Project: Signature Initiative	Federation of Canadian Municipalities (FCM)	Loans and grants available. Funding is designed to accommodate transformative, best-in-class municipal projects that are highly innovative and impactful i.e. has the capacity to create transformative change in the energy, transportation, waste, water or land use sector.
Capital Project: Transportation Networks and Commuting Options	Federation of Canadian Municipalities (FCM)	Combined loan and grant funding for capital projects that reduce pollution in Canadian communities by improving transportation systems and networks or encouraging people to switch to more sustainable options. Examples of implementation include: First and last mile solutions, bike sharing, active transportation infrastructure and walking and cycling networks that promote accessibility and safety. Project must demonstrate transformative potential, significant impact and strong implementation framework.

8.2.4 Community Initiatives

Community organizations, residents, and private corporations can be passionate about walking and mobility. The community may be interested in contributing towards pedestrian network initiatives, including off-street infrastructure that can be used for recreation, programs, and events. An adopt a “blank” program could be created to aid with infrastructure maintenance similar to the “Adopt-a-Road/Adopt-A-Trail” program in Kamloops where volunteers help maintain the trails and help maintain the beautiful appearance of the City which will aid in the reduction of maintenance costs. Another program to consider is a volunteer gardening program similar to the City of Vancouver’s Green Streets Program; the Green Streets program has volunteer gardeners caring for planted traffic circles and street corners. The Green Streets program could

also apply to various planters along the streets and can work in conjunction with new pedestrian oriented spaces or parklets. The gardeners enhance community space and create a greener space.

8.2.5 Advertising

There may be options for obtaining funding from advertising revenues. The costs of producing and distributing a route map could be partially or fully offset by selling advertising space on the map or online in banners around the map. Advertising on benches could reduce the costs of providing rest areas.

8.2.6 Private Sector Sponsorship

Many corporations wish to be good corporate neighbours – to be active in the community and to promote environmentally-



beneficial causes. Pedestrian routes and facilities may be suitable for corporate sponsorship and could attract sponsorship opportunities in certain locations across the District.

8.3 Recommended Implementation Strategies

The following recommended strategies for implementation provide a policy framework that is key to developing an enhanced pedestrian network for the District of Oak Bay. These recommendations include support for on-going initiatives in the District of Oak Bay, as well as initiatives that will provide the District with the resources required to implement the Plan.

8.3.1 Non-Infrastructure

Create a Regional Pedestrian Network Funding Model:

Create a regional fund for pedestrian/active transportation improvements in conjunction with the City of Victoria and The District of Saanich. Municipalities may contribute to the fund in exchange for anticipated tourism and economic stimulus. Possible existing revenue streams such as Gas Tax, community amenity contributions, parking in lieu funds and development cost charges.

Collaborate with Local Community Group Initiatives:

Local Community Groups may take steps towards instigating roadside pathway improvements or trail connections and this work can be leveraged to help realize long standing goals.

Confirm Road Right-of-way:

Conduct a Land Survey Program to confirm right-of-way boundaries so the District can maximize the right-of-way use.

Work with Schools and Local Businesses:

Promote walk to school/work weeks and the safe and active routes to school programs.

Coordinate with Victoria and Saanich for Climate Action & Utility Improvement Initiatives:

Coordinate implementation of a Regional Pedestrian/Active Transportation Plan with an integrated Flood Management Plan, Air Shed Protection Strategy, and a Green House Emission Reduction Strategy for shared projects and funding. As opportunities arise, collaborate with water main and liquid waste projects to consider and construct multi-use paths.

Integrate Pedestrian Network Improvements and Coordinate with Municipalities and Communities Within the CRD:

Create a process where municipal capital works projects and roadwork plans are shared with CRD to seek opportunities to pair work programs with CRD Pedestrian/Active transportation projects. Collaboration opportunities would elevate priority of the project.

Hire a Pedestrian/Active Transportation Network Coordinator:

Increase the District staffing resources by hiring a Pedestrian Network Coordinator. The Coordinator will enable the District to proactively seek out opportunities for collaboration with other CRD departments, local first nations, and municipalities. The dedicated role would include continued championing of the Pedestrian network, coordination with municipalities and to partner implementation with other on-going capital projects, enable timely application of grant funding with the opportunity to significantly increase funding benefiting the entire region.

Create Standardized Wayfinding Plans:

Create a Signage Plan for with District specific branding. Promote on-line mapping.

Coordinate with Existing Capital Plan Upgrades and Work Programs:

Projects that can dovetail with ongoing road works through the District should take precedent over the provided priority lists. The Pedestrian Network growth can be supported with existing activities such as road maintenance or pipe maintenance.

Promote Pedestrian Network and Develop Enabling Plan:

Promote and enable pedestrian use by developing a plan that focuses on equity and collaboration with health, education, tourism, and non-profit social and recreational organizations. Several organizations offer walking/active transportation focused community initiatives with associated marketing and promotional supports. Collaboration with schools and encouraging children to use active modes such as walking to school is shown to increase the likelihood of choosing active ways to travel later in life.



8.3.2 Infrastructure

Quick-Build Techniques & Strategies

Key to the success of this PSMP is the ability to identify and implement projects in a short timeframe, at low cost, and with little planning/approval process involvement. Quick builds typically involve low-cost materials (these can be materials that the District of Oak Bay already has stock of for example), little construction, and are flexible in their design so that they can be easily altered or removed if needed. They can be permanent if appropriate long-lasting materials are used, and the facilities are well maintained. Examples of these projects already exist in the District such as with the adaptive sidewalks installed along Oak Bay Avenue.

These types of projects offer a fast way to improve network connectivity, safety, and comfort, while getting solutions on the ground and engaging the public through built-form while getting feedback on the measure and identifying opportunities and constraints. From a planning process perspective, it is recommended that the District appoint key staff to be tasked with organizing and facilitating quick-build projects, who also are involved directly with the community and are therefore attuned to the evolving needs of the public and the identified gaps in the network. Some examples of quick build techniques include:

- Repurposing under-utilized road space (i.e., reducing number of travel lane and/or width, and removal or reallocation of street parking) with adaptive sidewalks, physical buffers such as planters, semi-permanent bollards, concrete barriers, and/or street parking to separate the pedestrian facility.
- MUP path/sidewalk transitions, letdowns, and filling in physical gaps between facilities.
- Intersection crossing improvements: pavement markings, curb extensions (reduce crossing distances), sightline mitigations, ped/cyclist refuge islands, signal timing to reduce wait times.
- Easy-to-implement traffic calming measures and introduction of new speed limit zones adjacent to important active network connections, such as traffic circles and diverters, flexible delineator posts, paint, speed humps, and raised crosswalks etc.
- Adding wayfinding signage where gaps exist.
- On-going spot maintenance of network paved areas.
- Transit-stop improvements (i.e., benches, garbage and recycling bins, schedule information).
- Reducing pedestrian crossing distances at excessively wide intersections.
- Placing planters or other objects on local streets for a traffic calming effect.
- Creating public plazas using picnic tables.



Adaptive Centre Median – Source: Seattle Right-of-Way Improvements Manual



Adaptive Sidewalk – Source: Seattle Right-of-Way Improvements Manual



Intersection Design – Source: UMBC Center for Innovation, Research, and Creativity in the Arts



Quick Build Intersection – Source: Broken Sidewalk





8.4 Maintenance

Regular and on-going rehabilitation and maintenance of existing pedestrian infrastructure (i.e., sidewalks, letdowns, crosswalks, street furniture, etc.) is required at all stages of the planning and the design process, and in particular for new infrastructure. Maintenance helps to keep pedestrian facilities functional and usable throughout its lifespan and ensures that facilities are maintaining universal accessibility. Given that multiple jurisdictions are responsible for the construction and on-going maintenance of pedestrian facilities in the District it is key to coordinate maintenance responsibilities between them to provide clear direction on how and when facilities are maintained, and by whom.

As new pedestrian facilities are installed (i.e., multi-use pathways), additional resources may need to be dedicated to clearing snow, ice, and debris from these facilities, especially facilities that may be too narrow for traditional snow removal vehicles. Key to ensuring functionality of pedestrian facilities in all types of weather is through established, high-quality maintenance programs that prioritize maintaining routes throughout the year. Pathway maintenance should be considered in the same manner as road maintenance with the expectation that winter maintenance is planned for.

Finally, developing a regularly scheduled inspection and maintenance program for pathway sweeping that helps ensure that pathway debris is regularly swept and cleared.

Three facility priority levels are recommended for inspection and maintenance along pedestrian facilities. This includes identifying priority routes in case of snow and ice conditions.

1. Primary Priority Routes: Sidewalks and all on-street and off-road pathways/trails facilities that have high daily volumes and provide important connections across the sidewalk network. These routes provide connections to key destinations throughout the District (i.e., schools, recreation and senior centres, commercial villages, etc.). The highest quality pedestrian facilities, such as on high volume routes (i.e., Oak Bay Avenue), should be prioritized. These routes should be inspected annually to assess barriers, trip hazards, surface condition, etc. In the case of a snow or ice event, these routes should be plowed/cleared and salted first.

2. Secondary Priority Routes: These include pedestrian routes with medium daily traffic volumes, and their connections. These routes should be inspected semi-regularly (i.e., 2-3 years) to assess barriers, trip hazards, surface condition, etc. In the case of a snow or ice event, these routes should be plowed/cleared and salted within 24 hours.

3. Tertiary Priority Routes: These are routes with low daily pedestrian volumes. These routes should be inspected every 5 years to assess barriers, trip hazards, surface condition, etc. In the case of a snow or ice event, these routes should be plowed/cleared and salted within 48 hours.

8.5 Monitoring Strategies

Monitoring the growth and success of the pedestrian and sidewalk network will be determined by measuring its utilization and measuring its impact on the District's travel behaviour characteristics (ex. mode splits by user type).

It is recommended that the District develop a 5-year Monitoring Plan (reviewed annually) with the necessary resources to measure and track pedestrian movements in the community on a regularly scheduled basis into the future (i.e., every 2 years). This can come in a variety of forms, such as:

- **Volumes** - annual pedestrian (and vehicle volume) counts at key locations;
- **Mode Splits Surveys** - online or mail-out surveys to the community (suggest every 2-3 years), school surveys are also cost-effective ways to measure this demographic and can be coordinated with schools to carry out. Surveys should also be used as an opportunity to promote walking and active transportation in the community while reporting back on where things are at and what plans/initiatives are in the works.
- **Community Feedback** - public engagement initiatives focused on network improvements. Future monitoring will not only track the network's success but also provides the District with an opportunity to refine initiatives, seek funding and staff resources, update plans, and engage the broader community on opportunities to improve the network. Public engagement will be a critical piece in the monitoring strategy as it will promote involvement and motivate residents to further advance community goals and continue to address gaps in the network.
- **Existing Data Collection Programs** - Expanding any existing monitoring or data collection programs to include popular pedestrian routes.



8.6 Next Steps

Recommended next steps to enable implementation of the Oak Bay Pedestrian and Sidewalk Plan Include:

- Obtain approval from District Council triggering eligibility for Provincial funding for immediate projects and the future pedestrian and sidewalk network.
- Review potential Provincial, Federal and other Infrastructure grants available to the District to support future priority projects based on the future pedestrian network.
- Outline strategies to understand funding opportunities, land acquisitions or easement agreements, as well as other required resources that may be required.
- Work with community and stakeholder groups to further refine and implement walking programs, policies and other community initiatives and recommended strategies outlined above.
- Develop and maintain stakeholder working groups to help support pedestrian initiatives in the community.
- Appoint a pedestrian network coordinator within the District to be responsible for championing the Pedestrian and Sidewalk Master Plan.
- Coordinate between engineering and planning departments to seek opportunities to implement quick-build strategies to fill in gaps in the pedestrian network or provide additional support. Consider with pilot program implementation first.



APPENDIX A

APPENDIX A

Stakeholder and Public Engagement Summary Reports

Oak Bay Sidewalk and Pedestrian Master Plan Survey

SURVEY RESPONSE REPORT

13 January 2020 - 13 March 2022

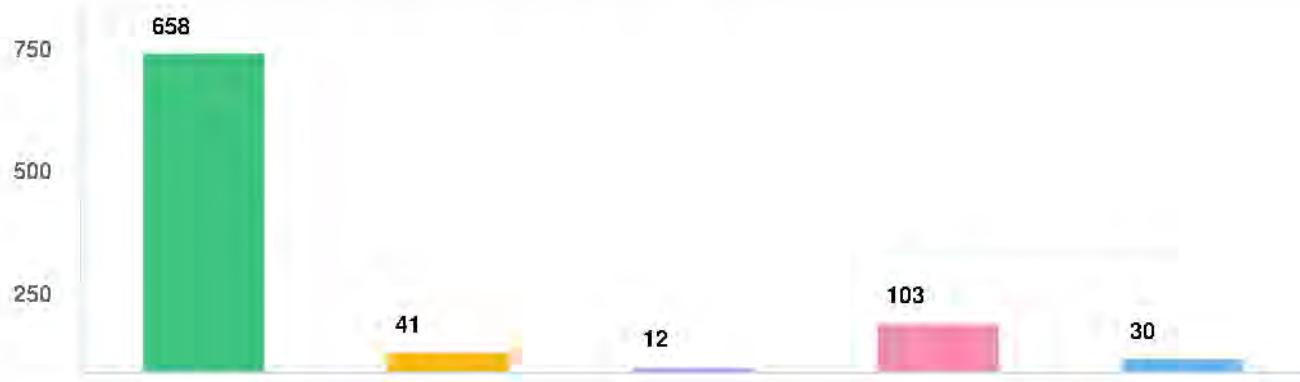
PROJECT NAME:

Pedestrian Sidewalk Master Plan



SURVEY QUESTIONS

Q1 Which best describes you? (Select all that apply)



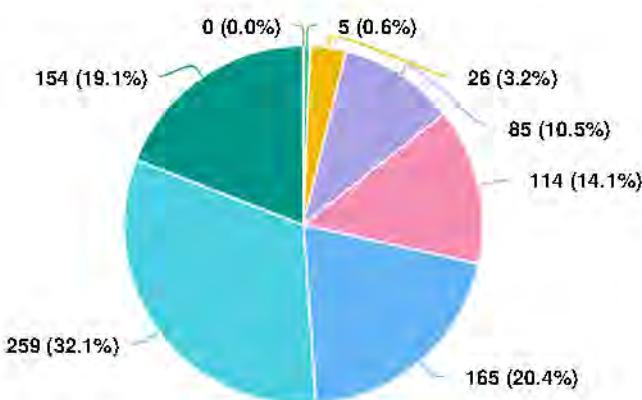
Question options

- I am an Oak Bay resident
- I am a business owner or work in Oak Bay
- I am a student in Oak Bay (including post-secondary e.g., UVic and Camosun)
- I am a visitor to Oak Bay
- Other (please specify)

Optional question (808 response(s), 4 skipped)

Question type: Checkbox Question

Q2 What is your age?



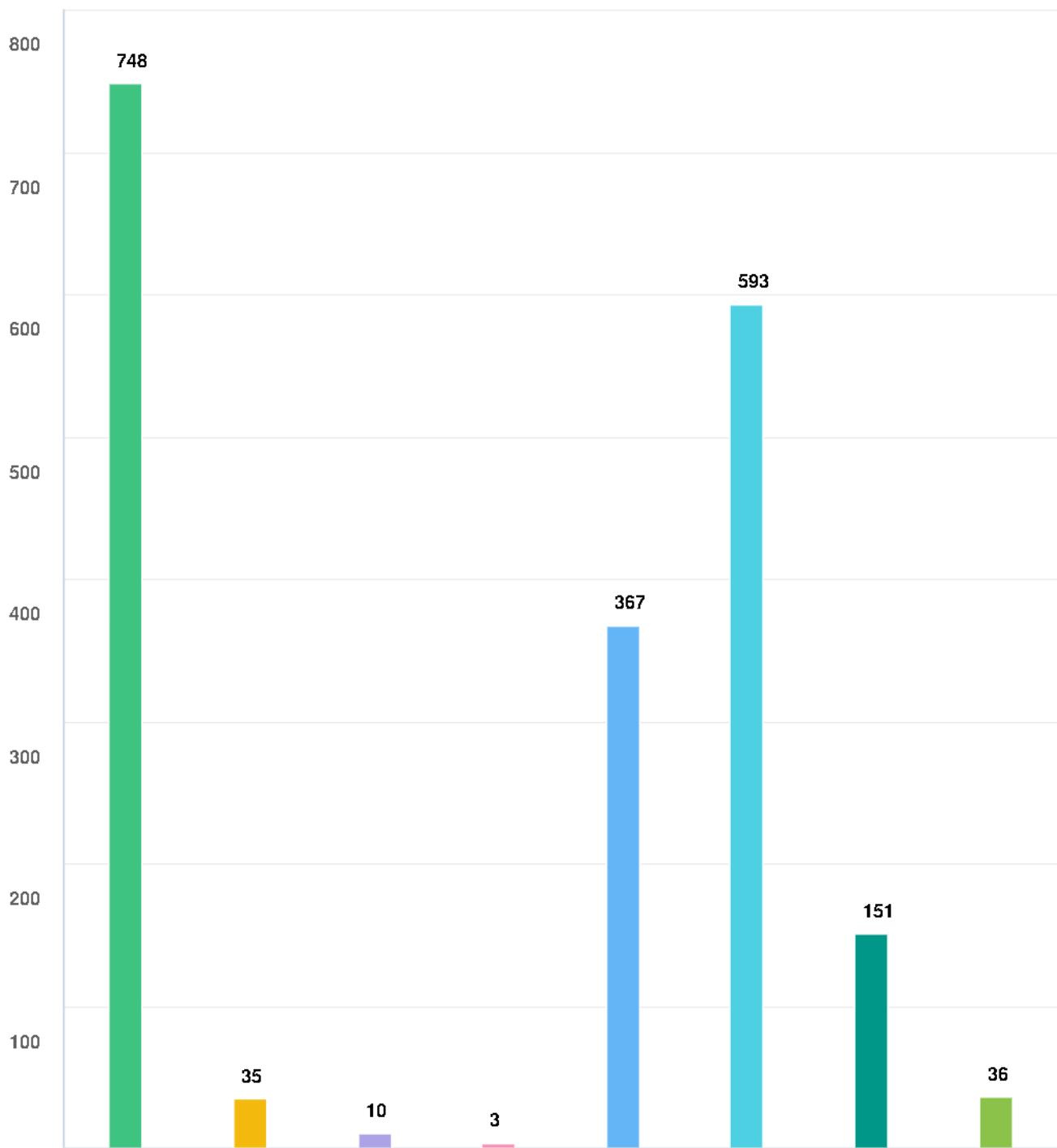
Question options

- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Under 18

Optional question (808 response(s), 4 skipped)

Question type: Radio Button Question

Q3 How do you get around Oak Bay? (Select all that apply)



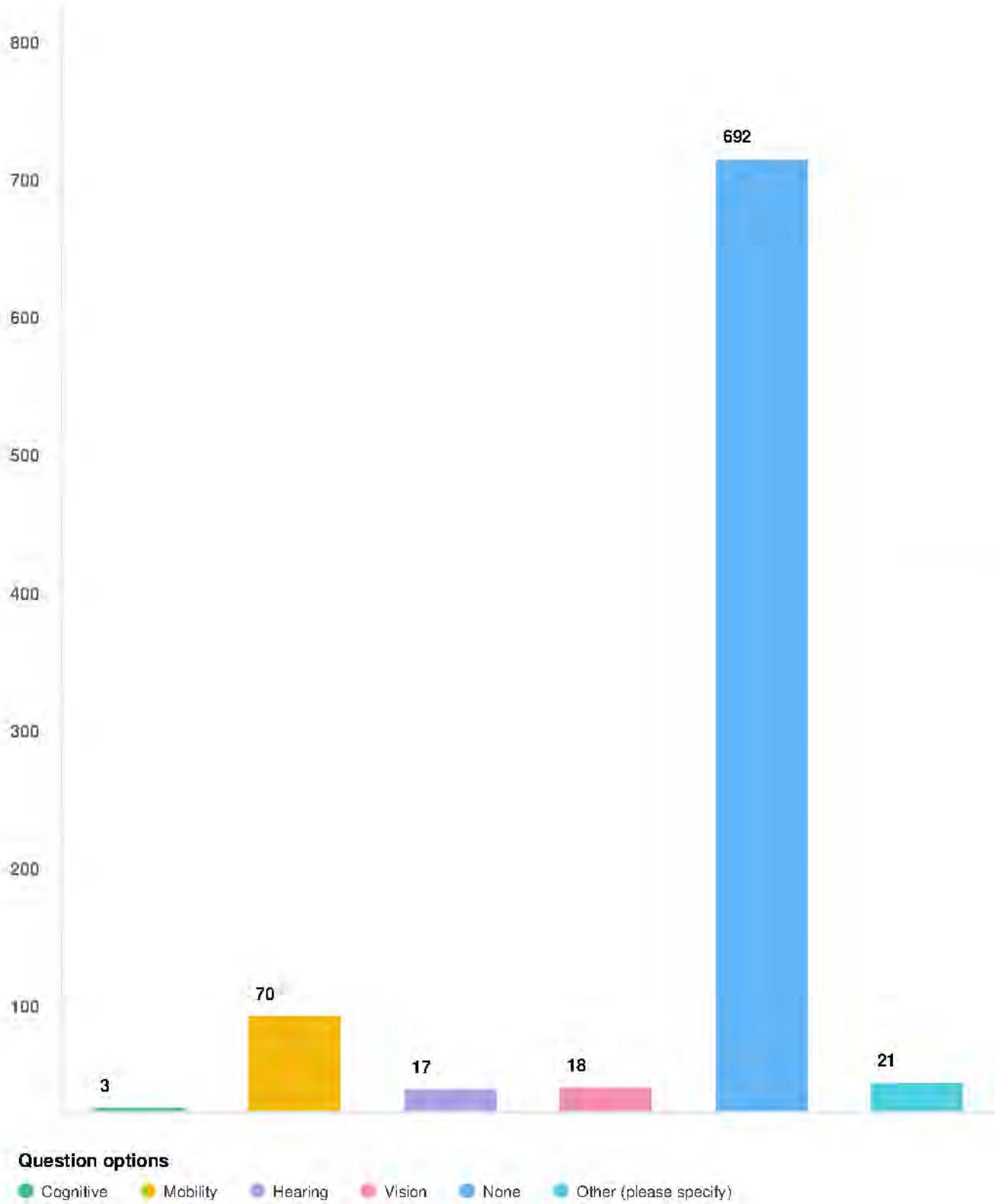
Question options

- Walk unassisted
- Walk with assistance (Walker)
- Mobility scooter
- Wheelchair
- Bike
- Automobile Drive (or Passenger)
- Take transit
- Other (please specify)

Optional question (810 response(s), 2 skipped)

Question type: Checkbox Question

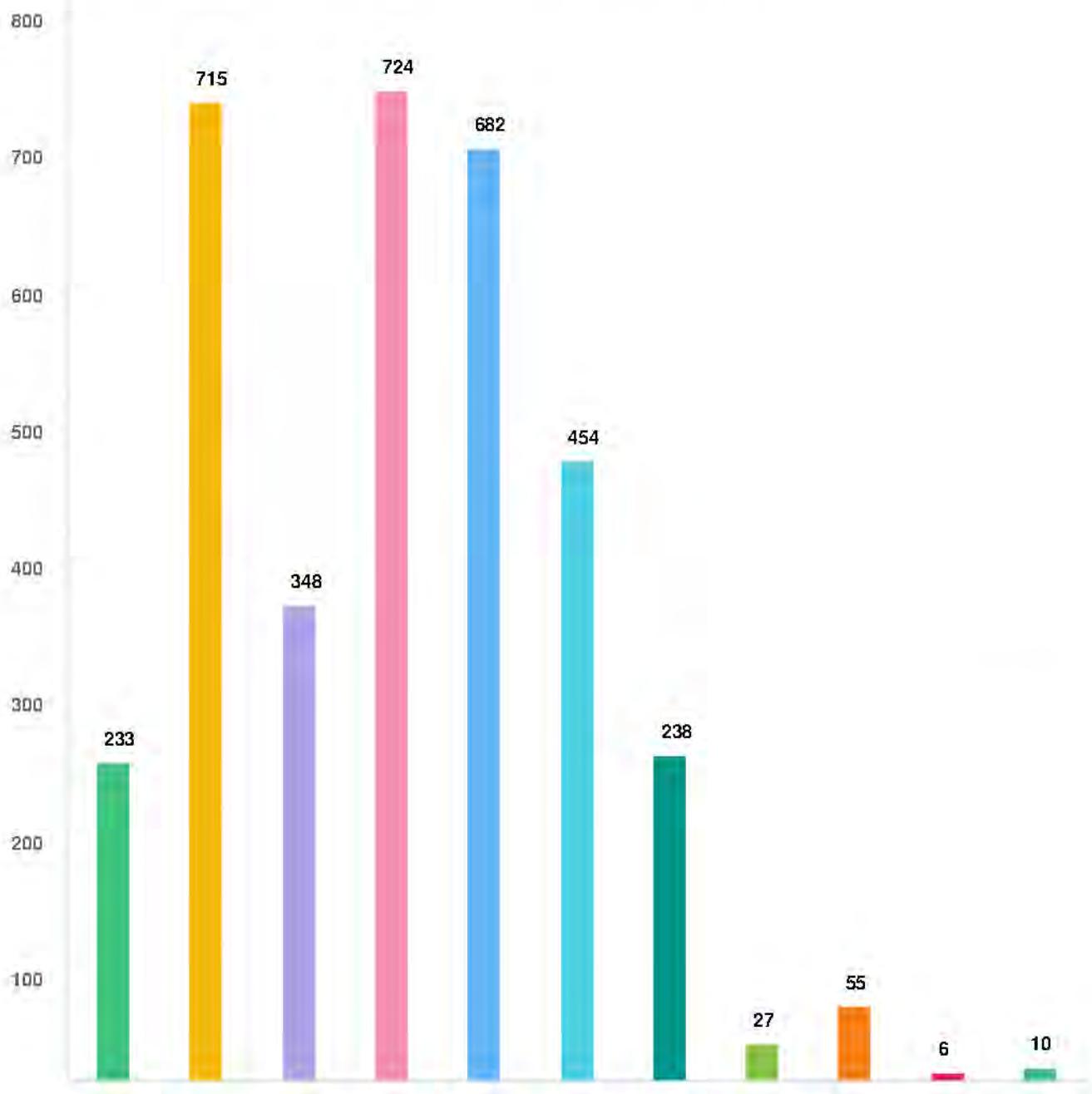
Q4 Do you have any limitations that impact your experience getting around Oak Bay? (Select all that apply)



Optional question (796 response(s), 16 skipped)

Question type: Checkbox Question

Q5 Why do you walk/roll within Oak Bay? (Select all that apply)



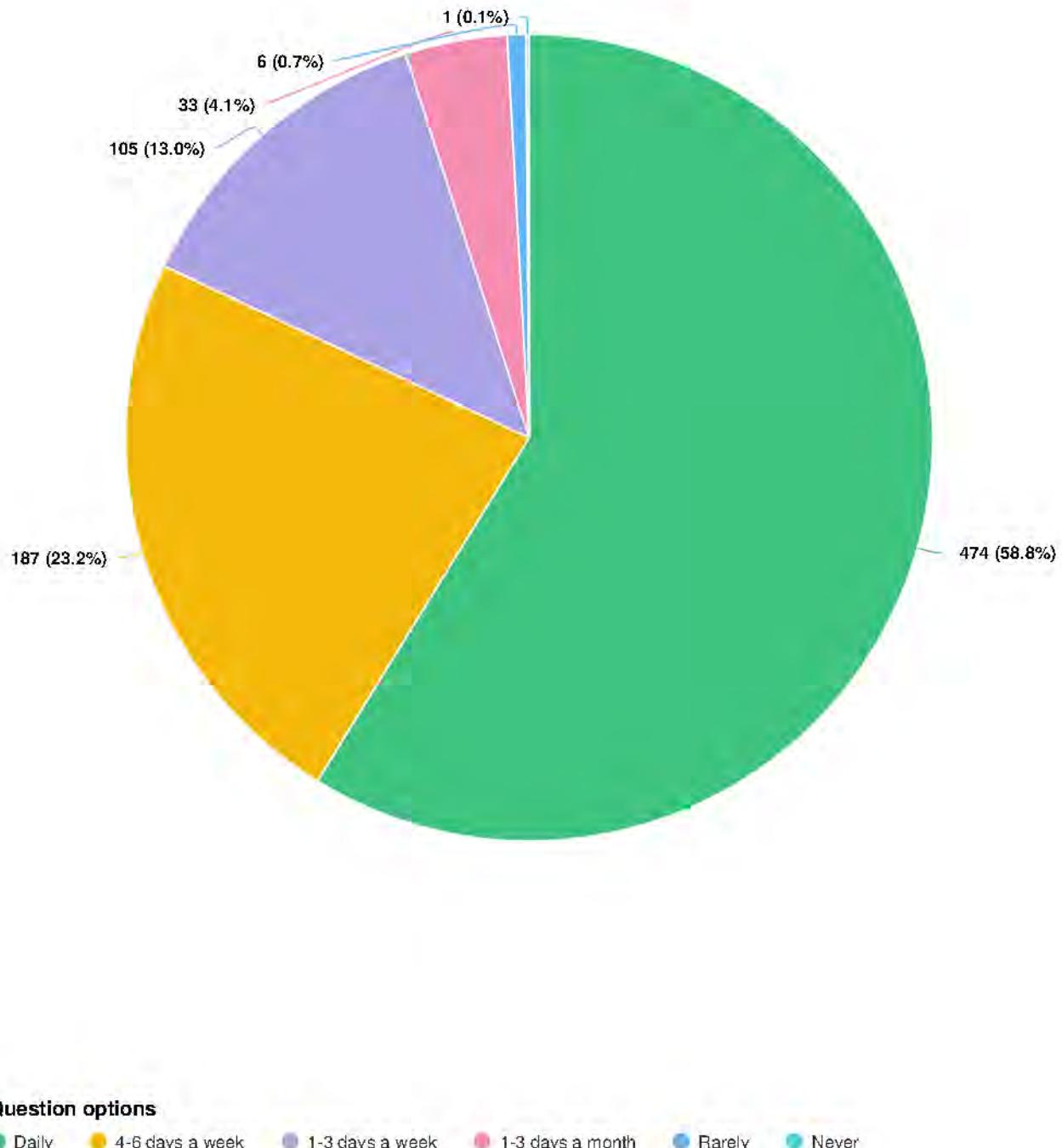
Question options

- Travel to work or school/volunteer
- Enjoy nature, parks, or beaches
- Access indoor recreation and leisure
- Access shops, services, and restaurants
- Exercise
- Spend time with family and friends
- Walk my dog(s)
- Religious services
- Community Meetings
- I don't walk/roll (if selected, skip to question 12)
- Other (please specify)

Optional question (810 response(s), 2 skipped)

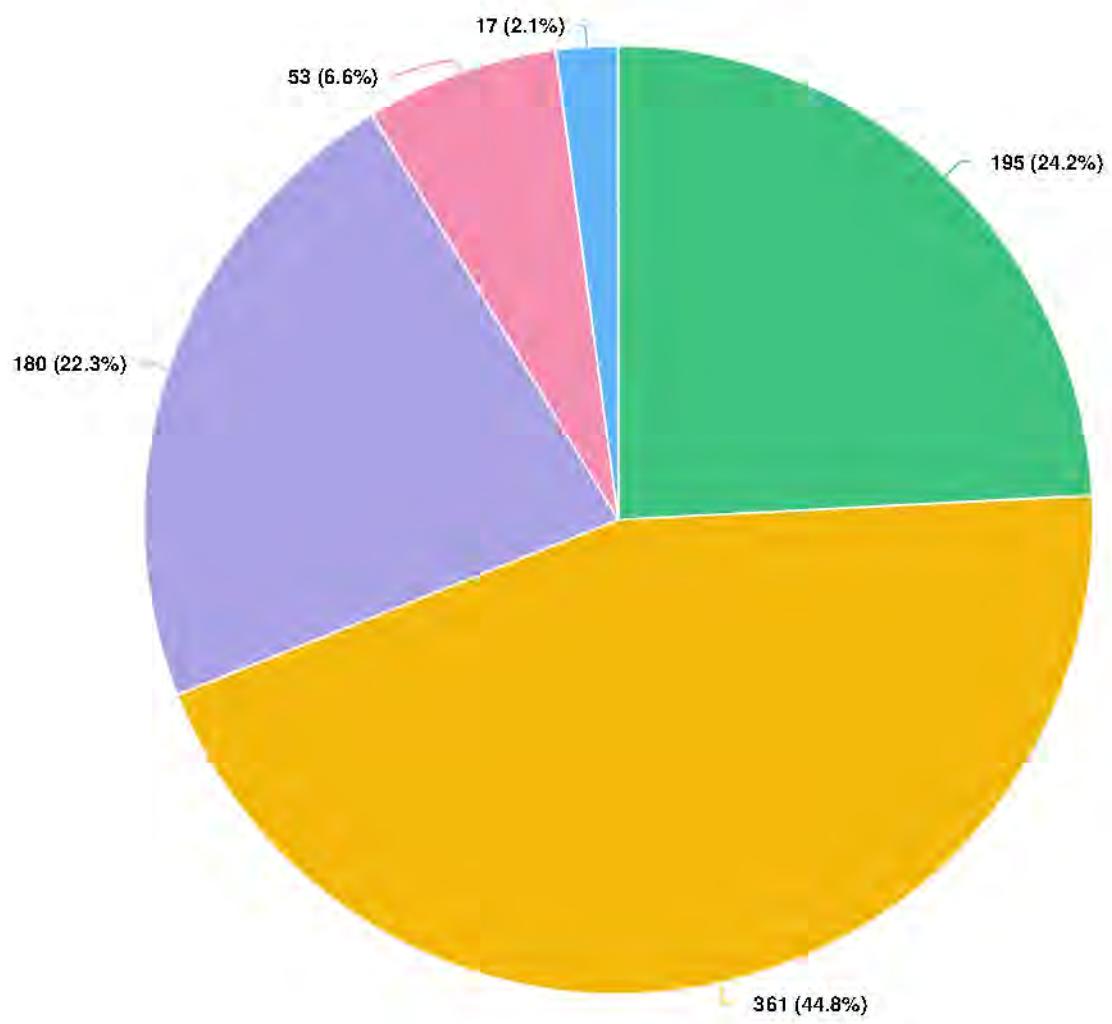
Question type: Checkbox Question

Q6 How often do you walk/roll?



*Optional question (806 response(s), 6 skipped)
Question type: Radio Button Question*

Q7 How safe do you feel walking/rolling in Oak Bay? (Safe from personal injury or injury from other road users)



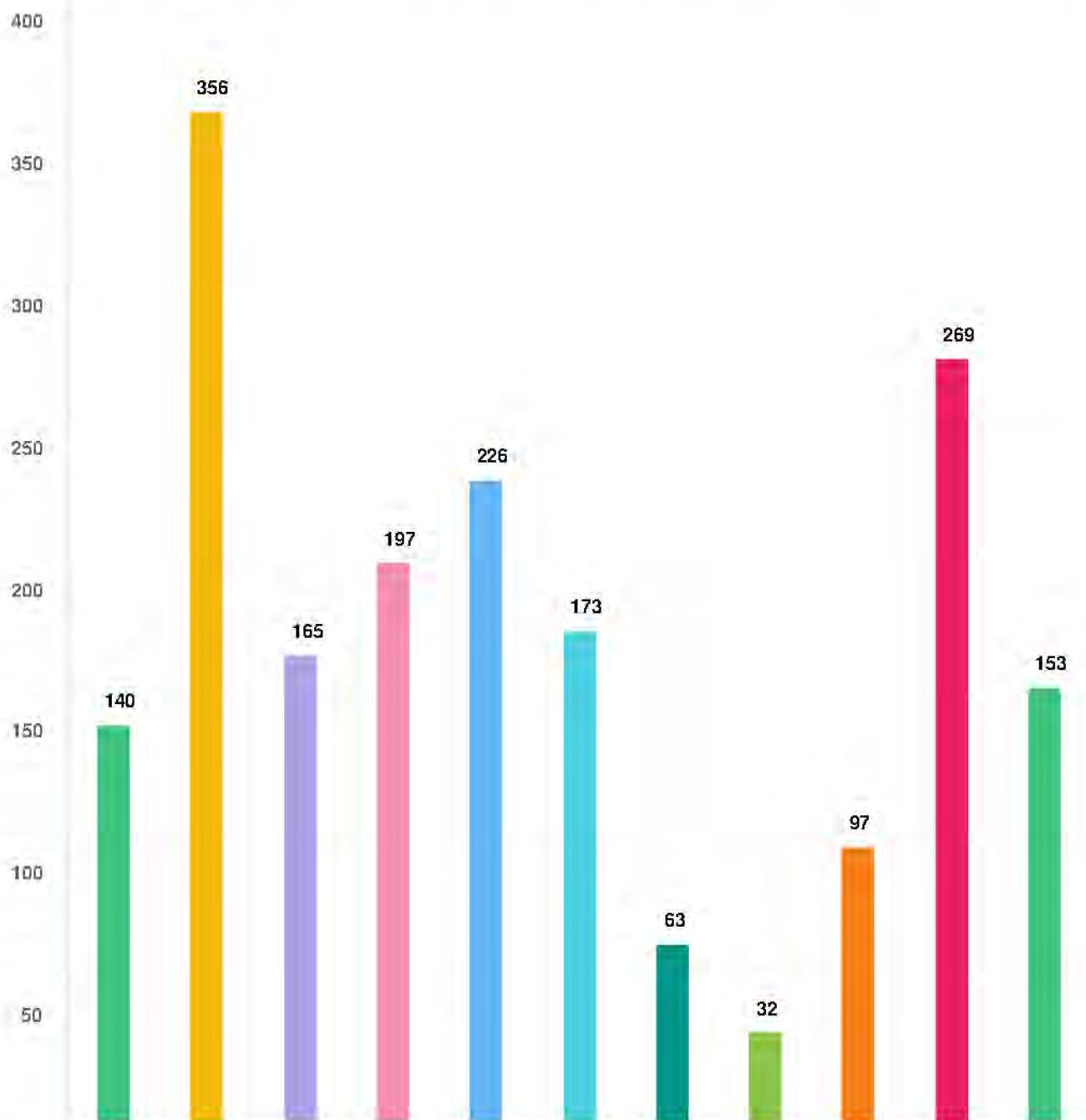
Question options

● Very safe ● Mostly safe ● Moderately safe ● Mostly unsafe ● Very unsafe

Optional question (806 response(s), 6 skipped)

Question type: Radio Button Question

Q8 If you feel unsafe walking/rolling in Oak Bay, why do feel unsafe? (Select all that apply)



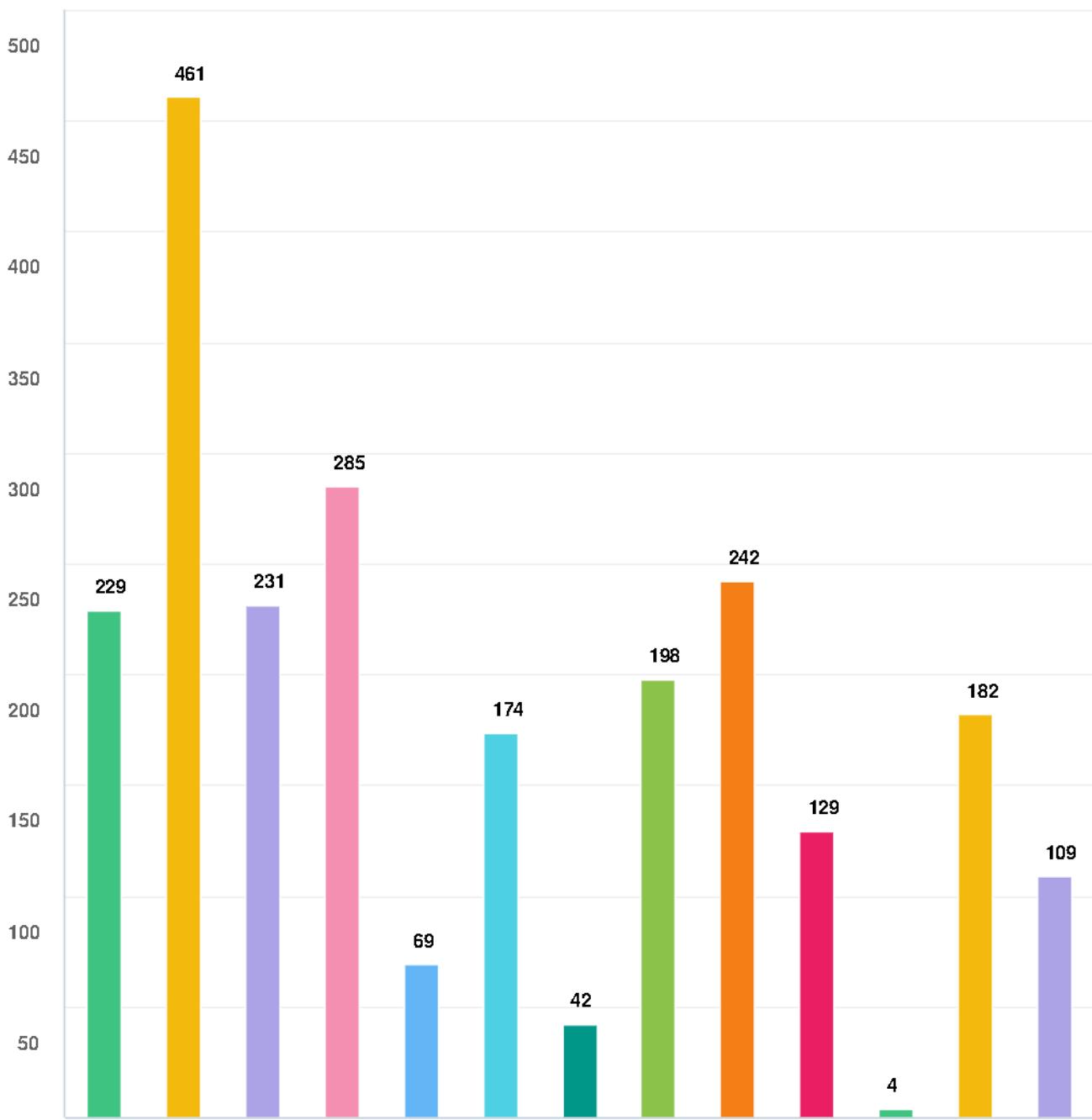
Question options

- Not enough lighting
- Uneven pavement
- Sightlines (unable to see vehicles as they approach)
- Poor maintenance
- Traffic speed
- Lack of crosswalks
- Not enough time to cross streets/crossing distance
- Social/personal safety concerns
- Wildlife
- Driver behaviour (aggressive drivers)
- Other (please specify)

Optional question (620 response(s), 192 skipped)

Question type: Checkbox Question

Q9 If you walk, what would make your experience more comfortable? (Select all that apply)



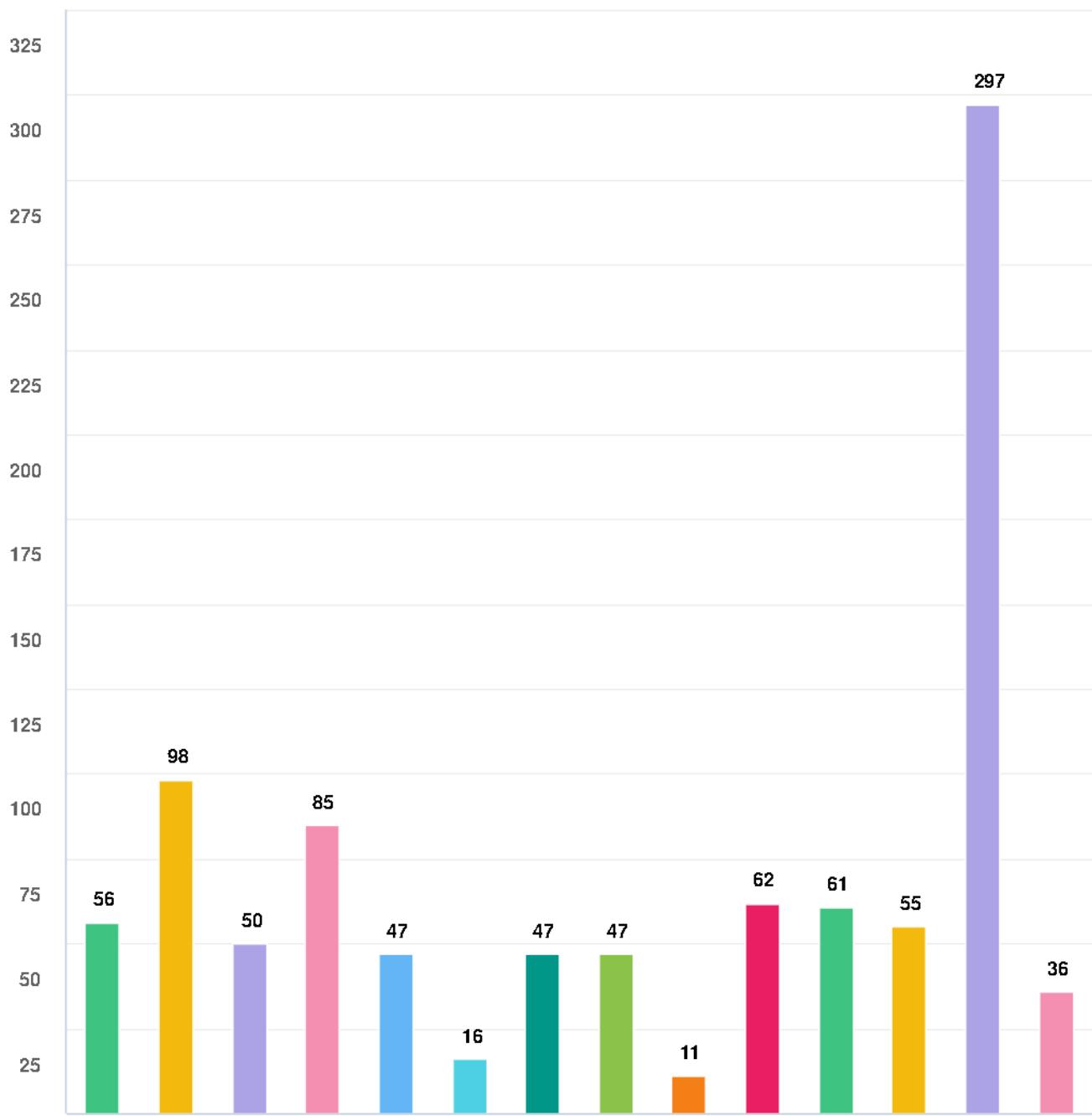
Question options

- More sidewalks ● Higher quality, wider, or better condition sidewalks ● More crosswalks
- Lower vehicle speeds and noise ● Shorter walking distance (more direct connections) ● More places to sit/rest
- Better wayfinding/signage ● Fewer deer ● More public washrooms ● Lower vehicle volumes ● I don't walk
- Better lighting ● Other (please specify)

Optional question (771 response(s), 41 skipped)

Question type: Checkbox Question

Q10 If you roll, what would make your roll more comfortable? (Select all that apply)



Question options

- More sidewalks ● Higher quality, wider, or better condition sidewalks ● More crosswalks
- Lower vehicle speeds and noise ● Better lighting ● Shorter rolling distance ● More wheelchair ramps
- More accessible design features ● Better wayfinding/signage ● Fewer deer ● More public washrooms
- Lower vehicle volumes ● I don't roll ● Other (please specify)

Optional question (519 response(s), 293 skipped)

Question type: Checkbox Question

Q11 | Do you have any comments about how the pedestrian experience can be improved in Oak Bay?

Anonymous

2/05/2022 08:26 AM

Such a nice walking community already. Covered areas to sit would be amazing. Seeing more mobility scooters so having space to park them or wider sidewalks in high traffic areas would be nice.

Anonymous

2/05/2022 03:56 PM

I think that the mixture of parking on both sides of narrow streets needs to be addressed. It makes it difficult to walk, be seen and have sight lines. Especially when walking on dark rainy days/nights.

Anonymous

2/07/2022 02:25 PM

Wider sidewalks on OakBay avenue

Anonymous

2/07/2022 02:25 PM

As I wrote above, keeping the sidewalks clear of greenery would make walking with another much easier.

Anonymous

2/07/2022 02:28 PM

Excellent that this project is being undertaken. I really hope the District's policies and infrastructure will be focused on things like active transportation and improving the quality of life for its residents, NOT its vehicles, in the future. So many benefits from active transportation - climate, mental and physical health, environment, reduced noise levels, better community connections, etc. Thank you for taking this on.

Anonymous

2/07/2022 02:50 PM

More sidewalks, especially in the Uplands neighbourhood. Some of the streets have no sidewalks with a lot of car traffic...i.e. Upper Terrace Drive starting at Cadboro Bay Rd.

Anonymous

2/07/2022 02:57 PM

The lack of sidewalks is frightening, particularly with a stroller. I can high taxes in OB and I can't believe that most streets near me don't have sidewalks.

Anonymous

2/07/2022 03:02 PM

Generally, no bikes on Bowker Creek parkway or sidewalks, enforcement of dog leash law, send out map of pedestrian trails/walks to all Oak Bay households with tax notices

Anonymous

Invest the money that other municipalities in actually building proper

2/07/2022 03:03 PM

sidewalks. Ticket bad drivers/speeders. Reduce speed limits.

Anonymous

2/07/2022 03:03 PM

In most of the District sidewalks are not wide enough to pass with 1 meter separation. The existing sidewalks (where they exist at all) are often obstructed by power poles, traffic signs and similar obstacles.

Anonymous

2/07/2022 03:17 PM

Delineate / separated bike lanes so it is safer for cyclists and they are not using the sidewalk.

Anonymous

2/07/2022 03:35 PM

Slow down vehicular traffic (and aggressive 'stop sign running' cyclists), and please once and for all get rid of the (invasive) deer whom never historically have belonged in Oak Bay as we know it; we're tired of the near misses, bluff charges and destroyed gardens. Please lobby the city of Victoria to get Richardson Road back as a SHARED route for all. There never was a problem on that route (everyone, for eons, co-existed on that route just fine). I haven't talked to a single person yet (not even cyclists) who are happy with the "Richardson special interest group cyclist lobby exclusion of others, and the loss of this critical travel route. Traffic is now dangerous and chaotic on the few alternate Victoria routes left! This issue makes every single person I've talked to really upset; why did council and the mayor allow this to happen?

Anonymous

2/07/2022 04:21 PM

I think the need for more and better sidewalks is paramount.

Anonymous

2/07/2022 05:14 PM

Need sloped curbs and a cross walk system at Thompson and Nottingham

133215

2/07/2022 05:49 PM

The term "sidewalk" would seem to mean a walk way adjacent to something: a roadway, railway or water. A better more inclusive term would be "pathway" as I hope you intend sidewalk to mean a prepared surface walkway/pathway. Could this include one through a forest; Uplands Park for instance, which could be wheelchair compatible. Path ways not beside a road way are more pleasant to walk along. Thanks, Doug

Anonymous

2/07/2022 05:56 PM

New sidewalks and fix the roads properly instead of constantly filling and refilling potholes to no avail - not a solution!

Anonymous

Lower speeds for traffic; more max speed signs including solar

2/07/2022 05:58 PM

powered lit-up; traffic calming measures (ie speed bumps) particularly uplands portion of Beach Drive. This is a VERY dangerous roadway and uncomfortable walking area due to a lot of traffic & many driving well above the speed limit.

Anonymous

2/07/2022 06:03 PM

Educate pedestrians that when the hand goes up you do not cross. It not. Walk, Walk real fast, stop. It's walk .. do not enter roadway..stop. Having said that the Walk light needs to be longer at many lights.

Anonymous

2/07/2022 06:10 PM

This community is extremely car-centric. It will take a fundamental change in attitude to begin accommodating cyclists and pedestrians. I don't have much faith anything meaningful will happen.

Anonymous

2/07/2022 06:11 PM

More crosswalks. Wider sidewalks.

Anonymous

2/07/2022 06:18 PM

1. MORE SIDEWALKS. I can't believe how many streets lack sidewalks. People don't drive any slower on sidewalk-less streets. 2. Perhaps do a public service messaging blitz to tell people that the Motor Vehicle Act says that every corner is a crosswalk (where pedestrians should feel safe to cross), regardless whether there is a marked crosswalk there. The chief of Oak Bay police has stated that this is something he routinely needs to educate drivers about. I have been threatened by drivers simply for being on the road where they felt entitled to SPEED UP as I was crossing at a corner that was not a marked crosswalk. This has happened more than once. Drivers have gained this sense of entitlement because our society gives them the impression that cars are king. Drivers need to be reminded that they bear a massive responsibility when they get behind the wheel, and that roads are for all users. 3. Make "no parking" zones explicit around crosswalks. The crosswalk across McNeill at Monterey routinely has a vehicle parked directly to the west of it on the north side, and it makes it impossible to see if cars are coming unless you walk out onto the road. The middle school is right there; drivers coming from the west are not able to see kids (or others) waiting to cross from north to south. This is just one example. 4. Make it harder for people to drive their kids to school and easier for those kids to walk or ride their bikes. The people speeding to school to drop off/pick up their kids are the ones I worry about hitting my children who are on foot or on their bikes. There is very little reason to not walk or bike to school; the local school catchment system means kids live close to school. When you ask parents why they drive, they say it's because there are so many cars that they don't feel safe letting their kids walk. This makes it a sad self-fulfilling prophecy. We need to break that habit of driving kids to school.

Anonymous See above comments

2/07/2022 06:28 PM

Anonymous Definitely more sidewalks and better lighting

2/07/2022 08:20 PM

Anonymous Oak Bay Avenue drivers at times do not stop for pedestrians.

2/07/2022 09:42 PM

Anonymous There are some areas where there is little to no lighting... That said, if it were more evenly spaced, it would improve things. I am referring to St Patrick's Street between central and McNeil Bay.

Anonymous Many sidewalks are way too narrow. During road or sidewalk repair, pedestrians are forced into unsafe detours into the road (as opposed to Victoria where they mark off a safe area for pedestrians). Some tradespeople park on the sidewalks, again forcing pedestrians into unsafe detours onto the road. I live on King George Terrace where the road is windy with challenging sight lines and speeding drivers so it's especially hazardous especially when pushing my grandchild's stroller.

Anonymous Slow bikers down.

2/08/2022 08:42 AM

Anonymous More bench seats on Oak Bay Ave and Brighton would be nice to create more community feeling.

Anonymous I think additional crosswalks or sidewalks need to be installed on Beach Drive for residents of Shady Lane and students of GNS. It is VERY dangerous. Also there is a light to alert motorists of the school zone on Bowker Creek that has not worked in a decade. Would be great if that was upgraded.

Anonymous I didn't click 'wider sidewalks' because in most places they're just fine. There are a few places where they are too narrow because of people not trimming hedges etc. Also some places that social distancing has made awkward. Otherwise, good places to walk was one of the reasons we moved here.

Anonymous
2/08/2022 03:30 PM

Reduce on street parking to widen sidewalks. Oak Bay Ave cedes 2 entire cars lanes for street parking. Better sidewalk access and parking behind or underneath buildings can allow people to drive but would improve safe walking. Reduce traffic speed on Oak Bay Ave. The speed limit is 40 km/h in a section where there are 4+ crosswalks.

Anonymous
2/08/2022 03:53 PM

Publish Way to Go Routes for walk/roll routes for school children and families. This could be a really integral part of the sidewalk project and most of the work is already done! Walking or Cycling School Buses could be incorporated with this project. www.saferoutesinfo.org

Anonymous
2/08/2022 04:27 PM

Speed bumps, traffic calming initiatives.

Anonymous
2/08/2022 04:34 PM

Build your municipality for people, not cars! Oak Bay is dominated by cars because of intentional design decisions, and that hurts everyone. Your streets are not safe for anybody, and cannot be if the primary means of transportation in your community continues to be the automobile. Safety is not achievable in a car-dominated environment. Again, build cities for PEOPLE, not cars!

Anonymous
2/08/2022 04:48 PM

As mentioned above more raised crosswalks to control speeding vehicles. I suggest Oak Bay institute a permit system for contractors and yard maintenance companies. One driving infraction and they lose the right to work in Oak Bay, and a huge fine for failure to produce the permit if they are pulled over for an infraction. The yard maintenance drivers and contractors are ruining the ambience of Oak Bay.

Anonymous
2/08/2022 04:51 PM

Consider some small roundabouts in some intersections or more traffic calming options in residential and school commuter routes.

Anonymous
2/08/2022 04:51 PM

When I am walking along sidewalks and come to a driveway I find it awkward and affecting my balance if the sidewalk isn't consistently flat, but dips down halfway across to wards the street. St. Patrick Street for example - half the sidewalk width at every driveway dips down on the street side so I am thrown off balance. Other driveways leave the entire width of the sidewalk the same level and only dip down from the edge of sidewalk to the street. It may seem a little thing, but it is very off putting- I sometimes choose to walk in the street rather than deal with the wonky sidewalks.

Anonymous
2/08/2022 09:39 PM

Beach Drive is very popular with walkers. It would be great if the sidewalk could be widened, especially near Oak Bay Marina, where there is a wide enough boulevard that the sidewalk could be made wider.

Anonymous
2/08/2022 10:34 PM

Create a seaside walkway along the ocean from one end of Oak Bay to the other. Make the walkways much wider and beautify them with plants and flowers, comfortable seating and artistic elements.

Replace those old industrial green railings. Learn from the new Dallas Road route, David Foster Way and Sidney by the Sea, where beautiful walkways have been created.

Anonymous
2/08/2022 10:54 PM

Produce information on scenic/history walks.

Anonymous
2/08/2022 11:13 PM

Most streets in Oak Bay are very good for walking. Drivers speed on a few streets, such as Granite (used as a cut-through to avoid Oak Bay Ave) and sometimes near the Uplands Golf Course and on Cadboro Bay Road. Also people speed on Foul Bay Road between Cadboro Bay and Lansdowne. Some drivers speed driving down Eastdowne. Most drivers don't speed.

Anonymous
2/08/2022 11:45 PM

I live in north oak bay. Having walkable pub in north oak bay

Anonymous
2/09/2022 12:08 AM

Please fix some of the sidewalks, so many of them are in need of repair

Anonymous
2/09/2022 08:23 AM

Build better, wider sidewalks. Replace the tired, broken ones that pedestrians use on a regular basis. Make it a priority to construct a sea view walking corridor from Gonzales Hill to the Uplands gate. We have a natural setting that the world would kill for but don't encourage residents and visitors to enjoy it while getting exercise and staying healthy. Why is that?

Anonymous
2/09/2022 10:15 AM

Manage the encroachment issue. I've nearly lost an eye a few times because residents don't trim back their hedges/trees.

Anonymous
2/09/2022 12:27 PM

1) Adopting a hierarchy of users with pedestrians at the top, then cyclists, then autos would lead to more humane design. The main

goal of MOST streets shouldn't be to make it easiest/fastest for drivers to go from Point A to Point B, and parking availability shouldn't be given so much reverence. 2) Speed limits should be re-assessed, and the pilot project lowering speeds to 30km/hr should be implemented.

Anonymous

2/09/2022 02:46 PM

The deer impede my walking immensely. They do not like my dog and have chased me many times with me scooping up my 6 pound dog and running and having to hide behind cars or go up onto strangers front steps, even ringing the bell as it approached. Cars have had to help fend them off by trying to drive between me and the deer on my walks and 4 cars stopped to try to assist me another time, luckily it enabled me to hide behind the cars. The deer cause me to walk in fear and absolutely ruin my walk with my small dog. When walking my dog I am continuously scanning for deer as they seem to charge out of nowhere when they see my dog. I change sides of the road when walking to ensure I am within range of a parked car for safety. They do not bother me when I am alone. Having come face to face with these deer many times I realize how large and muscular they are with their shark eyes fixed on us. They should not be in my neighbourhood. They are dangerous to me and my dog and cause me great stress and make my dog walks stressful and most unenjoyable I wonder if Oak Bay is opening themselves up to liability, and a claim in negligence by not effectively managing this danger.

Anonymous

2/09/2022 02:54 PM

Enforce bylaws on overgrown/overhanging foliage. Parks Department tend to foliage as above along public walkways.

Anonymous

2/09/2022 03:17 PM

Safer crosswalks and crossings with more traffic signals and rapid flashers to improve safety by stopping cars for pedestrians. Consider adding some leading pedestrian intervals that allow pedestrians to cross before other traffic, this would be a good change at Henderson and Cedar Hill Cross road as an example.

Anonymous

2/09/2022 07:13 PM

Ensure that every street has a sidewalk on at least one side of the street. Upgrade existing crosswalks to be pedestrian controlled with flashing lights. Traffic diversions, traffic calming and lower speed limits to reduce car volume and speed. This will increase safety levels while reducing air and noise pollution.

akmohareb

2/09/2022 09:44 PM

The risk to people walking and rolling is from cars. Separate people from cars more effectively and you'll have a better pedestrian experience. Separated cycle tracks (and not whatever Oak Bay

considers at present to be acceptable bicycle 'infrastructure', because when it's part time and a painted line or less, it's not real infrastructure) will help wherever people walk.

Anonymous

2/09/2022 11:16 PM

More dead end roads put in to encourage active transportation, and stop cars from shortcutting through residential roads.

Anonymous

2/10/2022 10:38 AM

More sidewalks and MORE BIKE LANES. The pedestrian experience is linked to bicycle use, as in order to feel safe, kids often have to use the sidewalk, so keeping these separate through the provision of better bike AND pedestrian spaces is essential.

Anonymous

2/10/2022 11:32 AM

Bike and pedestrian safety go hand in hand. If there are safe bike lanes, there is also a safe space for pedestrians and wheelchairs. Cars still seem to be the main focus of traffic planning, many of our roads are so wide it would be of little impact to build wider pavements and bike lanes next to them.

Anonymous

2/10/2022 12:54 PM

Police enforcement and ticketing of drivers and pedestrians who ignore the rules and jeopardize the safety of other people.

Anonymous

2/10/2022 01:16 PM

Oak Bay has a lovely system of laneways however these have in some cases been infringed upon by residents living adjacent to them (I am not up to date on this but a long time resident in my neighbourhood walks these passages regularly and has related this concern to me as well as that her complaints to the municipality about this have not improved the situation)

Anonymous

2/11/2022 04:56 AM

I don't have comments on how to improve other than to say keep doing what you are doing. I feel very safe walking in Oak Bay, even at night or early in the morning. The roads are appropriately lit for walkers. Some sidewalks end but I feel safe to walk on the road. I find the drivers extremely careful and respectful and have not encountered any conflicts walking. The community is very friendly and warm to visitors.

Anonymous

2/11/2022 08:22 AM

Sidewalks are immediately adjacent to roads where cars drive 50 kms/hr legally...placing children just feet from fast vehicles. The village is chaotic to navigate as a driver.

Anonymous
2/11/2022 08:28 AM
appreciate the wider 'temporary' sidewalk additions on Oak Bay Ave, especially towards Foul Bay.

Anonymous
2/11/2022 09:16 AM
Signalized crossings of Foul Bay, and more of them. Change in street design of Cadboro Bay and Foul Bay to reduce and slow traffic. Connect Willows Beach park to the other side of Beach Ave so that Beach Ave is not a through street there. Pedestrianization of Estevan and Oak Bay Villages. Apply this lens: does this road need to be open to through traffic? How can we make it possible to prioritize quiet and safety?

Anonymous
2/11/2022 09:19 AM
Open up the alleyways that are all over Oak Bay! Encourage them to be more inviting! I am concerned with some of the wording on this survey as it can be hijacked by special interest groups that are anti car. We have a very safe road infrastructure that could be updated and improved upon but I will bet that the blanket lower speeds etc which will be ineffective. Better to identify individual areas of concern and spend effort improving them than taking a nuclear approach which rarely works!

Anonymous
2/11/2022 09:29 AM
Slow all traffic. 30 km is plenty for the entire municipality.

Anonymous
2/11/2022 09:54 AM
Wider sidewalks Better lighting

Anonymous
2/11/2022 11:03 AM
Enforce ticketing for bad driving (e.g., rolling stop signs, failing to yield at marked and unmarked crosswalks), prevent traffic from cutting through neighbourhoods to avoid congestion on arterials, traffic calming, ban vehicles with huge blind spots, remove slip lanes and limit right turns on red.

Anonymous
2/11/2022 11:04 AM
Power poles in the middle of sidewalks hinders wheelchairs and strollers among others. A lot of curbs don't have ramps down to the road surface (limiting access). Most streets don't line up and sidewalks go from one side of the road on one block, cross an intersection and then the sidewalk ends or starts on the opposite side of the street (Eastdowne area and Bowker/St Ann/ Monterey areas are good examples)

Anonymous
2/11/2022 11:04 AM
wider sidewalks in selected areas keeping signs and installations out of sidewalk passage area and ensuring that low hanging branches

from trees on private properties are above head height (these are difficult to see when walking at night and I have had branches hit my face a few times)

Anonymous

2/11/2022 11:20 AM

more marked crosswalks where sidewalks meet intersections, boulevard bump-outs and street trees to calm traffic, planted bio-swales buffering roadways from sidewalks, bump-outs at crosswalks to increase pedestrian visibility and safety.

Anonymous

2/11/2022 11:47 AM

As a mom with a stroller, it is very obvious that we need wider sidewalks in many parts of Oak Bay. We also need lower speed limits for cars.

Anonymous

2/11/2022 11:53 AM

Fix the uplifted sidewalks along Oak Bay where the trees were removed.

Anonymous

2/11/2022 12:06 PM

More traffic calming. Make sidewalk restaurant/cafes permanent.

Anonymous

2/11/2022 01:39 PM

Better lit crosswalks would really help.

Anonymous

2/11/2022 02:18 PM

some sidewalks and corners (ie the one at Oaks Restaurant) are not sufficiently wide enough to accommodate pedestrians heading in alternate directions - especially if one or more has any mobility aids, a dog or a child alongside

Anonymous

2/11/2022 02:18 PM

More public walkways (shortcuts) through neighbourhoods that are pedestrian only. More pedestrian controlled stop signals on major streets, including Foul Bay Rd, and Oak Bay Ave.

Anonymous

2/11/2022 02:24 PM

The existing crosswalks are in dismal shape. Desperately need repainting

Anonymous

2/11/2022 02:41 PM

Many crosswalks are in disrepair and could use clearer marking. Traffic patterns encourage speeding over crosswalk safety (by Oak Bay High School for example)

Anonymous

Cars are to me the most concerning part of my daily 10K walks with

2/11/2022 03:05 PM my dog, people speed and are on their phones particularly people in big trucks and very high end cars. there are the occasional uneven spots in the sidewalks that would be great to have fixed, the lanes are wonderful for walking but I notice people are building over designated walking paths esp in the Uplands where as I child I could walk all over now huge houses seem to be encroaching on public space.

Anonymous
2/11/2022 03:21 PM Perhaps pedestrians could look up from their phones while walking across the street?

Anonymous
2/11/2022 03:34 PM see earlier

Anonymous
2/11/2022 03:53 PM More traffic lights at busy intersections

Anonymous
2/11/2022 04:09 PM Just slow the speed of automobiles down!!!

Anonymous
2/11/2022 05:24 PM No sandwich boards advertising businesses on the sidewalk. Covid makes it difficult for pedestrians to keep that social distance without making it harder by navigating around sandwich boards--especially when using walkers, mobility scooters and even canes.

Anonymous
2/11/2022 05:50 PM Audible crossing signal at Elgin and Oak Bay; Monterey and Oak Bay;

Anonymous
2/11/2022 06:36 PM The path along Bowker Creek is in great need of improvement. Uneven pavement. Not wide enough for multiple modes of active travel. Areas where water collects and blocks the path. Areas of the parkway are well used and become bare dirt which turns into mud holes. This path is also occupied by people who congregate or sleep under the bridge at Hampshire.

Anonymous
2/11/2022 07:21 PM I think questions #9 and #10 include all my concerns.

Anonymous
2/11/2022 07:29 PM yes. I believe more sidewalks and re-paving the streets should be a priority. There are many streets with no sidewalks, or curbs and streets with uneven paving that appears to have been patched multiple times. Since we moved to south oak bay 5 years ago, i have

seen NO sidewalk replacements or sidewalks installed where there is none. And no re-paving (as opposed to patching) of roads no matter how bad their condition. If there is an infrastructure maintenance and improvement plan, i have seen no evidence of it in south Oak Bay. Or Estevan. Or north Oakbay.

Anonymous

2/11/2022 07:46 PM

As I already indicated, less traffic and better sidewalks

Anonymous

2/11/2022 09:08 PM

Get bikes off sidewalks, send Liaison officers into schools to educate youngsters (the main culprits), insist on speed controls on carts ... some seniors are simply traveling TOO FAST, some are actually out of control!

Anonymous

2/11/2022 09:17 PM

Wider sidewalks on both sides of street

Anonymous

2/11/2022 10:24 PM

Lighting is terrible on many of the streets. There are parts of Windsor rd for example that is barely lit at night. Many sidewalks are very uneven and a huge tripping hazard.

Anonymous

2/11/2022 10:34 PM

1) Enforcement of homeowners shrubs, trees and hedges blocking sidewalks!!! 2) Better maintenance of heaved sidewalks near trees!

Anonymous

2/12/2022 07:22 AM

It was an improvement having the widened walking areas in the Oak Bay commerical district. I hope that becomes a permanent structure.

Anonymous

2/12/2022 08:35 AM

Pedestrian traffic in the Oak Bay Area seems to have increased significantly. Sidewalks absolutely need to be wider and well maintained - so many are serious trip hazards, with more shade and more seating. In addition, regular posted discreet signage with numbers or emails to report issues. It's very unclear who to contact about what.

Anonymous

2/12/2022 10:02 AM

As 'checked'

Anonymous

2/12/2022 10:12 AM

On the whole, I'm satisfied with the way things are

Anonymous 2/12/2022 10:56 AM	More speed bumps/traffic control devices to regulate idiot drivers who speed
Anonymous 2/12/2022 11:40 AM	I have fallen twice while running due to very uneven pavement
Anonymous 2/12/2022 11:46 AM	Frankly, I try not to use any of the three pedestrian crossings in the village. I'm just as happy walking up to the Monterey Avenue traffic lights and crossing there. It's less fuss. Now that we have outdoor restaurant and cafe seating on Oak Bay Avenue I'm surprised the village speed limit hasn't been reduced to 30 km/h. I'm equally surprised that no deer have knocked any children off their bicycles as they go to school. And my final comment.....don't walk your dog in Oak Bay. We have a deer problem !!!!
Anonymous 2/12/2022 12:00 PM	Wider, smooth sidewalks which are level (not slanted). Many more places to sit and enjoy a take out coffee. Permanent jut-outs at pedestrian crossings in OB village, currently in effect at Wilmot to cross OB avenue. Regarding walking at night, I had a very scary experience last year trying to cross OB avenue in the crosswalk at Hampshire. Despite wearing light coloured clothing I had cars coming at me from South Hampshire and another failing to stop on OB ave. while I was in the middle of the crosswalk. Better lighting would definitely increase safety.
Anonymous 2/12/2022 12:12 PM	Fewer cars, discourage traffic, encourage both walkers and bikes (and rollers)
Anonymous 2/12/2022 12:27 PM	Build sidewalks on roads that don't have them, put sidewalks on both sides in places where there is a sidewalk on only one side, remove utility poles that are blocking sidewalks, open up public right of ways that are blocked by property owners, clear vegetation blocking walking routes.
Anonymous 2/12/2022 12:51 PM	For several years the sidewalk from Lyn Crescent to Transit on Central has been a hazard
Anonymous 2/12/2022 02:07 PM	Make sure there aren't gaps in sidewalk coverage, especially in high vehicle traffic areas. Improved lighting in Uplands neighbourhood (not enough lights and the round lamps direct more light upwards than down; light pollution + ineffective).

Anonymous Should be more public washrooms and rest areas with seats
2/12/2022 03:47 PM

Anonymous
2/12/2022 03:57 PM
See above re overgrown vegetation intruding on sidewalk space. Low hanging branches for taller pedestrians.

Anonymous
Because of Covid the sidewalks seem narrow but NOT worth the
money to widen
2/12/2022 04:16 PM

Anonymous
2/12/2022 04:21 PM
None - there are many beautiful locations within walking distance with interesting pathways between roads.

Anonymous
2/12/2022 04:57 PM

Wider sidewalks with a boulevard between them and the road so the sidewalk doesn't slant at every driveway. Educate people about the fact that pedestrians have the right of way at every intersection, even if there is no marked crosswalk.

Anonymous
2/12/2022 04:58 PM
More places to sit (rest, contemplate, enjoy sights) in the little parks we have around. Also more little parks. Ab

Anonymous sidewalk improvements, especially in the village!!!
2/12/2022 05:06 PM

Anonymous
2/12/2022 05:15 PM

I run. Some sidewalks are narrow and when passing a walker I get off the sidewalk which requires me to be in the road and worry about cars and bikes.

Anonymous
2/12/2022 05:35 PM

Please do not add expensive sidewalks which only allow the already too many speeding drivers to go faster as well as harm animals, children and others. We lived by ion North Van District area with few sidewalks and in 19 not a single incident. Same results here in six years — except for the poor deer — with our current situations of sidewalks on busier streets. Speeding cars must be ticketed!! Thank you.

Anonymous
2/12/2022 05:36 PM
Wider, better repaired sidewalks; street lighting not obscured by specific branches on tall trees; more crosswalks and those that exist need flashing lights that are activated when someone is ready to cross; enforcement of speed limits and coming to a complete stop at

stop signs; linking up of sidewalks so one does not encounter the sidewalk's end with nowhere but a curve in the road to walk on

Anonymous Wider sidewalks.

2/12/2022 05:54 PM

Anonymous Sightlines (more when driving than walking). Hedges on corners allowed to grow too wide and tall. You have to get right into the intersection in order see oncoming traffic.

Anonymous Wider sidewalks or enforced hedge trimming at sidewalks

2/12/2022 10:47 PM

Anonymous Educate public to wear bright clothes and/or safety vests at night so they can be seen.

Anonymous Make the sidewalks on Oak Bay Avenue permanently wider, and at the same level (not half at old sidewalk height and half at road height the way they are now

Anonymous Fix the raised up, unlevel/cracked sidewalk areas along Beach Drive

2/13/2022 09:34 AM

Anonymous Fix areas where there is uneven pavement

2/13/2022 11:02 AM

Anonymous 30km/hr speed limit on all residential streets. Traffic calming measures. More cross walks. Better lighting. Sidewalks on both sides of all streets.

Anonymous More funding so roads are in better condition, so that users concerns about unsafe intersections can be responded to in a timely manner (Neil & Eastdowne).

Anonymous Please continue efforts on sidewalk quality, pedestrian safety (upgraded crosswalk physical design and warning beacons), and traffic calming measures

Anonymous Hydro poles are in the middle of sidewalks -- I'm glad I don't use a

2/13/2022 08:30 PM wheelchair.

Anonymous either make permanent the make-shift walk areas on oak bay ave, or remove - they feel and look like a lego set up
2/14/2022 09:23 AM

Anonymous The pedestrian experience in Oak Bay is pretty good. There are lots of sidewalks and an adequate number of crosswalks.
2/14/2022 01:36 PM

Anonymous Wider sidewalks in heavy traffic areas. Lower speed where narrow roads with limited sightlines.
2/14/2022 04:40 PM

Anonymous Improve crosswalks, more 4 way stops, slow down traffic
2/14/2022 05:29 PM

Anonymous Overall I feel the pedestrian experience is quite good. The state of the roads is markedly worse in comparison
2/14/2022 06:13 PM

Anonymous I'm very concerned about the unevenness of our sidewalks.
2/15/2022 08:49 AM

Anonymous Flashing lights for many more crosswalks
2/15/2022 09:13 AM

Anonymous No
2/15/2022 10:16 AM

Corie more sidewalks and traffic calming
2/15/2022 11:52 AM

Jim Improve Eastdowne Neil intersection
2/15/2022 03:28 PM

Anonymous Lower speed limits and traffic calming around schools. Parents and kids jay walk during school drop off, and lower traffic speeds would avoid the inevitable accident. Traffic calming on Dalhousie Street at Willows School would be a great place to start. Improved sidewalks where lifting has occurred making unsafe conditions.
2/15/2022 09:49 PM

Anonymous 4 way stop needed at Neil and eastdowne. Very dangerous.

2/16/2022 08:59 AM

Anonymous

see above

2/16/2022 11:50 AM

Anonymous

2/16/2022 01:29 PM

I think it's great that you are surveying residents on this. I'm also extremely happy about recent upgrades to the Foul Bay crossing at Byron St, and the path from Elgin to Oak Bay Rec/High. Keep up the good work! Having said that, I'm a bit concerned that parents/caretakers pushing strollers isn't a "default" rolling mode considered in the survey, particularly if it means the needs of this groups aren't proactively considered when making design decisions. In general, I think it's important that pedestrian safety improvements consider impacts on all road users. For example, adding barriers to centre lines or shoulders can force cyclists into single-lane situations without much warning to the drivers behind them.

Anonymous

2/16/2022 02:49 PM

The District could start by trimming their hedge on Granite St behind Athlon Court. It now impinges on the sidewalk to the extent it effectively reduces the walkable area of the sidewalk by 50%. Likewise there is an apartment bldg to the left of District Hall (from the front door) that has a massive hedge that overhangs the sidewalk, reducing usable space by the same amount.

Anonymous

2/16/2022 04:33 PM

I would love to see Oak Bay Ave closed off from vehicle traffic between Monterey & Yale. Pedestrians only. Made into a beautiful courtyard with a variety of shops to draw people from other parts of the city to Oak Bay. I know it's not going to happen but that's what I would like to see:)

Anonymous

2/16/2022 06:07 PM

Road design to discourage speeding and aggressive driving. Speed bumps, narrowed roads, pinch points, chicanes, more roundabouts.

Anonymous

2/16/2022 06:32 PM

Wider sidewalk. Runners never move over to allow for other pedestrians

Anonymous

2/17/2022 09:48 AM

McNeil ave should only have parked cars in one side of the rd IMO.

Anonymous

2/17/2022 09:50 AM

The covid-widened sidewalks on Oak Bay Avenue are useful, pandemic or not.

Anonymous Imminently safe , friendly and entertaining. Please keep it this way.
2/17/2022 10:01 AM

Anonymous More lighting
2/17/2022 10:12 AM

Anonymous Having moved to Oak Bay from Victoria in the last year, we are thoroughly enjoying living here. My wife drives a mobility scooter and I walk. We are retired. My wife finds that the sidewalks are in such disrepair that she prefers to ride on the road, so we stay in less traveled areas but are very aware of traffic. Sometimes the sidewalks just end with no dropped curbs to get down on and she is forced to turn around. We are however, very pleased with our move and look forward to living here for many more years.
2/17/2022 10:17 AM

Anonymous Building and maintaining sidewalks is important. Many sidewalks are uneven due to age and weather, and need to be repaired. Added crosswalks would help.
2/17/2022 10:40 AM

Anonymous Improvements have been ongoing with curbs and this needs to continue, some more sidewalks for streets without, and some intersection improvements to mitigate safety for pedestrians. Vehicle calming methods on McNeill would be greatly appreciated, even better would be bike lanes on McNeill similar to Richardson.
2/17/2022 10:43 AM

Anonymous Speed of cars is biggest concern
2/17/2022 10:59 AM

Anonymous I shop, & bank in Oak Bay village but the added patios, signs, bollards & crowding, along with lampposts, tree well grates and uneven pavement make it dangerous for rolling and I often feel unsafe and concerned about collisions or falling.
2/17/2022 11:01 AM

Anonymous Speeding vehicles, drivers that don't stop at stop signs are the biggest safety issue
2/17/2022 11:04 AM

Anonymous My biggest complaint is the sheer volume of traffic, particularly on Oak Bay Ave,
2/17/2022 11:28 AM

Anonymous It's mostly enjoyable when cars let you cross the street and you do

2/17/2022 11:29 AM not have to walk on the street because there is no proper sidewalk.

Anonymous Improve ability to walk along Beach Drive

2/17/2022 11:44 AM

Anonymous It's great... some sidewalks very uneven due to tree roots, uneven pavement but mostly terrific. I walk 6-10 k at least 5-6 x per week.

Anonymous When you have low vision and bad hearing it is very important to have level sidewalks to eliminate tripping hazards and you also need to hear the traffic. With electric cars you can't hear them coming so controlled cross walks would be a bonus.

Anonymous Signals at certain intersections

2/17/2022 12:17 PM

Anonymous Stop facilitating walking bikes etc. danger to everyone they bash into. Create havoc. Better roads and parking to allow folks to get to/from everything.

Anonymous Better idea of where to park. Maybe trams or something a various locations to allow better walking/biking trails.

Anonymous When schools are out the students should be more aware of older people using the same sidewalks.

Anonymous Please increase enforcement of: 1. Aggressive drivers running/rolling stop signs with little attention to pedestrians (the intersection of Hampshire & McNeill Ave is a good example as is the intersection of McNeill Ave & Transit Road). 2. Drivers parking on street but with two wheels up on the sidewalk, leaving little room for pedestrians with mobility challenges. (The 700-800 block of Newport Ave for example).

Anonymous Add raised crosswalks and wider sidewalks in Oak Bay village. Traffic calming and speed enforcement throughout Oak Bay.

Anonymous lots of the sidewalks along oak bay ave are quite narrow and force people to move onto the road, especially where there are lamp posts. The neighbourhoods can be very dark at night!

Anonymous

2/17/2022 02:16 PM

on the main arteries, for example Beach Drive, I'd like to see sidewalks on both sides to calm traffic and so that sidewalk traffic flows in one direction. i'd also like to see bike lanes on Beach Drive to further slow down traffic.

Anonymous

2/17/2022 02:34 PM

On the Victoria side a cross was near Red Barn (I know it's not Oak bay's problem though) Improvements to Oak bay and foul bay intersection horrible traffic Slower speed on foul bay

Anonymous

2/17/2022 02:36 PM

Get rolling vehicles and bicycles off the sidewalk. Handout tickets!

Anonymous

2/17/2022 03:07 PM

It would be nice not to have to be on the look out for deer when walking at night. I really don't want to surprise one by coming close unexpectedly.

Anonymous

2/17/2022 03:12 PM

I think it is great as it is. do nothing!

Anonymous

2/17/2022 03:24 PM

Don't allow cars to park close to corners. Ridiculously dangerous as they block sight-lines.

Anonymous

2/17/2022 03:26 PM

If you are going to put in more seating could you make the seats higher please, I find most public seating is too low and therefore difficult to get up from. Thank you.

Anonymous

2/17/2022 04:13 PM

Raised pavement crosswalks on Eastdowne rd. For the purpose of speed control and clearly painted for children/pedestrians safety. The four way stop at Eastdowne and Allenby, should be moved to Neil and Eastdowne. It is blind for drivers and pedestrians alike crossing east bound and drivers coming down the hill going consistently too fast. A raised crossing at Harlow and Eastdowne along with this would reduce speed concerns and increase pedestrians and cyclists safety.

Anonymous

2/17/2022 04:17 PM

more benches, more washrooms

Anonymous

When walking many times walkers feel unsafe when walking on the

2/17/2022 04:24 PM sidewalk due to running groups. There have been many times I have been bumped or pushed to the side by runners who expect walkers to move off the sidewalk. This is not safe or possible in all places. Runners should have a designated "lane" in high traffic areas such as the seawall on Beach Drive along to Willows Beach.

Anonymous Better bus service -- more routes and bus stops
2/17/2022 04:42 PM

Anonymous Car free zones would be ideal; I suspect many will not like this idea because of mobility concerns and habitual car usage. Oak Bay village would greatly be enhanced if even a small portion could be car free. I usually buy a coffee in the village and then walk to a pleasant place to enjoy it away from the noise of traffic. The village, like much of Victoria feels cramped because of the dramatic increase in vehicle traffic in all neighbourhoods.
2/17/2022 05:35 PM

Anonymous Enforce traffic laws. drivers don't respect people trying to cross streets, enforce speeding and distracted drivers (especially picking up kids after school along fairfield, mcneill, monterey etc...) Washrooms are a must, especially along popular walks like Beach drive, Anderson Hill, Gonzales Hill. I often see people urinating in bushes because they truly can't hold it anymore, unacceptable for our municipality.
2/17/2022 06:20 PM

Anonymous Since the ridiculous migratory bird zone on beaches was implemented there are very few (actually zero) off leash areas in Oak Bay. This needs to be remedied.
2/17/2022 06:31 PM

Anonymous Allowing cars to park on only one side of the narrow streets (or, ideally, no parking on the narrow streets!). Often, cars park on both sides and this serves to create what is essentially a single lane road. As a motorist this is annoying. As a pedestrian, it can be terrifying as drivers race to avoid being the one who has to yield and lose focus on their other surroundings at the same time.
2/17/2022 09:36 PM

Anonymous Stop signs seem to be only a suggestion for many drivers in Oak Bay. Better enforcement needed.
2/17/2022 09:39 PM

Anonymous More attention spent on sight lines for crosswalks. And more attention on slowing vehicle traffic on major pedestrian and bike routes.
2/17/2022 10:46 PM

Anonymous
2/18/2022 09:45 AM
Municipal work on a sidewalk (for repair/water meter change etc) should be completed in a couple of days, not weeks or months. Walking into the street around sidewalk construction can be dangerous and difficult (kids going to school, elderly with walkers etc).

Anonymous
2/18/2022 10:19 AM
Uneven, heaving sidewalks are everywhere. Lots of sidewalks have poles in the middle, overgrown hedges, fences too close to narrow sidewalks making it difficult to navigate safely with children.

Anonymous
2/18/2022 10:54 AM
Slow driving speeds on with traffic calming measures.

Anonymous
2/18/2022 12:08 PM
Yes! Please ensure residents prune their bushes and trees to curtail encroachment on sidewalks. It happens everywhere! OR, have city staff do it.

Anonymous
2/18/2022 12:16 PM
Many of our sidewalks are old, in disrepair or there are areas where they simply do not exist (the sidewalk suddenly stops for example).

Anonymous
2/18/2022 03:36 PM
Focus on sidewalk quality and width.

Anonymous
2/18/2022 04:23 PM
Less parking and wider sidewalks particularly along the entire retail part of Oak Bay Avenue. The temporary widening of the sidewalks during Covid needs to be made permanent .

Anonymous
2/18/2022 04:30 PM
Satisfied with our sidewalks!!

Anonymous
2/18/2022 04:34 PM
Leave it. It's perfect

Anonymous
2/18/2022 04:39 PM
The pedestrian experience is fabulous in Oak Bay, apart from perhaps more slopes at the edge of sidewalks for wheels up and down, all good. I don't think we need any more sidewalks.

Anonymous
2/18/2022 04:43 PM
Improve cycling and walking infrastructure. More cycling parking and racks.

Anonymous
2/18/2022 04:52 PM
People drive much too quickly in our neighbourhood - the Uplands - where there are no sidewalks. They ignore the signs re driving at 40 kph.

Anonymous
2/18/2022 04:53 PM
The condition of many sidewalks in oak bay are of poor condition and quality. Often a mix of asphalt and concrete. Often uneven and poor quality surfacing.

Anonymous
2/18/2022 04:55 PM
Keep cyclists in mind. Creating bike lanes will help keep sidewalks clear.

Anonymous
2/18/2022 04:55 PM
My experience has been very positive and I think Oak Bay is a very pedestrian friendly municipality.

Anonymous
2/18/2022 04:57 PM
Parking on side streets. So much construction around us and the trucks park so we cant see who is around the corner. Its been going on for two years on Island Road and Newport. It is ridiculous! Why are they allowed to park like that? And, there are no lights on Island and some of the smaller side streets.

Anonymous
2/18/2022 04:58 PM
Wider sidewalks especially in the village, to encourage walkers....when possible relocate powerpoles , signs etc so they do not impede walkers on sidewalk

Anonymous
2/18/2022 05:01 PM
Educate pedestrians on how to be as courteous to drivers as they expect drivers to be to them. Ie don't just step out into a road without looking or acknowledging drivers

Anonymous
2/18/2022 05:05 PM
Other than my comment above about congestion in estevan no

Anonymous
2/18/2022 05:07 PM
The marking on the crosswalks need to be maintained.

Anonymous
2/18/2022 05:08 PM
Better lighting at major crosswalks.

Anonymous
2/18/2022 05:21 PM
Widening sidewalks where walking is popular should be the priority

Anonymous
2/18/2022 05:24 PM
Need more even sidewalks. The homeless man swore at me and told me to keep my (f.....,g))dog away from him.

Anonymous
2/18/2022 05:36 PM
Enforce bicyclists who seldom stop at stop signs and yield to pedestrians

Anonymous
2/18/2022 05:40 PM
The traffic calming measures in the village seem to be beneficial. Allowing businesses like The Penny Farthing and Blighty's Bistro to operate an outdoor patio has made the pedestrian experience more enjoyable.

Anonymous
2/18/2022 05:43 PM
My "rolling" comments are about bicycling. As for walking, more sidewalks please! and more crosswalks, with stop lights that you can press a button to get.

Anonymous
2/18/2022 05:44 PM
I would like to see restaurants go back to their dining inside . I feel as though I am walking in the middle if the restaurant when I pass through, and walking around is impossible .

Anonymous
2/18/2022 05:56 PM
Police enforcement of drivers going through crosswalks - Oak Bay Avenue

Anonymous
2/18/2022 06:22 PM
Densify key areas so the remaining areas are walkable. Infill will ruin everything. Higher density key areas will send a solid vision to developers on how to plan, not to mention giving the elderly better options for downsizing in their beloved OB

Anonymous
2/18/2022 06:27 PM
Repair uneven sidewalks. Drivers that stop at pedestrian crossings rather than speed up.

Anonymous
2/18/2022 06:37 PM
None

Anonymous
2/18/2022 06:45 PM
Walking etiquette, others do not have the right of way on sidewalks, nor do their dogs. Everyone must make room for others passing. Wider sidewalks would help.

Anonymous
More sidewalks, reduce hedges and branches that infringe on

2/18/2022 06:54 PM

sidewalks.

Anonymous

2/18/2022 06:59 PM

Clamp down on the construction /trade vehicles speed. Enforce bylaws for non parking on side walks with these vehicles. Make some of the smaller roads in OB vehicle weight accessible.

Anonymous

2/18/2022 07:00 PM

Improve the walking experience on the Avenue. Wider and even surface.

Anonymous

2/18/2022 07:03 PM

I frequently walk for the purpose of personal recreation around Willows Beach and Upplands. There are many sidewalks where bushes or trees are growing from someone's yard or fence out into the sidewalk. This is a major inconvenience for me and I think the District of Oak Bay should do something about it.

Anonymous

2/18/2022 08:20 PM

I'm quite surprised at the lack of pedestrian activated lighting at crosswalks throughout the municipality.

Anonymous

2/18/2022 08:32 PM

Repair heaved sidewalks. Traffic calming to slow drivers down. Better signage in school zones to low drivers down. Hedges that impinge upon sidewalks need to be trimmed. Could property owners be notified?

Anonymous

2/18/2022 08:33 PM

Some sidewalks need to be repaired on Newport

Anonymous

2/18/2022 08:56 PM

Some streets are very dark for evening/nightime walking. The white pillars at a crosswalk on the Avenue are great as they help drivers know to stop. Should be added at other crosswalks on the avenue.

Anonymous

2/18/2022 08:59 PM

Fix the roads aswell they are deplorable, sidewalks are a joke most streets have asphalt sidewalks that rival the poor streets aswell . No other municipality has such shotty infrastructure. This isn't 1940 anymore Oakbay needs to get with the times . Maybe take a tour of Eastdowne road. Streets and sidewalks are a perfect example of the aweful conditions of the streets

Anonymous

2/18/2022 09:01 PM

Wider sidewalks, particularly on busy walking routes such as Beach Drive and the Esplanade.

Anonymous Better lighting and improvements to crosswalks. Concrete peninsulas do not help as hinder seeing pedestrians and make bikes move into traffic lanes.

2/18/2022 09:16 PM

Anonymous I have no complaints, I simply enjoy the walk down Oak Bay Avenue and feel so fortunate to have access to it.

2/18/2022 09:22 PM

Anonymous Better maintenance of sidewalks and roads

2/18/2022 09:27 PM

Anonymous See above

2/18/2022 09:46 PM

Anonymous Give pedestrians the same or more attention than cars

2/18/2022 09:55 PM

Anonymous Focus on people not cars

2/18/2022 09:57 PM

Anonymous Too many potholes on Beach, Margate. Construction traffic often blocks both sides of the roads.,esp. on Newport and McNeill

2/18/2022 10:06 PM

Anonymous The sidewalks on the north side of Oak Bay Avenue from Monterey to Wilmot are abysmal. Particular attention to drainage is important when repairs are made particularly at Pharmasave and the adjacent Bank of Nova Scotia sub office which may require a swale and drainage connected to storm drains. Presently drainage is directed from the curb to the business establishments mentioned.

2/18/2022 10:12 PM

Anonymous Better enforcement of traffic by police. Seldom see police vehicles on patrol or at radar traps. And more ticketing of drivers and cyclists who fail to yield at crosswalks.

2/18/2022 10:33 PM

Anonymous Urgent need to repair and upgrade the design of existing infrastructure before adding any more new sidewalks.

2/18/2022 10:44 PM

Anonymous No

2/18/2022 10:45 PM

Anonymous
2/18/2022 10:46 PM

Install a traffic circle at the intersection of Eastdown & Neil St. This would slow traffic travelling N and S on Eastdown, and would improve safety for pedestrians at that intersection. Would also improve safety for vehicles travelling along Neil (head both straight-through, and turning left or right) because it is currently difficult to see traffic approaching the intersection from the N or the S travelling unimpeded along Eastdown. Traffic on Eastdown travels very quickly; there are families with small children walking, biking, driving through that intersection constantly. There is a pre-school right at the intersection. The intersection currently has poor sight lines. Changing to a traffic circle would be extremely easy and inexpensive (paint on the pavement and the installation of bollards - no road construction whatsoever would be required; the intersection has more than ample space as is. While I don't have children, there are many young families in this area. Making this change before an accident (potentially tragic), rather than after would be prudent. There is ample evidence in the published literature, that clearly demonstrates a link between traffic circles and traffic calming, enhanced safety for all - drivers and pedestrians alike. I'm sure there are more opportunities within Oak Bay for implementation of this very cost effective measure to be taken.

Anonymous
2/18/2022 11:30 PM

More washrooms , their is no public washrooms from Gonzales beach all the way to willows beach . Look how many washrooms the city has a long Dallas rd. Shame on Oak bay!

Anonymous
2/19/2022 01:23 AM

The sidewalks near TD Bank/Fairway Market area plus across the street in front of PharmaSave are awful. Definitely need new pavement. It would be interesting to know how many accidents there have been.

Anonymous
2/19/2022 06:46 AM

Making the wider sidewalks/traffic calming on Oak Bay Ave permanent would help.

Anonymous
2/19/2022 07:29 AM

I had a terrible fall in front of the Pharmasave a year ago because right after the crosswalk there. This was due to a very bad sidewalk hazard. The pharmacist had to bandage me up. This hazard is still there! Poor maintenance of sidewalks! Very disappointed that not fixed in all this time!

Anonymous
2/19/2022 07:39 AM

Side streets like Mountjoy need sidewalks. And less traffic — trucks — cutting through.

Anonymous 2/19/2022 08:11 AM	More speed signs with lower limits.
Anonymous 2/19/2022 08:12 AM	It's wonderful the way it is Leave it alone
Anonymous 2/19/2022 08:23 AM	Police. Police. Police. Drivers need to know the law is being enforced. Drivers need to see, by example to pay attention. A officer or two at the Hampshire crossing of Oak Bay Avenue would reduce the entitlement to almost zero. Be visible. Be aware. Be accountable.
Anonymous 2/19/2022 08:31 AM	More crosswalks are needed and more visibility for those crosswalks
Anonymous 2/19/2022 08:39 AM	general maintenance there are so many sidewalks with uneven surfaces
Anonymous 2/19/2022 08:44 AM	More nature paths. More seaside walking trails. More gravel and dirt paths with trees. Less concrete and pavement. And build some bike lanes!!!! The lack of Bike lanes in Oak Bay is unsafe. I ride my bike on the sidewalks for safety reasons. Building bike lanes would make the sidewalks safer for walkers. Bike lanes should be part of this strategy not separate from it.
Anonymous 2/19/2022 08:47 AM	The BikeMaps group have a new app WalkRollMap.org that's already collecting this information. I hope you are working with them too!
Anonymous 2/19/2022 08:54 AM	More traffic calming, slower traffic speeds in Oak Bay, and more accessible sidewalks
Anonymous 2/19/2022 09:01 AM	I would like to see Oak Bay Avenue closed to vehicle traffic from Monterey to Wilmot Place with a parkade built on the lot behind the bank and the pharmacy to accommodate more parking. Greater Victoria has grown and changed dramatically with more cars and more people choosing to shop safely in Oak Bay, free of harassment and with choices. Residents of Oak Bay also own more cars and the traffic on the Avenue is already bumper to bumper at times with frustrated drivers driving around left turning vehicles where there are no proper lanes, cutting off sight lines and threatening pedestrians and rollers alike as well as blowing stop signs and racing through amber lights. A safe and pleasant car free zone on the Avenue would be helpful to all.

Anonymous
2/19/2022 09:02 AM
Sidewalks are impinged by vegetation which makes them very narrow. Making them wider would help.

Anonymous
2/19/2022 09:11 AM
Pedestrians directed to walk on road during pandemic pointed out need for wider sidewalks.

Anonymous
2/19/2022 09:13 AM
love walking in my old neighbourhood and near the ocean

Anonymous
2/19/2022 09:13 AM
Consequences for drivers that don't stop at crosswalks

GLREAD
2/19/2022 09:15 AM
Willows/Estevan is a very popular walking area - for those living in area - and for visitors. No sidewalks can be dangerous especially for elderly and those with young children.

Anonymous
2/19/2022 09:16 AM
It is very good just the way it is.

Anonymous
2/19/2022 09:26 AM
None

Anonymous
2/19/2022 09:29 AM
I'm all for generally reduced speed limits

Anonymous
2/19/2022 09:33 AM
Less uneven sidewalks and more places to get off and on the sidewalks for walkers and wheelchairs

Anonymous
2/19/2022 09:33 AM
When repairing a sidewalk or road, do it quicker. I've seen small sections take several months

Anonymous
2/19/2022 09:36 AM
Slower speed limits are always safer. I drive too, but walkers/rollers/cyclists are vulnerable.

Anonymous
2/19/2022 09:43 AM
None

Anonymous 2/19/2022 09:51 AM	I feel the pedestrian experience is good in Oak Bay.
Anonymous 2/19/2022 09:58 AM	In high traffic areas like the village proper and the immediate approaches to it, the sidewalks are narrow and so badly obstructed in spots that there is insufficient room to pass someone walking towards you, especially if that person is rolling. I have often had to step off the sidewalk completely. When I used to accompany my rolling father, I was frequently unable to walk beside him. I also once had a rather unsettling encounter with a doe and fawns when I was walking my small dog on a leash. I was unfamiliar with the street I was on, walked past them giving wide berth then realized I was on a cul de sac. I waited for them to move off but they did not and I was forced to turn around and walk past them again. Happily the dog ignored them but even so, the doe was especially wary and I ended well up on someone's front lawn, almost to their house.
Anonymous 2/19/2022 10:03 AM	I think visibility around parked cars is a problem. Difficult to see around cars parked near intersections
Anonymous 2/19/2022 10:31 AM	Cross walk at Cadboro bay & Eastdowne should have flashing lights for safety.
Anonymous 2/19/2022 10:31 AM	More washrooms and longer timed crosswalks would help
Anonymous 2/19/2022 10:38 AM	Repair sidewalks
Anonymous 2/19/2022 10:49 AM	SPEND MONEY ON INFRASTRUCTURE !! We recently moved to Victoria from Dewdney street .Too many side walks are bumpy ,narrow asphalt paved ,and as bad as so many streets in Oak Bay .when you do finally do some road or sidewalk work, it takes an inordinate length of time .The current road work ending in Estivan village is an example .
Anonymous 2/19/2022 10:51 AM	Better lighting between Willows Beach and Cattle Point (e.g, on the stairs leading up from the beach). I avoid going up and around Cattle Point when it's dark (which in winter is from 4.30 onwards).
Anonymous 2/19/2022 10:54 AM	Intersection going down Newport from Oak Bay Ave. Not always safe for pedestrians

Anonymous
2/19/2022 11:00 AM
Oak Bay Avenue sidewalk by the pharmacy is horrible. For the most part traffic stops when crossing OBA between the TD bank and pharmacy but a pedestrian controlled flashing light might be good.

Anonymous
2/19/2022 11:05 AM
Encourage reflective clothing. Timed cross walks.

Anonymous
2/19/2022 11:09 AM
More bins for dog poop bags. Bins are often overflowing.

Anonymous
2/19/2022 11:14 AM
I'm okay with the way things are

Anonymous
2/19/2022 11:16 AM
non

Anonymous
2/19/2022 11:20 AM
It would be nice to have wider spaces/sidewalks to run and walk. Also, designated bike lanes would be much appreciated to allow children to ride in safer bike specific lanes.

Anonymous
2/19/2022 11:25 AM
Sidewalks have deteriorated making walking dangerous due to uneven pavements. Also, many residents do not prune their shrubs back (width and height) which makes sidewalks narrower than is comfortable, or dodging overhanging branches.

Anonymous
2/19/2022 11:32 AM
lower speed for cars

Anonymous
2/19/2022 12:00 PM
Now that we've all become used to leaving more space between us, wider sidewalks would be helpful. The marked pedestrian walkways along Oak Bay Ave. are good.

Anonymous
2/19/2022 12:05 PM
Please reduce speed limits on Beach Drive it at least enforce them.

Anonymous
2/19/2022 12:09 PM
It's a pleasure to walk in Oak Bay.

Anonymous 2/19/2022 12:59 PM	I believe an enforced 30 k speed limit on secondary and narrow streets would improve safety and the general ambience of the area.
Anonymous 2/19/2022 01:05 PM	Wider sidewalks
Anonymous 2/19/2022 01:19 PM	What about the aggressive cyclists who don't obey any signage or traffic laws? Can we license them so we can report them, please? Many of the sidewalks are so bad, I roll in the street when I can... but some of the streets are no better than the sidewalks. With so much money in the area, and the blistering tax rates, how have the streets and sidewalks become so decrepit?
Anonymous 2/19/2022 01:33 PM	Lower speed limit to 30 km:h on all residential streets and in the village.
Anonymous 2/19/2022 02:13 PM	OB city hall free walking tours accompanied with guide , restaurants daily specials, free watering fountains, (OB Ambassador?)
Anonymous 2/19/2022 02:25 PM	To widen the sidewalks making them wider in areas where there is a higher concentration of people
Anonymous 2/19/2022 02:57 PM	As noted. In summary better maintenance of existing infrastructure including sidewalks and often road surfaces. The Town appears shabby chic thanks to a planning and maintenance deficit despite a high tax base.
Anonymous 2/19/2022 03:00 PM	Consistent crossings—some have lights others don't. Some have a pedestrian sign—others don't. All should be painted and tartered up occasionally. Sidewalks that have lifted should be corrected especially in high traffic areas. Some roads are too narrow to allow parking on both sides therefore only a single tract for cars in the centre. For example, Monterey from Oak Bay to McNeil is solidly filled with cars and trucks parked on both sides all day. Children use this road to bike to Monterey Middle School and need to weave in and around cars. The yellow markings near intersections on the curbs also need painted. At some corners, if there is a truck, van or SUV parked at the intersection, you can't see cross traffic at a stop sign. Example, again Monterey at Windsor. There is a white van and pickup truck parked nearly everyday just before the intersection... impossible to clearly at the stop sign. This is one, example...there are other examples.

Anonymous
2/19/2022 03:30 PM
When there is a sidewalk on one side of the road, why isn't there a sidewalk on the other side. Most of the side streets in Oak Bay are like this. Please, please put in more sidewalks.

Anonymous
2/19/2022 04:20 PM
Repaint the crosswalks. They are abysmal.

Anonymous
2/19/2022 05:07 PM
At some locations sidewalks simply stop for no apparent reason. Continuity should be maintained or managed better.

Anonymous
2/19/2022 05:49 PM
Please educate people about crosswalks they just can't walk or run out

Anonymous
2/19/2022 06:56 PM
Almost excellent already.

Anonymous
2/19/2022 07:39 PM
Get rid of parking in Henderson Bike Lane

Anonymous
2/19/2022 08:07 PM
Better sidewalks and improve sightlines

Anonymous
2/19/2022 09:45 PM
Change that incredibly dangerous crosswalk at Cadboro Bay and Nottingham/Thompson, or extend the sidewalk all the way down Thompson.

Anonymous
2/19/2022 11:23 PM
Could put a toilet at the marina park in oak bay.

Anonymous
2/19/2022 11:24 PM
Implement an education campaign for pedestrians to wait for the car to stop or make sure they have been seen before crossing the lane, wear light clothing or lights to be seen in the dark street.

Anonymous
2/19/2022 11:37 PM
The wider sidewalks along Oak Bay Ave marked out during Covid times are great. They allow room for two directions of pedestrians and space for people with walkers and strollers. Please keep them. Also I like the extra protection with parking barriers at crosswalks. All crosswalks (outside the Village) should have push buttons and flashing lights (but need education for pedestrians to press the

buttons). However I find it's difficult, as the pedestrian, to know when the lights start flashing.

Anonymous
2/20/2022 08:11 AM
Less vehicles wider smooth sidewalks allowing space for seating and outdoor cafes to encourage interaction and spending more time.

Anonymous
2/20/2022 10:21 AM
Widen and improve the sidewalks so that people don't have to step on the street to accommodate a wheel chair or others with mobility issues.

Anonymous
2/20/2022 10:37 AM
Oakbay is a beautiful place to walk and ride

Anonymous
2/20/2022 11:32 AM
more parking with easier access to shopping.

Anonymous
2/20/2022 11:34 AM
Attention to loud vehicles (mufflers), cyclists without helmets who don't obey traffic laws need to be targeted by police.

Anonymous
2/20/2022 11:56 AM
I feel very safe walking in OB. I walk every part of it and it's very safe.

Anonymous
2/20/2022 12:02 PM
good as it is

Anonymous
2/20/2022 12:04 PM
I enjoy it the way it is.

Anonymous
2/20/2022 12:10 PM
Many houses have empty driveways and the streets are full of parked cars. This makes many sidewalks very jammed in as the sidewalks are right next to the road/parked cars. Having paid street parking would help pay for improvements for pedestrians and cyclists. Bike lanes would make it safe for cyclists. Lower vehicle speeds. Reduce off leash dogs along Bowker Creek walkway.

Anonymous
2/20/2022 12:18 PM
Improve and widen sidewalks, enforce speed limits, and improve crosswalks with lighting and raised connections.

Anonymous
Prohibit smoking on public property/in public spaces in Oak Bay.

2/20/2022 01:11 PM

Anonymous

More safety lights at crosswalks on busy roads ie. Beach Dr

2/20/2022 02:12 PM

Anonymous

Change the attitude of those who refuse to share the sidewalk with everyone including runners. I was assaulted in Oak Bay by a man who didn't think I should be running on the sidewalk. This was pre Covid.

Anonymous

Lower speed limit to 30 km/hr district wide

2/20/2022 03:13 PM

Anonymous

Generally walking in oak bay is very safe and enjoyable. I walk mostly around south oak bay and around willows and estevan area. A few more public washrooms, having a campaign to get home owners to cut growth back to their property line and some enforcement of speed limits periodically would be great.

Anonymous

More enforcement of vehicles not stopping for pedestrians at marked crosswalks (one day I had 23 cars roll past me at a marked intersection on Beach Drive). More marked crosswalks at convenient locations.

Anonymous

There are sections of Oak Bay ave sidewalks that are too narrow. Basically everywhere there are the temporary expansion poles.

Anonymous

More tree cover. Fewer streetlights.

2/20/2022 05:40 PM

Anonymous

Kill the deer

2/20/2022 06:14 PM

Anonymous

Oak Bay Avenue sidewalks are awful and dangerous where trees came up should be fixed. Why not pedestrianization of oak bay avenue from Monterrey to Hampshire

Anonymous

Oak Bay has lots of bus benches that could be used to rest on during a walk; however, they are rough with broken wood, dirty, mossy and desperately need cleaning, sanding and painting. I have been talking to Public Works for 4 years about the horrific state of these bus

benches...no-one sits on them as they are so filthy. Every year I am told that something will be done, and nothing ever is...but I keep on sending missives to Dan. Let's make Oak Bay an even more beautiful place to walk and sit.

Anonymous

2/20/2022 08:33 PM

1.Yes, research season-changing lighting levels. 2.Consider pedestrian-oriented lighting strips along the shops in the Village. 3.Install beeping sound on crosswalks with push buttons. (#2/#3 helpful for those with vision impairment.) 4. Communicate better on where mobility scooters and regular scooters should go/not go.

Anonymous

2/20/2022 09:25 PM

Widen the sidewalks in the village and get rid of some of the on street parking

Anonymous

2/20/2022 10:30 PM

See above

Anonymous

2/20/2022 11:48 PM

Be mindful about development & car traffic through the village. The village is a gem,

Anonymous

2/21/2022 07:43 AM

Provide proper parking for vehicles. Stop allowing buildings to be built without adequate parking, this just creates more congestion on streets, it doesn't reduce vehicle use. Especially around construction sites. The workers don't take transit or cycle to the job site, they just park in the closest spot available. Covid patios have created more congestion on Oak Bay Avenue by encroaching on the street and vehicles just drive around and around looking for parking. Stop allowing the boulevards on streets without sidewalks to be encroached on illegally with rocks, signs, trees etc. This forces everyone walking onto the roads, and all the cars to 'fight' for parking onto the one or two clear boulevards. Get rid of the deer!

Anonymous

2/21/2022 08:42 AM

Drivers need to slow down, be patient and pay attention!!

Anonymous

2/21/2022 09:29 AM

during Covid people have been avoiding other walkers by stepping into the streets which is hard when one is bicycling in the curb area of the street

Alan

2/21/2022 10:36 AM

Spend money on removing tripping hazards on sidewalks. Especially after they have been dug up during construction/utility upgrades.

Major offenders include Public Works, Hydro, Fortis, etc and Municipality should not let them get away with it. .

Anonymous

2/21/2022 10:56 AM

Upkeep of crosswalk paint

Anonymous

2/21/2022 12:52 PM

So many. Cadboro bay road in front of the high school is a speeding death trap all hours of the day, including public works vehicles that rip down that street. It has blind turns from the North/east. It's never patrolled or ticketed. It needs raised, button-lit crosswalks exactly like the ones that campus view has. Our kids deserve nothing less. The same should be at Willows in front of Dalhousie because Margaret can only risk her life so many times at that crosswalk. We paint bike lanes green but our crosswalk visibility is really poor. The light at Bee and CB road is very short. This is a heavily senior-used crosswalk. As an able adult I cannot make it halfway across before the light starts to blink. No crosswalk at eastdowne to yumbrosia. An AWFUL intersection for many commuting children. Near total lack of suitable sidewalks for users of mobility devices in North oak bay. People with wheelchairs are always rolling in traffic lanes on the street because proper curb cutouts are sparse at best. It's terrible to see especially when it's a senior pushing a senior.

Anonymous

2/21/2022 01:33 PM

Some sidewalks have limited space as homeowners have not trimmed the bushes or trees, which can take up half the sidewalk, or are hanging at a low level. Notification to home owners may get them realizing they are responsible for keeping the foliage trimmed.

Anonymous

2/21/2022 02:25 PM

Address the volume and speed of traffic

Anonymous

2/21/2022 04:32 PM

More sidewalks & bicycle lanes

Anonymous

2/21/2022 07:05 PM

Being a pedestrian in Oak bay is generally a pleasure. More regular maintenance of sidewalks would be my only request.

Anonymous

2/21/2022 08:00 PM

Make the temporary sidewalks created for Covid permanent. Create more room for bus stops on Oak Bay Ave.

Anonymous

2/21/2022 09:06 PM

It is very good as is. Pedestrians and cyclists have a responsibility to be visible and follow the rules of the road. I am sure the municipality

has an endless list of sidewalk requests to deal with. Focusing on safety at crosswalks should be a key priority.

Anonymous

2/21/2022 10:11 PM

More protected bike lanes

Anonymous

2/21/2022 11:02 PM

There are many areas where sidewalks just end. Or stop and then start up again on the other side without a crosswalk.

Anonymous

2/22/2022 04:56 AM

Get Ebikes off the sidewalk. Enforce rules on bicycles too many bikes fly through occupied crosswalks. Repair broken sidewalks. Cut back vegetation that blocks sidewalks both horizontal and vertical. A pedestrian died at 3900 block Cedar Hill X road in 2020 but vegetation blocking the sidewalk was only trimmed back massively after they were dead. Enforce regulations against refuse bins on the sidewalk. Enforce no parking on sidewalk regulations.

Anonymous

2/22/2022 11:29 AM

Better lighting (uplands is too dark to walk within after sunset). More bylaws and enforcement to prevent street parking plugging up streets (lower Dewdney gets very full, and there are no sidewalks). More infrastructure to enjoy uplands park. Lots of examples in other parks with protected ecosystems in BC where they've created boardwalks and path systems to protect the ecosystem and allow residents to enjoy the park year round (it's completely unwalkable 7 months of the year for most people due to the sloughs and foliage that form in the middle of pathways). The better path systems could wind up protecting the park more, as less people would stray off path.

Anonymous

2/22/2022 11:30 AM

So many cars parked on my road (dewdney) everyone has a driveway but doesn't use it. Makes walking / biking more dangerous for several reasons

Anonymous

2/22/2022 12:24 PM

Many side streets have poor road conditions, no sidewalks and limited lighting making it feel quite unsafe in the dark

Anonymous

2/22/2022 01:28 PM

- Wider sidewalks to allow for strollers and pedestrians to pass comfortably. - Prospect needs a sidewalk or a change in traffic directions. There are safety issues during school drop off and pick up times. - Crosswalk by the fire station to Bowker

Anonymous

At the moment, Oak Bay sidewalks are an embarrassment. 1. They

2/22/2022 02:37 PM

are too narrow for side by side walking if one person uses an aid such as a cane. 2. There are no benches once you're off Oak Bay Ave. This is a deterrent for those of us who can't walk far without a rest. 3. Oak Bay Ave, especially in front of Pharmasave, is dangerous. It's a huge risk for those of us with mobility issues. The pavement is broken & uneven. In unexpected places, there are lips that catch on canes and on wheels. 4. Many (most?) sidewalks are unsafe—they're narrow with bad sight lines, potholed, and there is NO PLACE TO REST. 5. The crosswalks are inadequate—too few, not lit and usually not accessible.

Anonymous

2/22/2022 05:06 PM

The areas where tree roots have broken up sidewalks on Oak Bay Avenue need urgent attention.

Anonymous

2/22/2022 05:52 PM

More natural pathways

Anonymous

2/22/2022 09:21 PM

I enjoy walking in Oak Bay but have to get there first so I drive or bike. So along with the pedestrian improvements, there should be more easily accessed parking and bicycle lock areas.

Anonymous

2/22/2022 09:43 PM

I would love it if every block had a sidewalk on at least one side of the street that was wide enough for 2 strollers/scooters to pass each other.

Anonymous

2/22/2022 10:20 PM

Install traffic calming for vehicles, speed bumps, planters in roads, road constructions, less through roads

Anonymous

2/23/2022 10:36 AM

Double wide sidewalks in the village (like how the pedestrian "passing lanes" have been laid out temporarily, only permanent and an even leveled surface! Improved accessibility and safety for the corridor from Oak Bay Ave. at Elgin to the pedestrian path for Bowker Creek/Oak Bay Rec. access. Better curb ramps, some still have small lips even though they are ramps, and seniors have to stop and lift their walkers over these bumps.

Anonymous

2/23/2022 11:14 AM

Wider sidewalks, no broken pavement, no requirement to lift a roller at all.

Anonymous

2/23/2022 11:30 AM

Removal of overhanging vegetation by homeowners that make sidewalks more narrow. The new double stair railing up to Walbran

Park restricts use as there is no room to pass or pull over. Only one side should have a railing. Bad design.

Anonymous
2/23/2022 12:48 PM

Wider sidewalks, more visibility at crosswalks, slower traffic through Village, better traffic calming measures on narrow streets.

Anonymous
2/23/2022 12:53 PM

Have great bike facilities so that bikes can stay on the bike facilities and don't need to use the sidewalks to feel safe

Anonymous
2/23/2022 01:02 PM

The Estevan Village area could really use a convenience store to encourage local residents to walk to it. Also, more car share spaces would ultimately allow more people to live in Oak Bay without needing to own a car.

Anonymous
2/23/2022 01:14 PM

Wider sidewalks without obstructions, more visibility around crosswalks. More sidewalks and crosswalks.

Anonymous
2/23/2022 03:04 PM

People need to learn where the crosswalks are and just because its a crosswalk you still need to watch out for the cars.

Anonymous
2/23/2022 04:50 PM

I like the outdoor patios but think they should be more attractive like Penny Farthing. The coffee shop and Blightys are unattractive

Anonymous
2/23/2022 04:54 PM

FIX BUMPY SIDEWALKS! REPAINT AND ADD FLASHING LIGHTING ABOVE ALL CROSSWALKS ALL THE WAY UP OAK BAY. LIMIT TRUCKS ON OAK BAY AVENUE (THEY ARE ALL EXTREMELY NOISY AND HARD ON THE EARS) AND CARS.

Anonymous
2/23/2022 05:01 PM

First, I would like to commend the city for doing a survey and now I look forward to some action. I guess the bottom line for me (a roller) is wider and smoother sidewalks. I think we have witnessed the wider areas for walkers and rollers (swallowing up some roadside parking spaces) has worked to some extent.

Anonymous
2/23/2022 05:03 PM

Crosswalks

Anonymous
2/23/2022 05:10 PM

uneven surface to accommodate drive way side walkentrances

Anonymous
2/23/2022 05:14 PM
Pedestrians should be a top priority in Oak Bay, unlike cyclists in Victoria, where they have completely ruined the city with bike lanes and It is no "Helps" to motorists!

Anonymous
2/23/2022 05:21 PM
the front wheels of walkers do not easily go over roadway to sidewalk; for example from the north side of Oak Bay Ave across to Fairway grocery, I have to lift the walker up onto the sidewalk

Anonymous
2/23/2022 05:55 PM
Stagger implementation of any changes.

Anonymous
2/23/2022 06:05 PM
Somehow get drivers to stop for crosswalks!

Anonymous
2/23/2022 06:40 PM
Wider sidewalks and Much improved level surface and Enforces trimming back of bushes and hedges

Anonymous
2/23/2022 07:07 PM
See comments above.

Anonymous
2/23/2022 07:14 PM
More enforcement regarding the trimming of vegetation that encroaches into sidewalks; ticketing of vehicles that are parked on sidewalks - I think that some people are starting to believe that this is normal acceptable practice

Anonymous
2/23/2022 08:21 PM
Widen footpath at Esplanade or limit cars to residents only. Not enough space for those with wheels or walking sticks to pass each other safely. East side of Beach Drive at Willow's Park needs sidewalk from Uplands Gate to Cranmore, especially opposite Willows Park.

Anonymous
2/23/2022 09:02 PM
Sidewalk replacement throughout Oak Bay would be a huge plus and more street lights would be amazing.

Anonymous
2/23/2022 09:03 PM
Sidewalks could be a bit wider to accommodate pedestrians and people in wheelchairs, walkers etc.

Anonymous
2/23/2022 10:03 PM
With narrower streets, pedestrians have more opportunities to walk, shop, spend money, socialize and interact. People create communities, not cars.

Anonymous
2/23/2022 10:08 PM
Please see below re question 12.

Anonymous
2/23/2022 10:23 PM
Every street should have at least one sidewalk to be able to avoid walking on the road. Especially on streets without laneways where there are many cars parked on the sides of the road.

Anonymous
2/23/2022 10:32 PM
Just repair sidewalks where they already exist

Anonymous
2/23/2022 11:35 PM
Additional traffic calming measures (e.g. roundabouts and speed bumps) would be beneficial to reducing vehicle speeds down in all areas of Oak Bay.

Anonymous
2/24/2022 12:55 AM
Address issues with sidewalk heaving and uneven surfaces, address many locations lacking curb ramps

Anonymous
2/24/2022 06:33 AM
Tree roots upheave sidewalks along Oak Bay Avenue, making it imperative to keep eyes focused on the sidewalk rather than on the regular surrounds. Most unpleasant.

Anonymous
2/24/2022 09:10 AM
Obstructions in sidewalks should be removed (power/phone poles, etc). Buffers between sidewalks and busy streets should be created or increased, including taking away parking to create more space for people. Plan for fewer cars, less parking and more active transportation and public transportation options. Increase frequency and security of bicycle lock ups. Private automobile use will decline over the next 40 years, so investments in durable infrastructure should recognize this and not waste Oak Bay's budget.

Anonymous
2/24/2022 09:42 AM
Fewer cars parked on public right of way of residential streets.

Anonymous
2/24/2022 09:45 AM
Feeling safer crossing anywhere on Beach Drive, Oak Bay Avenue and Cadbora Bay Road. People drive too fast!!!! Even with lights

flashing at crosswalk, drivers don't stop. Drivers do not pay attention to people at crosswalks. If I walk at night I wear a reflective vest and have a high power flashlight and still cars don't stop. Oak Bay drivers are very aggressive, impatient and preoccupied. I have lived in other areas, James Bay/Fairfield and the drivers had much more awareness and manners for people at crosswalks. I have had police cars drive by me as I'm standing at a crosswalk trying to cross in Oak Bay.

Anonymous

2/24/2022 09:53 AM

It's Not that busy.... It's a good balance for existing use..I have no problems

Anonymous

2/24/2022 10:59 AM

Enforcement of hedge trimming to allow width for stroller or wheelchair. Sidewalks are not built for safe social distancing. There is a serious lack of curb cuts to allow rolling devices to be used. Please create a comprehensive plan to address all curbs that are not accessible for rolling in oak bay before installing new sidewalks. This survey makes no mention of strollers and small children on bicycles.

Anonymous

2/24/2022 11:04 AM

Just get started with this; I've lived here three years and there has been talk about sidewalk repair but no action. Maybe this survey is just another stall tactic.

Anonymous

2/24/2022 11:40 AM

Get rid of those awful sidewalk extensions!

Anonymous

2/24/2022 12:51 PM

Hydro posts make passage for rollers of any kind difficult to fit. Motorized scooters are very wide and some operators don't move or slow down. Scooters should travel in another lane.

Anonymous

2/24/2022 01:49 PM

See above about noise from garden equipment, especially leaf blowers

Anonymous

2/24/2022 06:40 PM

Reclaim existing sidewalk that is overgrown by vegetation from adjacent property. Isn't there an existing bylaw that requires this vegetation be removed?

Anonymous

2/24/2022 07:58 PM

Dedicate real estate and budget to pedestrians. Oak Bay is incredibly car centric, although it's low population density enables many streets to be less unpleasant because of resulting lower vehicle traffic volumes. The solution is improved mobility options, not constrained

density.

Anonymous
2/26/2022 05:20 AM
More enforcement of obstruction removal. Parked Cars, overgrown hedges, leave piles and garbage cans

Fiona Gough
2/26/2022 11:16 AM
Review Willows Beach promenade...reposition garbage receptacles, benches and lighting to free up the sidewalk space.

Anonymous
2/26/2022 12:36 PM
More sidewalks on both sides of street.

Anonymous
2/26/2022 12:38 PM
Repair broken sidewalks, trip hazard in many places.

Anonymous
2/26/2022 12:52 PM
Hi - thanks for the open-ended question. My Mom lives up the way at Carleton House and uses a walker. She is fairly frail and moves slowly, as such, her falling risk is high and she has a bit of a challenge navigating fast-paced crowds in the denser pedestrian blocks in Oak Bay Village. An additional pedestrian crossing between the Red Barn and Arbutus physio area would be beneficial as this is a tricky spot to cross. One more area with heavy pedestrian sidewalk congestion is the walkway in front of Willows Beach between the playground and the stairway up to Cattle Point. It would be nice to widen the sidewalk here as folks with walkers, or young kids, or wheelchairs can't easily hop off the sidewalk as there's cars impeding their way. This area also makes it challenging to walk with other people astride, which is a shame as it's such a lovely spot to enjoy the view and amble along people and nature-watching.

Anonymous
2/26/2022 01:59 PM
trees are increasingly essential in Oak Bay. Rather than cutting down healthy trees for sidewalk safety, make raised platforms at the base of those trees to prevent people from stumbling and create walk-arounds (perhaps in bench form, for sitting) wide enough for people and walkers to circle the tree. It may need to take up some parking room. We need trees more than cars.

Anonymous
2/26/2022 06:07 PM
Generally a good experience but social distancing has created problems with vehicle interactions along narrow sidewalks. Encountering more cyclists on sidewalks. Some negative cyclist interactions on the booker creek walkway - why are cyclists allowed? It is a narrow walkway with limited site lines and speed can be a problem. As a pedestrian, I am always the one who must give way to

cyclists. I don't think rollers can maneuver around the gates at the street intersections.

Anonymous

R

2/25/2022 06:29 PM

Anonymous

The sidewalks at Willows beach could be expanded to accommodate two way pedestrian traffic. The stairs from Willows Beach to Cattle Point need to be leveled and markings added for those with limited vision and mobility challenges.

Anonymous

Signage, lighting, more sidewalks

2/25/2022 07:41 PM

Anonymous

Wider sidewalks mostly

2/26/2022 12:06 AM

Anonymous

Years ago architect visioned creating more European square, car free zone where they need to redo for earthquake anyway. Was inspired!

Anonymous

I would like to see seniors allowed to bicycle on the sidewalk. I don't like to bicycle on the road.

Anonymous

Would appreciate monitoring of Willows Beach and of speeding cars - especially Beach Drive

Anonymous

Usually good. Limited sidewalk width because of Covid

2/26/2022 02:21 PM

Anonymous

more enforcement of cars partially parked on sidewalks....when pushing grandchildren in strollers it doesn't feel safe having to go onto the road to get around a car. Newport is the most troublesome as it is busy with cars.

Anonymous

Pedestrian experience should be improved in Oak Bay alongside better or rather SOME infrastructure for bicycles. The lack of cycling lanes in Oak Bay is simply deportable.

Anonymous

A walkable neighbourhood was a prime reason we chose Oak Bay

2/26/2022 04:12 PM

four years ago. Destinations are important - please make it easier for embedded neighbourhood businesses like Delish and Demitasse to exist and thrive. Better lighting on some streets would make after-sunset walking much more appealing.

Anonymous

lower speed limit in the Oak Bay Village

2/26/2022 04:41 PM

Anonymous

Even out sidewalks, enforce removal of vegetation on sidewalks

2/26/2022 06:50 PM

Anonymous

All curbs should have curb cuts for universal design. More pedestrian activated lights at cross walks.

Anonymous

The sidewalks are very uneven along the Village area which can be very dangerous for elderly people, especially us who struggle with vision and balance as we age.

Anonymous

tree roots crack sidewalk cement. Some sidewalks are missing.

2/27/2022 04:44 PM

Anonymous

Some areas have very difficult sidewalks to walk on. There are bushes on Cadboro Bay which impede one's ability to walk with a stroller (or wheel chair). Beach drive is a very poorly lit road that has some uneven sidewalks. It's easy to take a trip unable to see the uneven pavement.

Anonymous

Apply existing by laws regarding gardens extending over sidewalks and snow clearance. Program to address uneven sidewalks.

Anonymous

Oak Bay has very wide roads in many places which encourage high speeds and create long crossing distances. Additionally, Oak Bay lacks sidewalks in many places and even where there are sidewalks they are often too narrow and have obstacles like polls, lights and curb cuts which make them very uncomfortable.

Anonymous

There are many places where I had to lift our stroller on or off of the sidewalk when going for walks with our newborn (particularly in the neighborhood around Demitasse cafe). I'm Victoria they have letdowns at every intersection and I really noticed the difference going for walks in oak bay (where we do Rec and work)

Anonymous
2/28/2022 12:40 PM

The slanted sidewalks at driveways can be treacherous for walkers, wheelchairs, and creates dangerous uneven footing for seniors.

Anonymous
2/28/2022 12:55 PM

Sidewalks that cars don't park on are wider. Sidewalk along McNeil Bay is too narrow - lots of space for cars though! Prefer municipality to improve pedestrian and cycling safety infrastructure vs current complaint driven system

Anonymous
2/28/2022 03:57 PM

Improved cycling infrastructure would benefit pedestrians also.

Anonymous
2/28/2022 08:43 PM

Many roads do not have curbs which would create guidelines for cars to uniformly park, this would create better neighbourhood consistency for walking and wheeling.

Anonymous
3/01/2022 12:40 PM

Sidewalks are very uneven. Roads are old with holes so roads without sidewalks are very unsafe.

Anonymous
3/01/2022 08:31 PM

Repair the sidewalks - too many holes which are difficult to see at night. Easy to trip over uneven paving stones.

Anonymous
3/01/2022 11:04 PM

Add more crosswalks and traffic calming along Beach Drive, particularly in Uplands area.

Anonymous
3/02/2022 08:16 AM

Re-paving of the streets that do not have sidewalks - many in South Oak Bay are in desperate need of repair

Anonymous
3/02/2022 10:43 AM

More sidewalks, on both sides on busy streets. I don't know what the rules are, but a lot of people in our area (including the Oak Bay Police) appear think that parking partially on the sidewalk is a good idea - at that point the sidewalk is not really useful for its intended purpose. I understand that many cities are starting to do street design so that Google Maps does not route traffic down side streets. You should check this out. Increased (or some) enforcement of existing traffic laws (speed limits, running stop signs (including rolling stops)).

Anonymous
3/02/2022 01:19 PM

Many cars don't stop at the crosswalk at the corner of Bowker and Beach. I've almost been run over several times. Same with other

crosswalks too.

Anonymous
3/02/2022 02:41 PM
Implement design/standards that are inclusive for all residents, increase service levels of maintenance/repair, ensure pedestrian crosswalks are highly visible.

Jakkie
3/02/2022 04:56 PM
I love to walk in Oak Bay but to bike I get nervous about it and I love to bike last year I biked 1000km within Victoria

Anonymous
3/02/2022 08:16 PM
Buses need to obey speed limits!

Anonymous
3/02/2022 08:33 PM
Even out the uneven sidewalks Keep the garbage cans emptied

Anonymous
3/03/2022 12:08 PM
reduce speed limit on OB Ave. in village proper (Foul bay to Monterey). The corner at OB Ave. and Wilmot Place is especially bad.

Anonymous
3/03/2022 01:47 PM
More sidewalks please! see below

Anonymous
3/03/2022 03:43 PM
Overall I think the pedestrian experience is very good, subject to comments below on park / playground access. Deer on the road and sidewalk also sometimes make me feel unsafe.

Anonymous
3/03/2022 04:22 PM
Overgrown ivy hanging over wall on east side of 900 block Foul Bay Road doesn't allow two people to walk side by side.

Anonymous
3/03/2022 04:27 PM
More residential pathways hooking up side streets...where possible, on way to waterfront or parks. through green areas or dead end streets would be nice. For example Brighton Ave route. Probably impossible, but a route through the golf course would be grand!

Anonymous
3/04/2022 09:32 AM
wider sidewalks on heavy pedestrian use routes especially such as Estevan between Musgrave and Willows Beach /Beach Drive

Anonymous
3/04/2022 10:39 AM
Make streets narrower, leaving more space for pedestrians, especially around schools (Cadboro Bay Road, Musgrave). Put visual

obstacles on roads to decrease car speed (ex: In Victoria, Maddison St between Richardson and Quamichan St). Alter paved surfaces to decrease speed (occasional use of cobblestones). There are many ways to calm traffic, without necessarily using speed bumps. See <https://www.pps.org/article/livememtraffic>. Permit housing to have a variety of setbacks from the street to create fewer wide open views for car drivers.

Anonymous

3/04/2022 11:37 AM

More emphasis on requiring homeowners to keep shrubs, etc from intruding onto sidewalks.

Anonymous

3/04/2022 02:23 PM

We have many charming narrow streets. For those streets without any sidewalks, parking on one side and sidewalk on the other would give priority to pedestrians (including my kids who will eventually be walking some of those streets to school). This would be an improvement. Ultimately though, could we be any luckier?! Oak bay is amazing and I'm so grateful to live here!

Anonymous

3/04/2022 02:26 PM

Many sidewalks, particularly in the Oak Bay village area are too narrow and are cluttered with obstructions, such as commercial signs.

Anonymous

3/04/2022 02:36 PM

Sidewalks that are actually delineated on both sides of the road - not just a slight ramp or the resident's edge of his/her lawn. All should be equipped with wheelchair ramps. Just repairing or filling in holes in the roads is unacceptable - you have to cross these roads as a pedestrian.

Anonymous

3/04/2022 05:07 PM

The crossing at the mouth of Barkley Terrace is a very dangerous location where many people walk due to its inclusion on the Vancouver Island trail and to access the WeatherStation viewpoint. It is baffling there is no pedestrian crosswalk there as both directions have blind corners and seniors in particular have a difficult time getting across safely. Oak Bay must be aware of this and it is likely a liability issue as well!

Anonymous

3/04/2022 05:08 PM

Sidewalks widened, streets paved and vegetation that intrudes on sidewalks (& paths) removed.

Anonymous

3/05/2022 08:44 PM

Continue to enforce speed limits, monitor for speeding in sidestreets used as thruways

Anonymous 3/05/2022 10:41 PM	Better conditions of sidewalks (new) to elevate seniors falling. Oak Bay Avenue is particularly dangerous. Also ensure snow is cleared at all properties within day of snow fall, and that leaves are removed from sidewalks after rain/snowfall
Anonymous 3/06/2022 11:58 AM	n/a
Anonymous 3/06/2022 04:14 PM	<p>The municipality of Oak Bay features many great shops, places to work and study, and access to recreational activities. However, safe and comfortable infrastructure for pedestrians is lacking in many places. Improving pedestrian infrastructure would provide many benefits to the municipality. Walkability enhances wealth. It increases property values, attracts talent and jobs, and saves both individuals and cities money by reducing costs associated with driving.</p> <p>Walkability increases public health and decreases greenhouse gas emissions per household. Walkability also improves equity. Particularly relevant to Oak Bay, the elderly are disproportionately killed by traffic and walkable neighbourhoods allow the elderly to live independently longer. Finally, walkable neighbourhoods help build community. Ways the pedestrian experience can be improved:</p> <p>Remove right turn slip lanes Oak Bay streets feature a surprising number of right turn slip lanes, which are highway-style infrastructure that allow vehicles to make their turns at high speed without having to come to a stop. This type of design, when applied to streets as opposed to highways, is very unsafe for all users (people driving, walking and rolling). These road features expose pedestrians to a larger number of crossings or longer crossings, and are associated with more collisions and fatalities due to high vehicle speeds. Some notable examples of slip lanes that degrade the experience of people walking in Oak Bay include: the entrance of University Drive, and the intersections between Cedar Hill Cross and Cadboro Bay, Lansdown and Cadboro Bay, Fort and Foul Bay, and Windsor and Beach Drive. Though not strictly a slip lane, the sweeping curves at the Crescent and King George Terrace intersection create similar problems.</p> <p>Narrow the streets Many important streets in Oak Bay, that provide access to residences, businesses, schools and bus stops, are incredibly wide. This does little other than encourage unsafe driving speeds in places where people are living, shopping, studying and recreating. Examples of excessively wide streets include Oak Bay Avenue and Cadboro Bay. Notably, the marked crosswalk next to the Oak Bay Cobbler and the marked crosswalk at the intersection between Cadboro Bay and Pacific are approximately 15 meters. Crossing distances like these are dangerous for several reasons: they require people crossing to be exposed to danger for a longer period of time and they encourage higher driving speeds, making it more difficult for people driving to be able to stop for people crossing</p>

and increasing the likelihood of fatalities if a collision does occur. Creating curb extensions, either by using more temporary traffic delineators or by installing permanent infrastructure, would help shorten crossing distances and help encourage safer vehicle speeds in the immediate vicinity of the crossing. In the long term, many of these streets could benefit from narrowing, which would encourage safer driving speeds along their length. As an added benefit, the unneeded road space could be put to good use with boulevards and street trees, sidewalks or wider sidewalks where lacking, bike lanes or improved transit stops. Urban areas do not need driving lanes that are wider than freeway lanes. Improve Sidewalks Many sidewalks in Oak Bay are far too narrow for the amount of foot traffic they receive or are absent, either on one or both sides of the street, in areas where they are sorely needed. Several sidewalk locations along Oak Bay Ave, King George Terrace and Beach Drive are too narrow. In these locations, people passing one another on the sidewalk frequently have to walk in the street, since there is inadequate room to pass on the sidewalk. Though many of these places are key locations for business and recreation, there is no space for people to linger and comfortably have conversations. Streets such as Cedar Hill Cross, Cadboro Bay, Beach Drive and King George Terrace could benefit from adding a sidewalk to the other side of the street, where absent. The north side of Cedar Hill Cross along UVic campus has a clear desire path tracked into the grass, indicating a need for a sidewalk here to access trails and the dog park. Beach Drive and King George Terrace are frequently used by people walking and running for recreation. Including a sidewalk on the other side of the street would help support these activities. Add marked crossings There are a number of street locations where people are frequently wanting to cross, that could benefit from marked crossings. As some examples, there is an absence of safe crossings along the east end of Cedar Hill Cross, making it difficult for people to access the trails and dog park on UVic campus. Similarly, crossings along Beach Drive connecting Cattle Point and Uplands Park would be helpful. The west side of Beach Drive though Uplands lacks a sidewalk and has bus stops with poor accessibility. King George Terrace lacks a safe crossing to Barkley Terrace, a route frequently used by people walking to access the Gonzalez Observatory. Henderson is frequently used as a safe and comfortable alternative to Foul Bay, but lacks a safe crossing with Lansdown.

Anonymous

3/06/2022 05:08 PM

"when we were kids" there were rules of the road for pedestrians, cyclists, and motorists. Children were taught them, all knew what they were. Not now. Cyclists and pedestrians are fully as dangerous to themselves and others as motorists, by their ignorance and selfishness. Cyclists act as pedestrians when it suits them, and as wheeled traffic ditto. Pedestrians trail around on both sides of roads

without sidewalks, not sticking to walking on the side facing the oncoming vehicles. Just walk out into traffic without checking. THERE SHOULD BE RULES AND ALL SHOULD BE TAUGHT THEM. So simple to be considerate and share the road effectively.

Anonymous

3/06/2022 05:41 PM

Less sidewalk obstructions, more "pinched" crosswalks, wider sidewalks, lower speed through Oak Bay Village - and enforcement.

Anonymous

3/06/2022 06:39 PM

Bike lanes, traffic calming, housing

Anonymous

3/07/2022 04:46 PM

CROSSWALKS. 1. They are poorly maintained and often left to fade out of sight, 2. Attention should be made to international norms for modern version Crosswalks or Zebra Crossings. Whereby an extended zig zag line is in place to stop vehicles parking anywhere near the crossing. Vehicles parked too near will obscure vision of oncoming drivers. 3. Oak Bay Village centre should have a SPEED REDUCTION to a maximum of 25 K.P.H.

Anonymous

3/07/2022 09:07 PM

1. Let's turn downtown oak bay into a pedestrian gem and close oak bay ave to cars between wilmot and Oliver. Let that be our outdoor living room. 2. Let's tightly integrate with Victoria's bus and protected bicycle infrastructure so Oak Bay residents can get around without driving. 3. Let's eliminate single family zoning and minimum parking requirements and allow many people to move and live here so that many more businesses and services can thrive in our downtown.

Anonymous

3/08/2022 10:25 AM

Cars don't stop at crosswalks unless there is a crossing guard like Margaret for Willows school drop off and pick up. Flashing lights don't help, the cars just don't stop. Cars are usually driving too fast on Cadboro Bay Road.

Anonymous

3/08/2022 11:15 AM

Better enforcement of bylaws where bushes & hedges encroach on the sidewalk. I am waiting to hear back from the bylaw officer on a specific complaint on Cadboro Bay Rd. (above Neil St.) where I jog regularly. At this point there is only a sidewalk on one side of the street, the sidewalk is narrow and the holly hedge covers about a third of the sidewalk and of course there is busy traffic on the roadway. I'm sure this situation is not unique.

Anonymous

3/09/2022 09:58 AM

Insist homeowners with hedges on sidewalks keep them trimmed back.

Anonymous Car do not stop soon enough at crosswalks. Better lighting needed in Uplands and vehicle right of ways.
3/09/2022 10:02 AM

Anonymous Crosswalk on Hampshire linking Bowker Creek needs urgent attention. Its surface is uneven.
3/09/2022 10:07 AM

Anonymous A traffic diverter at Haultain and Eastdowne.
3/09/2022 10:18 AM

Anonymous better crosswalks e.g. lit/flashing lights
3/09/2022 10:20 AM

Anonymous Better sidewalk care.
3/09/2022 10:24 AM

Anonymous Experience is quite adequate "as is" now.
3/09/2022 10:29 AM

Anonymous Mostly good. Just hoping crosswalks had warning lights while in use.
3/09/2022 10:35 AM

Anonymous Rebalance somewhat away from car dominated status quo towards all modes. Keep COVID 19 widenings, they are great. Fix sidewalk "pinch points" where ridiculously narrow.
3/09/2022 10:54 AM

Anonymous OK as is.
3/09/2022 11:07 AM

Anonymous Oak Bay is going a great job keeping the streetscapes all relatively similar, unlike other cities/districts.
3/10/2022 06:34 PM

Optional question (466 response(s), 346 skipped)

Question type: Essay Question

Q12 | Where could improvements be made better for walking/rolling? (Please identify specific locations in Oak Bay).

Anonymous
2/07/2022 02:25 PM
Add dedicated and separated bike lanes on Oak Bay avenue and other streets which accommodate different 'rollers'

Anonymous
2/07/2022 02:25 PM
An example, clearing vegetation growing over the sidewalk along the east side of Hampshire north of Windsor.

Anonymous
2/07/2022 02:28 PM
Please make an effort to start with routes connecting our schools, including across municipal boundaries (people forget that school catchment areas extend across municipal boundaries, and thus so does travel to/from schools every day, twice a day). Making it safe for children to walk/roll/cycle to school will have huge benefits in reducing vehicular traffic in Oak Bay. Living in South Oak Bay, the amount of vehicle traffic to Monterey Middle School and SMUS Junior is ridiculous and the main routes (E/W - McNeill Ave and N/S - Monterey Ave) are hazardous during the school rush. The benefits of walking or cycling to school are proven (better health outcomes, better academic outcomes, better social outcomes) and those who do so develop the often life-long habit of using active transportation when possible, which is something we all need to do. Thank you.

Anonymous
2/07/2022 02:39 PM
Dewdney Avenue.

Anonymous
2/07/2022 02:50 PM
Cedar Hill X-road and Upper Terrace Drive and Cadboro Bay Rd intersection. Walking along Cadboro Bay Rd the sidewalk stops and starts without lowered curbs. It's very dangerous with a baby stroller trying to navigate this intersection.

Anonymous
2/07/2022 02:57 PM
The lack of sidewalks is frightening, particularly with a stroller. I can high taxes in OB and I can't believe that most streets near me don't have sidewalks.

Anonymous
2/07/2022 03:02 PM
lighted Crosswalk at Firehall, surfaced route through Firefighters Park, no bikes on Bowker Creek parkway or sidewalks, enforcement of dog leash law.

Anonymous
2/07/2022 03:03 PM
Foul Bay/Goldsmith is a nightmare.. even by the low standards of Foul Bay (terrible sidewalks from Fort south). No safe way to cross through Goldsmith parking lot without entering traffic. Needs pedestrian lines. Pinch point between tennis bubble and track fences.

Anonymous
2/07/2022 03:03 PM
Other than sidewalks improved along with new buildings (such as on the first block of Oak Bay Ave east of Monterey) the sidewalks in most of the rest of the municipality are abysmal and force pedestrians into the road at multiple locations.

Anonymous
2/07/2022 03:17 PM
30km/h speed limit on all Oak Bay roads, complete streets designs in South Oak Bay (McNeill, Windsor, Central), remove centre line on McNeill Ave with curb extensions at Falkland.

Anonymous
2/07/2022 03:35 PM
Go to, 'one side of the road only' parking on affected portions of busy roads like McNeill, Oak Bay Ave, Foul Bay, Hampshire, Cadboro Bay, Beach Drive, Central, Victoria...etc, commuter routes. Let's have some more traffic volume studies, but also some good ole fashioned visual inspections of these really tight (and very unsafe) routes...time to fix some of these tight spots before someone dies...way way way (!) too much traffic (and increased housing density will only intensify traffic issues...). Do we really need any more infill and densification? Perhaps (please, please) we need to celebrate Oak Bay for what it is and leave the slippery slope of 'development for the sake of development' alone. We live in Oak Bay for a reason; let's celebrate that! Stop the madness! 😊

Anonymous
2/07/2022 04:21 PM
Better and wider sidewalks and crosswalks all along OB Avenue from Monterey to Richmond. Also more outdoor public seating in this same area. Also a public gathering spot somewhere along OB avenue would be ideal as a cycling or pedestrian rest spot as well as a potential public speaking/performance venue.

Anonymous
2/07/2022 05:14 PM
Thompson and Nottingham

133215
2/07/2022 05:49 PM
Less Sunday vehicle traffic on Beach Drive especially by GNS School
.

Anonymous
2/07/2022 05:56 PM
everywhere - replace the sidewalks!

Anonymous
2/07/2022 05:58 PM
See above. Particularly around cattle point & Uplands park area. Also beach drive around GNS school grounds.

Anonymous
Uneven pavement in the village. Paving or graveling paths along

2/07/2022 06:03 PM

Bowker Creek

Anonymous

2/07/2022 06:10 PM

Add a 4-way stop at Newton and Henderson. This is a very busy pedestrian crossing with children crossing on their way to the park or on their way home from Oak Bay High. We have seen numerous near misses, the neighborhood has complained on several occasions, but with zero results.

Anonymous

2/07/2022 06:11 PM

1. Wider sidewalks on north Henderson Rd., leaving up to UVic. These crumbling, narrow sidewalks are inadequate. There is a 5 metre municipal boulevard on both sides of the road that allow for sidewalk widening. Please do it. 2. Wider sidewalks on Oak Bay Avenue, i.e.g connecting the two commercial centres that bookend Monterey and Foul Bay Rd. Particularly east of Wilmot on both sides of the road. 3. More crosswalks on Foul Bay Rod. Right now there is almost 1 km. between Lansdowne and Neil. This is too great a distance & vehicles contravene the BC MVA by not stopping at legal (non-marked) crosswalks connecting Cochrane and Middowne. 4. Cadboro Bay Rd., where it widens north of Estevan is particularly horrific. Massive wide road, narrow sidewalk only on east side, often overgrown by shrubs & bushes. Cars speeding in wide, open space. 5. More attention paid to the safety needs of children cycling on north Henderson where vehicles are permitted to legally park in the bike lanes 7 pm-7am M-F and 24/7 Sat,Sun. This is so dangerous for cyclists. Appropriating public space to park tons of private vehicles, meanwhile people on bicycles are put at risk on public space. A real disgrace.

Anonymous

2/07/2022 06:18 PM

MORE BIKE LANES. Oak Bay's lack of bike lanes is absolutely disgraceful. My child rides her bike to school and I fear for her safety. Drivers feel much too entitled. They do not own the road; the streets are for all modes of transportation. Prioritizing cycling makes sense for climate as well as health reasons. Many people in Oak Bay ride e-bikes now, and those numbers are going to rise. And if you make cycling safer, there will be fewer cars on the road. I ride my bike every day, and drive my car only once a week or so. I should be able to feel safe.

Anonymous

2/07/2022 06:28 PM

Too many locations to name, but most especially near schools and parks and on residential streets. Keep the traffic on the main roads by making it inconvenient to travel residential streets where people and children walk, bike and play. The users will then be reduced to those who live or use those areas. They will otherwise stick to the main roads.

Anonymous
2/07/2022 08:20 PM
Beach Drive is very dim in the dark, could use better lighting. Lots of side streets in the Carnarvon area could use more sidewalks and even out some of the older ones that exist.

Anonymous North Oak Bay's sidewalks need a lot of attention. They are uneven.
2/07/2022 09:42 PM

King George Terrace, Beach Drive, and Crescent Road (much appreciate the temporary, hoping to be permanent, sidewalk extension there). In addition to physical sidewalk improvements, please consider more police enforcement to deal with unsafe speeding and also a hugely growing problem of extraordinary noise coming off motorbikes, both unmuffled motor noise and now their sound systems which sounds like rock concerts going past. It makes walking very unpleasant and even frightening at times. Thank you for the opportunity to submit my feedback!

Anonymous
2/08/2022 08:48 AM

We live at 1242 Oliver St in Oak Bay, the junction at Brighton and Oliver is dangerous as many pedestrians walk juxtaposed Brighton and cars coming fast generally up narrow Oliver towards Oak Bay Ave, accident waiting to happen IMO. Speed bump would slow cars down.

Anonymous Please see above the sidewalk condition on Central
2/08/2022 12:50 PM

Anonymous
2/08/2022 03:30 PM

Bike lanes. Children bike on the sidewalk (and they should) because the streets aren't safe for biking. Even if you improve sidewalks they won't be free of bikes until there are bike lanes. Stop prioritizing street parking in a city where driveways and garages are mandated in the bylaws.

Anonymous
2/08/2022 03:53 PM

Crosswalk at Hampshire and McNeill. This route is heavily used by community pedestrians, school students and driver's do not obey the posted speed limits and it is really intersection, particularly before and after school hours. You could also publish a link to the Little Free Libraries to suggest some fun walking routes and have some fun contests on Strava and Social Media.

Anonymous
2/08/2022 04:27 PM
Close off block in Estevan village for traffic to allow restaurants / shop owners to use space. Create safe crossing as it would lower vehicle volumes and eliminate dangerous 5 street cross and create community. or at least secure the 5 street intersection for walkers and bikers

Anonymous
2/08/2022 04:34 PM
There should be PROTECTED bike lanes (paint is not protection!) on Foul Bay all the way to UVic, on Cadboro Bay Road to connect to the upcoming bike lane on Fort, and on Oak Bay Avenue for the entire length of the road.

Anonymous
2/08/2022 04:51 PM
Eastdowne & Haultain intersection is dangerous for both speed and visibility. Bike/pedestrian pathway between Newton and Haultain (Henderson extension) is heavily used, but zero signage marking crossings across Kings or Carrick or Haultain

Anonymous
2/08/2022 05:17 PM
Wider sidewalks on Beach Drive where everyone walks.

Anonymous
2/08/2022 06:32 PM
too many to comment. Many streets don't have sidewalks on either or both sides. Need wheelchair edge. Uneven surfaces.

Anonymous
2/08/2022 09:39 PM
Monterey Avenue in front of Monterey Middle School yard is uneven in parts. A child running could easily trip on the uneven pavement.

Anonymous
2/08/2022 10:34 PM
All along Beach Drive and King George Terrace.

Anonymous
2/08/2022 10:54 PM
Windsor and Victoria needs a four way stop, as does Windsor and Newport. There is a disconnect between two sets of stairs on the north side of Gonzales Observatory. They should be connected with new stairs.

Anonymous
2/08/2022 11:13 PM
Oak Bay Avenue. The accommodations of increased walking space that have been put in place during the pandemic need to be made permanent. A few speed bumps on Granite could help slow traffic there. I'm pleased with the improvement being made at Bowker and Cadboro Bay Road. I'd like to see the trail near Oak Bay High improved on the part near the high school. It's nice in the upper area off Hampshire. I like the cut-through by the school track that connects

with Elgin near the Oak Bay yard, but the wall along the trail next to the yard is dirty and ugly. It needs art work like the nice mural on the adjacent wall.

Anonymous

2/09/2022 12:08 AM

Again fix poor infrastructure

Anonymous

2/09/2022 08:23 AM

Priority number one: Gonzales Hill scenic view to the marina. Priority number two: replace the broken, poorly maintained sections of sidewalk throughout Oak Bay. Priority number three: replace any sections where asphalt has been laid in lieu of raised concrete sidewalks. They are a pathetic excuse for proper construction.

Anonymous

2/09/2022 10:15 AM

These are probably the worst on Estevan, Florence and Epworth.

Anonymous

2/09/2022 12:27 PM

My one-lane-plus-parking residential street (Victoria Ave) is explicitly signed for 50 km/hr--in other words, the same as the Pat Bay Highway. This should be lowered.

Anonymous

2/09/2022 02:46 PM

McNeil Bay could be widened with a grassy area between the parked cars and the sidewalk to allow people to pass each other without going onto the road, a minor nuisance as lots of space already exists to do this. This location is a wonderful opportunity for future sidewalk cafe development when the municipality has a lot more money :) Such a lovely spot for people who are unable to use the stairs to the beach enjoy the location.

Anonymous

2/09/2022 02:54 PM

Recently noticed difficulty in accessing handrail going down steps to OB Marina Cafe (due to overgrown foliage).

Anonymous

2/09/2022 03:17 PM

Henderson road sidewalks are too narrow and too close to traffic, widening the sidewalks and adding protected bike lanes to keep cars further away from the sidewalk would be a huge improvement. The crossing at Henderson and Cedar Hill Cross road is awful, pedestrians are limited to one side crossing only and bikes have to go into the middle lane to cross, it is wildly unsafe and is a main entrance to UVic. Oak Bay ave where it becomes Newport ave is also a wildly ridiculous and unsafe area for pedestrians to cross the street, even just to continue along Oak Bay ave, the planed boulevard should be widened here. The Bowker Creek walkway is falling apart and not accessible, I have seen people struggle to get their walkers

and mobility scooters through the gates that are installed along the pathway (see at Hampshire road on either side, the pathway entrances are made inaccessible by gates). Bowker creek walkway also unceremoniously ends at Monterey without any clear connection even to Firefighters park, there isn't a connecting pathway through the parking lot that is clear or pleasant and there isn't a crosswalk nearby either to get to the park. Sidewalks are only on one side of Cranmore road, despite it being next to Oak Bay High and a connection to Beach drive. Sidewalks are needed on both sides of Cranmore road. The crossing where Haultain and Eastdowne meet is ridiculously wide, it needs narrowing, Eastdowne in general is too wide for walking and biking across. Oak bay needs to get rid of as many slip lanes as possible, it is an unnecessary extra crossing for pedestrians that also happen to be unsafe and promote faster driving speeds (see Beach and Windsor ave as an example that should be removed). Add protected bike lanes on Oak Bay Ave, Henderson road/Foul Bay Road, Cedar Hill Cross Road, and Cadboro Bay Road (painted lanes are not safer for the many highschool kids and school staff that could bike to school if the lanes were safer, same for Henderson/Foul Bay road where the narrow part-time painted lanes should instead be protected and safer for Camosun and UVic students and staff) Make a bypass of the stairs built into the sidewalk on Granite street (between Victoria and Mitchell) so that the sidewalk is accessible. Add sidewalks to at least one side of every street where they are currently missing a sidewalk (data is on Open Street Map):

<https://twitter.com/schckngs/status/1475937934108811264/photo/2>
The Brighton ave walkways could use some better wayfinding and added crosswalks with activated lights to warn drivers about pedestrians wanting to cross.

Anonymous

2/09/2022 07:13 PM

Add protected bike lanes down Oak Bay Avenue to make it safe to shop and eat in downtown Oak Bay. As the saying goes, 'paint is not infrastructure'. An example of this is on Henderson road which I take to UVic. People often park in the painted bike lane which means I then have to bike on the sidewalk. Fill the gaps in the sidewalk network. For example, Falkland road doesn't have a sidewalk on either side of the street. I end up walking on the grass which is slippery and muddy in wet weather. Ensure that intersections have proper curb cuts for wheelchairs and visually impaired pedestrians. For example, the pathway that connects to Wessex Close (beside 3112 Wessex Close) has an old curb cut that is not aligned with the more recent pathway. A curb cut is needed where the pathway connects to the road. There is also a curb cut missing from the sidewalk in front of 913 Victoria Ave making it inaccessible to people in wheelchairs. Update the sidewalk standards to no longer allow rolled sidewalk edges. This leads to drivers partially parking on the

sidewalk. For example, see the sidewalk edging in front of 3484 Henderson Rd.

akmohareb

2/09/2022 09:44 PM

What part couldn't be made better? If you need specific locations:
Major connections to University of Victoria - Henderson Ave. in particular Oak Bay Ave. Around all schools and on routes to schools Around recreation facilities and the library Esteban Village

Anonymous

2/09/2022 11:16 PM

I mean, on all the roadways from major arteries and residential streets. Also more housing so that people can live closer to where they need to for work (say the hospital).

Anonymous

2/10/2022 10:38 AM

Connecting to the Haultain corridor and near schools. Bikes and walkers all use this area and it is not safe at all

Anonymous

2/10/2022 11:32 AM

Oak Bay avenue is so wide, the pavement should be wider, with a separate bike lane next to it. Similarly Cadboro Bay Road is so wide that a wider pavement and bike lane would be easy. The Kinross / Woodhouse Rd is a big link to two Elementary schools (St Patricks and Willows) and also links right into the new Haultain Bike Route to town. Slowing traffic and creating safe bike routes would be easy and of little negative impact to vehicles', but greatly improve the safety for all the little kids walking and cycling along there every day.

Anonymous

2/10/2022 12:54 PM

As stated above.

Anonymous

2/10/2022 01:16 PM

I live on Dorset which has poor lighting on one side of the street, it's close to pitch dark in winter in our neighbourhood.

Anonymous

2/11/2022 08:22 AM

Closing Oak Bay village all summer (as we currently do for evening markets) would be an amazing experience and enhance walkability and vibrancy. Piloting this would be a great initiative with little risk.

Anonymous

2/11/2022 08:28 AM

Limit vehicle parking on McNeill to one side only; often parked cars are on sidewalk and traffic flow is hampered/dangerous as cars try to weave in and out. Addition of 3-way stop at Windsor and Transit, confusing to pedestrians as to the direction cars (not signalling) are taking as they move along Transit. 4-way stop at Newport and Transit, dangerous crossing. Continued maintenance and improvements to sidewalk levels, tripping hazards.

Anonymous
2/11/2022 09:16 AM

See above. Plus building many many more sidewalks. Do to McNeill what Victoria did to Richardson. It's so pleasant to walk on Richardson now.

Anonymous
2/11/2022 09:19 AM

The 'improved' Cadboro Bay from Foul Bay to Cranmore is terrible! Also refer to the 2017 traffic study and implement some of those recommendations, ie remove the Henderson 30 speed limit as there is no playground or elementary school. Improve Cadboro Bay as an arterial to pull traffic from side streets. The current design, especially in front of Ob High creates congestion and encourages traffic to smaller side streets which is wrong. Redesign that 3 block stretch to reduce congestion will do more to improve safety and reduce traffic on side streets than anything!

Anonymous
2/11/2022 09:24 AM

Windsor and Newport should be a 4 way stop

Anonymous
2/11/2022 09:29 AM

Oak Bay Avenue needs more crosswalks and much less traffic. A pedestrian first strategy through the village should be encouraged including much wider sidewalks from Monterey to Foul Bay.

Anonymous
2/11/2022 09:54 AM

Oak Bay Ave Beach Dr Cadboro Bay Ave Estevan Ave

Anonymous
2/11/2022 11:03 AM

Enforce ticketing for bad driving (e.g., rolling stop signs), install AAA cycling infrastructure on direct routes. I would shop far more frequently in Oak Bay's commercial areas if I could get there safely by bike.

Anonymous
2/11/2022 11:04 AM

Improved sidewalk surface and space. Suitably placed and well marked crosswalks. Adjust Cadboro Bay Road at Bee street (SO dangerous)

Anonymous
2/11/2022 11:04 AM

wider sidewalks in busy areas such as Oak Bay Avenue and more ability to get past sidewalk patios established at Estevan Village (patios are great, but they have squeezed pedestrians in a rather busy area)

Anonymous

Add a marked crosswalk on the east side (N-S) of the intersection of

2/11/2022 11:20 AM Hampshire Rd. and Windsor Rd., and at the east and west sides (N-S) of the intersection of Transit Rd. and Windsor Rd., add sidewalks around all active recreation parks, including Windsor Park.

Anonymous
2/11/2022 11:46 AM Beach Drive - stretch specifically between Oak Bay Marina to Willows Beach. Also, having a cross walk added to Windsor Rd in front of the Windsor Pavilion. Lastly, the intersection of Newport and Windsor is a constant confusion for drivers and is nerve-racking as a pedestrian. Perhaps this could become a proper lighted intersection, a 4-way, or traffic calming.

Anonymous
2/11/2022 11:49 AM Lighting on Beach Dr along golf course is non-existent and it feels very dark in the evening walking through there. Light/pedestrian controlled cross walk at Windsor and Newport, as cars fly through there as they come down the hill near Wilson's. Light/pedestrian controlled at Hampshire/Windsor, or at least crosswalks on both sides of the intersection. One side of the crossing has a cross walk, but children from Monterey often cross on the side where there isn't a crosswalk (as it is the side they are on coming from school to the village). I often see cars honking at the kids for not using the cross walk, when really the cars should stop for the kids, in my opinion.

Anonymous
2/11/2022 11:53 AM Wider and smoother sidewalks. Better design of the sidewalk cuts at ends. Goldsmith Street sidewalk lacks wheelchair cut where street enters parking lot (south side).

Anonymous
2/11/2022 12:06 PM Pathway adjacent to municipal hall needs improvement.

Anonymous
2/11/2022 01:39 PM Many streets in the Uplands do not have sidewalks, and those that exist are fairly uneven presenting tripping hazards.

Anonymous
2/11/2022 01:56 PM Uplands

Anonymous
2/11/2022 02:18 PM more level sidewalks (vs sloping Monterey, between Windsor and Oak Bay Ave); refreshed curb painting to identify ins/outs of driveways, etc, less obstacles (trees - or patrons at the Penny)

Anonymous
2/11/2022 02:24 PM Bicycle lanes. Get on with it.

Anonymous Roads are in great need of repair.
2/11/2022 02:54 PM

Anonymous see above.
2/11/2022 03:05 PM

Anonymous see earlier
2/11/2022 03:34 PM

Anonymous Oak bay Ave between Wilmot and Monterey
2/11/2022 03:53 PM

Anonymous Take the pot holes out of the streets.
2/11/2022 04:09 PM

Anonymous Audible pedestrian lights at Oak Bay and Elgin. There are a number of visual impaired adults--both blind and low-vision who cross at that particular light.
2/11/2022 05:24 PM

Anonymous Audible crossing signal at Elgin and Oak Bay; Monterey and Oak Bay;
2/11/2022 05:50 PM

Anonymous Wider sidewalks along Beach Drive, improvements at Bowker Creek Park, walking trail along Bowker Creek between the Highschool through the OB Recreation Centre parking lot to Bee Street and beyond to Foul Bay. The wider walking area along Oak Bay Avenue during COVID has been a good improvement. The patios add life to the pedestrian world too.
2/11/2022 06:36 PM

Anonymous Walking or driving at night could be improved by having stronger/brighter streetlights. The street lights are very dim and it's difficult to see clearly when walking or driving in the Oak Bay area, right now.
2/11/2022 06:50 PM

Anonymous There are no sidewalks on many streets, such as Runnymede Avenue and Mountjoy Avenue (which are quite busy with traffic), Falkland and Sutherland Road (north of McNeil), Dennison Road and Sylvan Lane (both of which provide important access to Gonzales park. These are just examples. These are also roads with uneven, bad, piecemeal paving with no curbs.
2/11/2022 07:29 PM

Anonymous
2/11/2022 07:46 PM
On Oak Bay Avenue, the sidewalks are in terrible shape. They are uneven and heaved in certain areas.

Anonymous
2/11/2022 09:08 PM
Village especially by the Oaks (FAR TOO NARROW, and the Pub seating is a DEFINITE impediment to pedestrians (get them off the sidewalk for goodness sakes!), Willows esplanade and walkway westward need widening - the garbage containers are obviously the problem, McNeil Bay waterfront walkway ... need more room between rail and seats! LASTLY BUT NOT LEAST, when replacing sidewalks increase the 'standard' width by a few inches... it will make a huge difference. Thank you.

Anonymous
2/11/2022 10:07 PM
Intersection of Windsor and Transit. Access to the park from sidewalk on Windsor is blind to traffic, and has no crosswalks. Dangerous for children and requires strict attention from adults.

Anonymous
2/11/2022 10:18 PM
Probably a CRD issue, but the uneven, rocky portion of the path from the Gonzales Observatory down to Barkley Terrace seems dangerous for some older walkers. From my kitchen window I've seen several almost come to grief.

Anonymous
2/11/2022 10:24 PM
Better lighting, flashing crosswalks (ie. beach and Windsor) re-paint the crosswalks more often,

Anonymous
2/11/2022 10:34 PM
Uplands area and Cadboro Bay Rd obstructed and heaved sidewalks

Anonymous
2/11/2022 10:44 PM
Drivers going both in the northerly and southerly directions on Hampshire Road turning east or west onto Oak Bay Avenue appear to have way too much to watch for and, as a pedestrian crossing in any direction there, I feel vulnerable. As well, drivers going east on Oak Bay Avenue and waiting to turn left onto Hampshire Road to head north are often too preoccupied checking oncoming traffic to notice pedestrians. While I was crossing that corner on foot and heading east on Oak Bay Avenue, I've had several near misses with cars slamming on the brakes at the last moment. I have even had to dodge a car that never saw me. Would prohibiting left turns at that spot be feasible in order to fix that problem?

Anonymous
2/11/2022 10:54 PM
does rolling include bikes? very confusing survey.

Anonymous
2/12/2022 08:12 AM

It would help if cars and trucks would stop before stop signs and not in the middle of the intersection--- glaring at through traffic.

Anonymous
2/12/2022 08:35 AM

Improve traffic lights that get "washed out" at certain times of the day, depending on the sunlight. If drivers can't tell if a light is red, there's a chance they could drive right through it. For example, the corner of Oak Bay Ave and Monterey travelling from Newport Ave. Early morning, the light colours are invisible when the sunlight catches them. In fact, improved and more directional road signage for drivers would significantly increase safety for pedestrians. More overhead signs indicating lane direction/selection for example. Something as simple as more speed limit signs posted everywhere - some stretches of road (for example, Foul Bay from Fort to Lansdowne) don't seem to have any, some are hidden by shrubbery. More clearly posted speed signs would be consistent speed limit reminders to drivers, which in turn would make it safer for pedestrians. And more of the lighted ones that indicate a vehicle's speed. Anything that improves the driving experience should improve pedestrian safety.

Anonymous
2/12/2022 10:02 AM

Intersection of Transit Road & Windsor should be a 4-Way STOP intersection. Winsor is on a curve coming past the park and cars don't slow for pedestrian or car traffic.

Anonymous
2/12/2022 10:56 AM

Sidewalks on King George Terrace are very narrow. Part of the pathway ascending Gonzales Park from Barkley Terrace is uneven rocky and dangerous. Speed bumps! Speed bumps!!.

Anonymous
2/12/2022 11:40 AM

Beach Drive at McNeill..... Oak Bay Ave between Hampshire and Newport

Anonymous
2/12/2022 12:00 PM

Permanently widen the sidewalks on OB avenue between the village and the junction.

Anonymous
2/12/2022 12:12 PM

These idiot constrictions to slow bicycles are quite an irritant. And they are too small sometimes for larger bikes/rollers, eg. full panniers.

Anonymous
2/12/2022 12:27 PM

There are many opportunities for improvement! - build sidewalks in Uplands, eg Upper Terrace Road - fix pedestrian route on hill on Cadboro Bay Road - separated cycling lanes on Cadboro Bay Road - pedestrian route on both sides of Cedar Hill X - separated cycling

lanes all the way along Cedar Hill X - create cycling route through dead end on Midland Road - open 3 public pedestrian pass throughs from Ripon - Norfolk - Exeter - Beach presently illegally blocked by property owners - cycling lanes on Oak Bay Ave to line up with similar cycling lanes coming from Victoria - separated cycling lanes on Beach Dr, one of the most popular cycling routes in the region, to connect, eventually, with Dallas Road - pedestrian pathway along Beach Dr through golf course, doesn't have to be concrete, better if it's not - create pedestrian route from Beach Dr. along north end of golf course to Newport - extend Bowker Creek walkway to ocean

Anonymous

2/12/2022 12:51 PM

See above

Anonymous

2/12/2022 02:07 PM

A sidewalk & crosswalk connecting Midland and Musgrave at Dorset. Sidewalks on Upper Terrace and Weald roads. Curb ramps for sidewalks, especially along Lansdowne. Y-intersection of Cadboro Bay Rd and Beach Ave needs a safe way forward for a pedestrian coming down the upper section of Cadboro Bay Rd. (sidewalk ends with a choice between a dangerous road crossing, or crawling around the decorative pillar to the grass median.) Crosswalks across Beach Ave at Dorset, at the pedestrian walkway across from the Willows Beach entrance, and at the Cattle Point and War Memorial entrances to Uplands Park. Sidewalks along Cadboro Bay Rd south of Lansdowne could use more space and distance from traffic (hedges might be the main problem).

Anonymous

2/12/2022 03:47 PM

Washrooms at McNeil Bay, Willows Beach, etc

Anonymous

2/12/2022 03:57 PM

Wider sidewalks on the Esplanade.

Anonymous

2/12/2022 04:16 PM

Reduce the transition from street to sidewalk. It's amazing how much of a lip there is when you push a walker. Sure don't know that when you walk

Anonymous

2/12/2022 04:21 PM

All is good...

Anonymous

2/12/2022 04:57 PM

Can't think of any off hand.

Anonymous
2/12/2022 04:58 PM
Absolutely any "park", playground/grassy places that one could walk to and enjoy.

Anonymous
2/12/2022 05:06 PM
see 11

Anonymous
2/12/2022 05:15 PM
Wider sidewalks along the water front so that walkers/runners aren't concerned about passing one another. It is such a beautiful place and if the sidewalk, especially between Bowker and Windsor were wider I think people would feel more relaxed to stroll along and enjoy the view.

Anonymous
2/12/2022 05:36 PM
Oak Bay Avenue and Windsor Road crosswalks are often ignored by motorists and cyclists putting pedestrians in danger; Windsor Road and Newport Avenue intersection is dangerous for a whole host of reasons - stop signs, crosswalk, flashing lights make it confusing for drivers, pedestrians and cyclists trying to cross the road; Oak Bay Ave/Newport/by Corbett's Corner is dangerous, confusing as there is no clear way when going north/south and vice versa; Oak Bay Avenue at Prospect Place is a nightmare to cross as speed, sightlines, lack of sidewalk make it dangerous to access staircase to Beach Drive.

Anonymous
2/12/2022 05:54 PM
1. The deer are a hazard for all, pedestrians, bikers and vehicles. Their unpredictable behaviour, leaping out unexpectedly, is particularly dangerous to bicyclists and walkers. 2. Roads made narrow by parked cars (see any road in South Oak Bay) should have lower speed limits than the main arteries. Too often vehicles race through these spaces. 3. Sight lines are greatly impeded by parked cars and the area left for 'rolling' traffic crowds out room for cyclists. 4.. Maintenance of road surfaces should include looking at what is happening for cyclists that are riding in the curb section. For example, on Musgrave between Estevan and Dorset, the reworking of gas and water lines has left the roadway a mess of lumps and bumps all along the curb section. This is just one of many examples that could be sited. 5. The roadway patios need to have their umbrellas regulated so that they cannot overhang their fencing when open. Cyclists risk being knocked off or have to ride out even further into the narrowed vehicle pathway.

Anonymous
2/12/2022 10:47 PM
Crescent between King George terrace and foul bay needs a permanent wider sidewalk and bike lane. The temporary set up is a fantastic improvement to build upon. A sidewalk on the other side would help too, it's dangerous for kids delivering the paper who have

to walk on the road with fast traffic. There is a spot on Lorne terrace near maquinna that is quite dark and feels unsafe. McNeill needs bike lanes, many kids have come close to getting hit by cars. Parents have come forward to complain and nothing has been done to make a safe route to school. Traffic speeds are too fast on Windsor. Narrowing this road with bump outs at intersections would help. Shared road bike symbols along oak bay Abe to give cyclists permission to ride with traffic. Wider sidewalks and bike lockups along oak bay Ave.

Anonymous

2/12/2022 10:58 PM

Cross walk at Cadboro Bay and Thomson is misplaced. Should be aligned with Neil St. Also dangerous for cars driving eastward on Neil st at Eastdowne due to poor sight lines.

Anonymous

2/13/2022 01:20 AM

Need a crosswalk right in front of the police station. When walking down Bowker Creek pathway, it's a natural spot to want to cross to Firefighters park.

Anonymous

2/13/2022 09:34 AM

Beach drive sidewalk between Estevan and Bowker

Anonymous

2/13/2022 09:55 AM

Excess speed on Beach DriveExcessive speed on Beach Drive

Anonymous

2/13/2022 11:02 AM

uneven pavement near Pharmasave, and there are neighbourhood sidewalks with uneven pavement areas. Most of these are spray-painted orange.

Anonymous

2/13/2022 11:59 AM

The Bowker/Caddy bay intersection is great now. Lansdowne/Caddy bay is awful. Cars don't stop enough at the beg light in front of old farm market. Foul bay road is dangerous for cycling without a protected bike lane. And the cycle up to UVic should not be for parking overnight!?

Anonymous

2/13/2022 12:49 PM

Neil & Eastdowne sight lines and any other possible ways to make intersection safer. Thompson (between Cadboro Bay & Estevan) needs more sidewalks on the side that is missing them. (Cross walk & lights on Cadboro Bay to Thompson is known as "the crosswalk to nowhere" because of this deficiency.

Anonymous

See previous.

2/13/2022 04:00 PM

Anonymous

We absolutely need bike lanes. Period. End of story.

2/13/2022 08:30 PM

Anonymous

Make permanent outdoor seating and restaurants on Oak Bay Ave, and make the walkway on the Ave more professional

Anonymous

Rolling or cycling would be best off the main area of Oak Bay Ave

2/14/2022 01:36 PM

Anonymous

Estivan Village - there absolutely should be a 5 way stop or a roundabout at Musgrave and Estivan.

Anonymous

Thomson/Estevan corners. It's a mess there! Eastdowne is a race track and needs to have traffic slow down. Corner of Cedar Hill and Cadboro Bay is very dangerous.

Anonymous

Overall I'm satisfied with the walking conditions. One specific improvement - when we had icy conditions over the winter it was treacherous on the sidewalks at Willows beach. Some salt application would have saved a few hips ;)

Anonymous

Harlow Dr, Eastdowne Rd

2/15/2022 08:49 AM

Anonymous

Crossing from St David Street to get to Beach Drive. Cars fly around the curve on Oak Bay Ave onto Newport Ave!!!

Anonymous

As soon as pedestrians realize that they do not own the roads and even cross walks, there are no issues! Get off their smart phones and pay attention!

Corie

Intersection of Cadboro Bay Rd, Neil St, Thompson and Nottingham and further down Thompson where sidewalk just ends at Topp St.

Jim

Neil and Easrdowne intersection

2/15/2022 03:28 PM

Anonymous
2/15/2022 09:49 PM
Dalhousie Street near Willows School is dangerous because of speeding cars. Lower speed limits with better signage, and traffic calming on the block between Cadboro Bay Road and Musgrave would help a lot. Improved sidewalks on this block are essential. The sidewalks are buckled due to tree roots, and are not accessible for people with impaired mobility, wheelchair users, baby strollers, etc.

Anonymous
2/16/2022 10:42 AM
The shared bike/walking path between Oak Bay High, around the track, and through to Elgin is not wide enough in certain stretches (around the outside of the track), to safely or comfortable share between walkers, bikers, and rollers.

Anonymous
2/16/2022 11:50 AM
see above

Anonymous
2/16/2022 01:29 PM
Highest priority: Windsor Park Other than along Newport, there are no sidewalks around the park. Furthermore, there are no crosswalks connecting sidewalks across the street to park entrances. These should be easy and obvious accessibility improvements to a public amenity (although likely costly.) Second priority: connection between Bowker Creek path and Beach Dr/Willows Beach One of Oak Bay's nicest walking routes is from Oak Bay Rec to Willows Beach, along the Bowker Creek path. Some improvements that could be considered include: 1. A separate paved rolling path bypassing the steep footbridge to connect to Hampshire Rd. 2. Pedestrian controlled lit crosswalk at the current Hampshire Rd crossing 3. The addition of a pedestrian controlled lit crosswalk across Monterey/St Ann to connect the path to Firefighters Park and its associated community amenities 4. The creation of a path through Firefighters park, connecting to Monteith St 5. Sidewalk cutouts on Cranmore between Hampshire and Beach 6. Pedestrian controlled lit crossings across Beach

Anonymous
2/16/2022 04:33 PM
I answered in question 8. Thanks!

Anonymous
2/16/2022 06:07 PM
The corner of Foul Bay and Granite St. The Village.

Anonymous
2/16/2022 06:32 PM
Beach drive from McNeil Bay to the Marina - rude runners, sweating and breathing heavy as the push by

Anonymous
Traffic on Foul Bay rd is constant..speed limits are ignored. The road

2/17/2022 08:58 AM

was not built to take the volume traffic

Anonymous

2/17/2022 09:50 AM

Increased police presence on Beach Drive to discourage speeding and noisy vehicles.

Anonymous

2/17/2022 10:17 AM

Monterey Avenue is in horrible condition for a large part of the street. There are numerous areas where the roads have had patch work pavement that is quite uneven and not easy to navigate through or over.

Anonymous

2/17/2022 10:40 AM

Accessible public washroom along beach drive from McNeil Bay to Marina

Anonymous

2/17/2022 10:43 AM

The intersection that affects my family the most is the 4 way stop on McNeill and Foul Bay. This is not safe for pedestrians as it is very busy. It is a pedestrian corridor and needs to be better. McNeill is so busy with aggressive driving and people not following the speed limit through school zones. I'm always concerned if my kids are too close to the edge of the sidewalk as vehicles are squeezing past each other very close to the sidewalk.

Anonymous

2/17/2022 10:59 AM

Additional crosswalks between Foul Bay and Richmond Rd.

Anonymous

2/17/2022 11:01 AM

Oak Bay Village, Monterey Centre, Estavan Village, Cordova Bay Village, Cadboro Bay Village.

Anonymous

2/17/2022 11:04 AM

Reducing speed limit to 40km on all streets. The North West corner of Cadboro Bay Rd and Cedar HillX Rd has a terrible blind spot. The hedge on that corner should be reduced or removed

Anonymous

2/17/2022 11:29 AM

Oak Bay avenue and side streets on the way down to Oak Bay marina and Windsor Park.

Anonymous

2/17/2022 11:39 AM

Oak Bay Village, McNeill Ave. and Estevan Village can be very vehicle heavy, so flashing lights at crosswalks could be helpful. Also at the latter (where multiple streets meet), sometimes there is confusion with who has the right of way.

Anonymous
2/17/2022 11:44 AM
A sidewalk on both sides of Beach Drive and King George Terrace or a much wider sidewalk if only one.

Anonymous
2/17/2022 12:01 PM
Along Oak Bay avenue, Monterey south/east, some side streets, some have been beautifully redone due to tree routes affecting sidewalks. I've lived in a number of places in US and Canada and Oak Bay is mostly excellent for walking.

Anonymous
2/17/2022 12:10 PM
All along Oak Bay Avenue sidewalks so uneven, Estevan/Musgrave/Thompson Avenue, signage not clear, people, cars, bikes etc going when they don't have the right of way. Beach Dr access points to Willows beach a controlled crosswalk/s would be good. Esplanade sidewalks uneven. Bowker/Cadboro Bay Rd a traffic light too unsafe with out one. Need proper washrooms at Cattle Point and the ones at Willows beach have not been improved/updated since they were installed.

Anonymous
2/17/2022 12:13 PM
I believe that an active cross walk signal on beach drive and Windsor rd is needed. The three way cross walk can be difficult to navigate.

Anonymous
2/17/2022 12:24 PM
Stop them. See previous.

Anonymous
2/17/2022 01:53 PM
Pls see examples given in question 11

Anonymous
2/17/2022 02:04 PM
Add sidewalks to Weald and Upper Terrace Road. Add sidewalk to Island Road between Central and Newport. Add sidewalk to Mountjoy Avenue. Add sidewalk to Brighton Avenue where missing. Widen sidewalk along Beach Drive at McNeill Bay. Shorter crosswalks at Estevan and Musgrave. Ban sandwich boards and other obstructions from sidewalks.

Anonymous
2/17/2022 02:16 PM
see 11 above

Anonymous
2/17/2022 02:36 PM
Need washroom at McNeil Bay!

Anonymous
2/17/2022 03:07 PM
wider sidewalks around Willows Beach and other popular walking areas where it can be difficult to have social distance on the sidewalk.

Anonymous

2/17/2022 03:12 PM

I think it is great as it is. do nothing!

Anonymous

2/17/2022 03:24 PM

Add sidewalk to the west side of Beach Drive between Beresford Pl and Broom Road. This is the biggest bottleneck area where pedestrians are forced out on the road if it's busy (at school times) putting them on a blind corner to car & bike traffic.

Anonymous

2/17/2022 04:17 PM

to improve paths to ocean beach in little parks in Oak Bay

Anonymous

2/17/2022 04:24 PM

Smoother and wider sidewalks. Mobility friendly transitions off of curbs for wheels and those with vision impairments. Improved deer control so walkers and families with dogs are not stalked, chased or harassed (we have experienced all three of these in various locations throughout South/South East Oak Bay).

Anonymous

2/17/2022 04:42 PM

Oak Bay Avenue from Richmond to Newport/Foul Bay Road north of Oak Bay Avenue

Anonymous

2/17/2022 04:52 PM

Every time I cross on the crosswalk in the village cars zoom by me narrowly hitting me. Not kidding ever time. So lower speeds would help

Anonymous

2/17/2022 05:35 PM

Beach drive could use a side walk on the west side; possibly from the Oak Bay golf course and then stopping prior to Uplands area. Ideally, that area would be a perfect paradise if it was exclusively a pedestrian walkway but that would take a huge shift in mindset for most people. Please leave the back alleys as they offer an opportunity for avoiding daytime traffic. These pathways have become our favourite places to walk now that traffic volume in Oak Bay has increased dramatically during daylight hours.

Anonymous

2/17/2022 05:55 PM

The intersection of Thompson Ave and Estevan. Either the flashing red and amber light that used to be there should be reinstated or it should be an all-way stop. People don't seem to realize that Hampshire has the right-of-way. It is a scary intersection to drive through, walk across and cycle through.

Anonymous see above
2/17/2022 06:20 PM

Anonymous The neighbourhoods around Gonzales Beach and off Beach Drive/around Ross Bay Cemetery.
2/17/2022 09:36 PM

Anonymous Neil and Eastdowne should be a four way stop with cross walks for the east-west pedestrian and bike traffic. Crosswalk at pacific and cadboro bay has awful visibility and could use either a blinking light or a change to provide better sight lines. A crosswalk at Henderson and Lansdowne would be good too. That's a big commuter path.
2/17/2022 10:46 PM

Anonymous Overall sidewalks are in the right areas (high traffic streets). The only area I think needs attention is around Uplands Park, especially the south side.
2/18/2022 09:45 AM

Anonymous The intersection of Eastdowne and Haultain. Sightlines are terrible, and despite a marked crosswalk, cars rarely stop for pedestrians. There is also no safe way to cross Eastdowne at that location due to poor sightlines.
2/18/2022 10:19 AM

Anonymous Windsor Road, Currie Road, Transit Road, McNeill Avenue.
2/18/2022 10:54 AM

Anonymous Repair damaged sidewalks, add sidewalks to areas that don't have them (there are many, but the one that comes to mind for me are the streets around Oak Bay High)
2/18/2022 12:16 PM

Anonymous See above. The sidewalks are uneven and often very crowded in sections.
2/18/2022 04:23 PM

Anonymous Lansdowne/Uplands has uneven sidewalks. A jogger tripped in front of my house last spring and was really hurt. I've tripped myself while walking. I called OB and they sprayed orange paint on the sidewalk and it's quite faded now. Some sidewalks are loose.
2/18/2022 04:29 PM

Anonymous Rather than fixing sidewalks, fix the roads and install more signalled cross walks, especially at Eastdown and Cadboro Bay!!
2/18/2022 04:30 PM

Anonymous	None
2/18/2022 04:34 PM	
Anonymous	Again, never an issue, save the money for road work as they are in horrible shape.
2/18/2022 04:39 PM	
Anonymous	Better signage for cycling and pedestrian walkways. Putting in infrastructure that slows driving speeds. Make pedestrian crossing at lights not need 'beg buttons' to activate timers to walk across.
2/18/2022 04:43 PM	
Anonymous	Beresford Rd. Is a mess.
2/18/2022 04:51 PM	
Anonymous	Please see above.
2/18/2022 04:52 PM	
Anonymous	Wider sidewalks along oak bay avenue.
2/18/2022 04:55 PM	
Anonymous	Nothing to suggest, I'm happy with the infrastructure we currently have .
2/18/2022 04:55 PM	
Anonymous	Wider sidewalks everywhere but especially along beach drive, estevan and oak bay village
2/18/2022 04:58 PM	
Anonymous	build sidewalks on streets that don't have them, ie Falkland
2/18/2022 05:01 PM	
Anonymous	I find it difficult and sometimes dangerous to navigate my Walker past the outside seating at the PennyFarthing. Their entrance already extends out and with the outdoor seating and the resulting servers back & forth it narrows the rolling space. It is a very crowded area ,and will be more so in the good weather.
2/18/2022 05:07 PM	
Anonymous	Beach Drive needs more flashing crosswalk signs and lighting by the crosswalks. Also Willows School needs a flashing crosswalk sign.
2/18/2022 05:08 PM	
Anonymous	Beach Drive, Oak Bay Ave, King George Terrace, the Esplanade, McNeill ave, as noted above
2/18/2022 05:21 PM	

Anonymous
2/18/2022 05:24 PM
The sidewalks are so uneven for such a beautiful place known for one of the best places to live. Look at Oak Bay Ave at Starbucks and Pharmasave

Anonymous
2/18/2022 05:40 PM
As far as I know there are no public washrooms in the heart of the village or in Windsor Park. The public washroom at Willow's Beach is well maintained and that is greatly appreciated.

Anonymous
2/18/2022 05:43 PM
Windsor Rd.

Anonymous
2/18/2022 05:50 PM
Oak Bay Avenue, Beach Drive, McNeil (biking)

Anonymous
2/18/2022 06:22 PM
For god's sake, stop dicking around and get on board with the City of Victoria's bike network so OB doesn't miss the boat on attracting younger people.

Anonymous
2/18/2022 06:27 PM
Less aggressive drivers.

Anonymous
2/18/2022 06:28 PM
Some of the residential streets, such as Victoria Avenue, have a posted speed of 50 km/h! This is too high for feeling safe on bikes or walking.

Anonymous
2/18/2022 06:37 PM
No comment

Anonymous
2/18/2022 06:45 PM
Burdick Ave Beach drive (sidewalks on both sides of the street)

Anonymous
2/18/2022 06:59 PM
See questions 9 and 11.

Anonymous
2/18/2022 07:00 PM
The Avenue could be wider sidewalks. Too much street furniture to navigate.

Anonymous
2/18/2022 07:03 PM
I frequently walk for the purpose of personal recreation around Willows Beach and Uplands. There are many sidewalks where

bushes or trees are growing from someone's yard or fence out into the sidewalk. For example on Beach Drive from the yacht club to Cattle Point or on Midland Road. I would be happy to name specific locations if that is helpful. Just let me know at guenter.kiechle@shaw.ca.

Anonymous

2/18/2022 07:29 PM

All crosswalks in Victoria, etc should have flashings lights when people need/want to go across the road. The sidewalks in Victoria, etc are not safe. Drivers always drive thru when those crossing have not completely made it across and stepped up onto the sidewalk.

Anonymous

2/18/2022 08:20 PM

Beach Drive at Estevan and also Beach Drive at Bowker need pedestrian activated crosswalk lighting. These are very popular crossings. In particular on Estevan when walking up from Willows Beach, the sightline for pedestrians is quite poor with the location of a hydro pole right at the south east corner. As well the on street parking on the east side of Beach Drive comes quite close to the intersection. This street and intersection gets a ton of foot traffic. Another crazy intersection is the five corners at Estevan, Musgrave, and Thomson. There are many people who cross from the north west corner of Estevan near the pocket park and then they continuing along Estevan on the north side of the street (toward the Village cafe). I feel as a pedestrian, cyclist and driver that every time I navigate this intersection, it's a bit of a miracle that no one gets hit. Many cars don't realise they need to wait for the through traffic on Musgrave. The sign on the southwest side of Estevan indicating this five corner configuration is set past the Hamiota corner. It doesn't look like that sign has had any cleaning in quite some time. A larger version of the sign needs to be placed at each of the three corners where a stop sign is located. This would certainly be a great intersection to have a roundabout but that's opening up a big can of worms!

Anonymous

2/18/2022 08:22 PM

Beach Drive between Glenlyon Norfolk school and Haynes Park (narrow sidewalk with heavy pedestrian/rolling traffic). Beach Drive from the Marina parking lot to Oak Bay Beach Hotel (narrow sidewalk with heavy pedestrian/rolling traffic). Oak Bay avenue, north side between Pharmasave and Monterey (many uneven patches - tripping hazard). King George Terrace at Barkley Terrace needs a crosswalk (or am I the only person who crosses the road here?). Widen the sidewalks all along Oak Bay avenue. Currently the sidewalks are too narrow for people to walk side by side and chat and deal with oncoming foot traffic, too.

Anonymous

Dalhousie Street between Cadboro Bay Road and Musgrave Ave.

2/18/2022 08:32 PM Sidewalk on south side is a hazard.

Anonymous Tree trunks taken out on Oak Bay Avenue

2/18/2022 08:33 PM

Anonymous Oak Bay Avenue, Beach Drive

2/18/2022 08:56 PM

Anonymous Everywhere our infrastructure is collapsing . Does no one realise sewer and drain lines that run under the roads that are collapsed cause the absolute brutal roads we have

Anonymous BIKE LANES on busy streets!

2/18/2022 09:01 PM

Anonymous Improvements to lighting and crosswalks across Beach Drive and Cadboro Bay Road.

Anonymous It would be lovely to have a shuttle service perhaps, up and down the avenue, less cars then, maybe.

Anonymous Beresford Oak Bay Ave in front of shops

2/18/2022 09:27 PM

Anonymous Reduce speed on Musgrave. Do something to reduce the risk of injury at the Musgrave- Estevan crossing. There are six roads converging, a bus stop, an elementary school, increased traffic from the grocery store at Cadboro Bay/ Estevan and lots of cars and people moving in the Estevan commercial area with shops etc. it's a very dangerous crossing.

Anonymous Restrict parking to one side of the street, fix pot holes

2/18/2022 10:06 PM

Anonymous Where new trees are planted, to replace those four or five trees cut about four feet above grade, some flexibility such as paving bricks around tree wells may be advisable to avoid future cracking of inflexible concrete. Or the cast iron grates evident at new plantings on Hamshire might be used.

Anonymous
2/18/2022 10:33 PM
Safer crosswalks, especially in school zones and Oak Bay Avenue between Oliver and Foul Bay Road.

Anonymous
2/18/2022 10:44 PM
Oak Bay Avenue sidewalks are in a disgraceful state of disrepair and of outdated design. The degree of hazard in the village is unacceptable. How has this been allowed to persist? Traffic calming, road sharing, crosswalk pop-outs, wider sidewalks and less encroachment by foliage all need to be addressed. Please focus on the village. Learn from Sidney.

Anonymous
2/18/2022 10:45 PM
No

Anonymous
2/18/2022 10:46 PM
Intersection of Eastdown & Neil - see above comment for details.

Anonymous
2/18/2022 11:30 PM
Harling point area

Anonymous
2/19/2022 01:10 AM
Newton Street sidewalk between Foul Bay and Eastdown is a major hazard, particularly the south side of the sidewalk (across from Carnarvon Park). Also, given how popular the park is for sports and the waterpark, there should be some traffic calming on Newton St between Eastdown and Foul Bay. Many vehicles use Newton St. as a thoroughfare to get to/from Foul Bay and Eastdown, given Allenby and Neil St (which doesn't even border the park) have stop signs at Henderson. Many vehicles speed, as they do not even realize it is a park zone since houses line the street and 30km park zone signs are barely visible to anyone.

Anonymous
2/19/2022 01:23 AM
see item #11

Anonymous
2/19/2022 01:27 AM
Fix uneven sidewalks on Musgrave street

Anonymous
2/19/2022 06:46 AM
Oak Bay Ave., Rockland around Governor's park.

Anonymous
2/19/2022 07:19 AM
Marked crosswalk at Windsor & Transit

Anonymous
2/19/2022 07:48 AM
Please improve the sidewalk section the Transit road between McNeil and Windsor park. A concrete sidewalk and more street lights would improve visibility and safety at night time.

Anonymous
2/19/2022 08:11 AM
Special speed concern on Newport from Central to Monterey. Many tricky crossings and cars are accelerating, racing to Village. How about round-about at Corbets Corner and Cadboro Bay village. Consistency with stop signs at corners. ie east to west and/or north to south.

Anonymous
2/19/2022 08:23 AM
Hampshire & Oak Bay Ave Deadliest corner I've ever seen in my life and I've travelled all over this globe

Anonymous
2/19/2022 08:39 AM
Experienced everywhere in the Henderson area

Anonymous
2/19/2022 08:40 AM
Beach dr

Anonymous
2/19/2022 08:44 AM
Where Richardson ends at Foul Bay and turns into McNeil. Richardson has traffic calming for walkers and cycling lanes then boom you are in Oak Bay and nothing. So many kids use this intersection to travel to school it is unsafe.

Anonymous
2/19/2022 08:47 AM
See WalkRollMap.org. It's an actual map.

Anonymous
2/19/2022 08:53 AM
Balance walk/roll with need to keep vehicle traffic moving.

Anonymous
2/19/2022 08:54 AM
Victoria Ave and Brighton is missing a curb cut, Falkland Rd and Sutherland does not have a sidewalk. Victoria Ave between McNeil and Granite is used for cut through traffic and the speeds are very unsafe

Anonymous
2/19/2022 09:01 AM
The intersection of Hampshire and Oak Bay Avenue is an accident waiting to happen. The crowded condition on Bowker between St. Ann and Hampshire needs a solution. The work on the intersection of Cadboro Bay Road and Bowker doesn't seem to be improving and the constant coming and going outside Pure Vanilla and the Farm Market is another area that's too crowded and treated by users as a

safe parking lot. Pedestrians step into the crosswalk at Estevan without using the safety light, as do cyclists riding across the road without warning. Slowing the vehicle traffic speeds leads to more distracted driving and cyclists now exceed the vehicle speeds. More police presence from time to time in some of these areas might help.

Anonymous

2/19/2022 09:11 AM

Wider sidewalks in shopping village. Improve intersection where Beach meets Cadboro Bay Road for pedestrians and drivers.

Anonymous

2/19/2022 09:13 AM

Bowker Creek

Anonymous

2/19/2022 09:13 AM

Safety at the crosswalk at Christie and Cranmore St

GLREAD

2/19/2022 09:15 AM

Add sidewalks on Heron and Lincoln - and other areas without sidewalks. Improve lighting and crosswalks.

Anonymous

2/19/2022 09:29 AM

Speed limit reduced on Granite St. Too many speedy drivers, perhaps bypassing the Village

Anonymous

2/19/2022 09:33 AM

The Bowker Creek path in one or more areas there is a 1 to 1 1/2 inches difference in the split sidewalks and I fell twice in the same spot as the wheel of my walker got stuck and I had to get help from a passerby

Anonymous

2/19/2022 09:43 AM

Intersection of Monterey and Oak Bay Avenue is often congested.

Anonymous

2/19/2022 09:51 AM

Better signage and visibility for drivers to be aware of bicycles. More protected bike lanes.

Anonymous

2/19/2022 09:58 AM

I am mostly walking in and around the village so it is hard for me to make broader comments. As a rule however, walking is more pleasant when there is less vehicle traffic and when it is slower moving. When possible I choose residential over main streets for that very reason and seek out lanes and connecting pathways when available. The pedestrian experience of Cook Street Village is more pleasant than of Oak Bay Village, mostly thanks to wider sidewalks and boulevards and more seating (patios, benches and low walls). I realize this is in part because OB is more of a commercial hub with

more of a town than a village feel, but it would be lovely if it could be tweaked a bit and the pedestrian experience improved. On another note, I would hate to see the disappearance of those small streets and lanes in OB that retain a rural feel by virtue of being without sidewalks and intrusive street lighting. I often choose them for that very reason. There are also some connecting paths that would be difficult to roll along. I seek them out when I am in OB and although I might have to stop doing so if I am ever forced to roll, I would rather do so than have their character modified and spoiled to accommodate me. Throwing out the baby with the bath-water, so to speak.

Anonymous

2/19/2022 10:31 AM

Cadboro Bay & Eastdowne crosswalk

Anonymous

2/19/2022 10:31 AM

The crosswalk at Oak Bay Ave and Monterey is ridiculously short, the intersection of Hampshirite and Oak Bay Ave is a nightmare - maybe it would work better as a 4 way stop signed intersection.

Anonymous

2/19/2022 10:38 AM

Henderson

Anonymous

2/19/2022 10:49 AM

How about using the word 'travel' instead of 'rolling' ?

Everywhere....is where you could pull up your socks ! Too much chatter and 'consultation' .JUST DO IT

Anonymous

2/19/2022 10:51 AM

Please see above comment. More lighting at either end of Willows Beach, and along the pathways. More seating along Willows Beach, Cattle Point pathways. Thank you.

Anonymous

2/19/2022 10:54 AM

Crosswalk flashing lights at all crosswalks

Anonymous

2/19/2022 11:00 AM

Make sure all corners are wheelchair assessable so if you are pushing a wheelchair you don't need to back up to look for a driveway to cross the road. I think it's pretty good now but a few years back lack of corner accessibility was horrible.

Anonymous

2/19/2022 11:02 AM

Oak Bay and Hampshire area always seems congested with traffic trying to turn and pedestrians attempting to cross in all directions

Anonymous

Upper St. Patrick's Street from Oak Bay Ave to Windsor sidewalks

2/19/2022 11:09 AM need upgrading. Oak Bay Avenue - near the Oaks Restaurant. Cut trees need removing and pavement fixed - hard for my 97 year old mother to get out of car and negotiate pavement. Windsor Avenue near park - drivers often speeding including buses ~ needs calming or crosswalk with signal so one can enter the park safely. Thanks very much for doing this.

Anonymous
2/19/2022 11:16 AM non

Anonymous
2/19/2022 11:20 AM Designated separate spaces for cyclist and walkers/runners.

Anonymous
2/19/2022 11:25 AM Uneven sidewalks: Oak Bay Avenue . Chaucer. Overgrowth: Oak Bay Ave north side between Monterey and Newport. Hampshire Rd near Windsor, east side.

Anonymous
2/19/2022 11:32 AM Oak Bay Ave...especially north side between Monterey and Wilmot

Anonymous
2/19/2022 11:46 AM 1.) Brighton Ave is a main walking corridor enjoyed by many. Crosswalks would be very beneficial at some of its street crossings: at Victoria Ave, at Hampshire Rd, and Monterey Ave. These are main crossing points and most vehicles speed by without slowing or stopping for pedestrians. 2.) The continuation of the sidewalk along the south side of Runnymede Ave. It's beautiful to walk, but tricky navigating around bends and parked cars. 3.) Also, a crosswalk where Runnymede Ave crosses Foul Bay Road. 4.) A crosswalk where Oak Bay Ave ends, and turns left to become Prospect Pl, for the many pedestrians who continue straight on the pathway towards Beach Drive. 5.) Crosswalks on both ends of the pathway which runs through Windsor Park along the Pavilion. On both the north and south sides of the park, there is no sidewalk running along the park, so one must cross the street to get to one.

Anonymous
2/19/2022 12:05 PM Close off Esplanade to all but residents cars.

Anonymous
2/19/2022 12:09 PM Please see previous - bike lanes on the major streets.

Anonymous
2/19/2022 01:05 PM Oak Bay Avenue Oak Bay Willows Beach (especially northern section')

Anonymous

2/19/2022 01:19 PM

All throughout the Uplands for both sidewalks and street. Foul Bay, along Beach Drive, around McLaren, McNeill and Faulkland... How long of a list do you want? Isn't it obvious? How about only allowing parking on one side of the street? Instead of choking off the main street and causing dangerous traffic aberrations! (McNeill and Faulkland area) How is that even legal? Also, I've had LYME DISEASE for the last 15 years. Are the deer and rodents in the area being tested for Lyme? Because it's here.

Anonymous

2/19/2022 02:06 PM

A sidewalk is needed on the west side of Victoria Ave from McNeill to at least the school. In addition to safety concerns for the children, the boulevards are torn up from everyone walking on them.

Anonymous

2/19/2022 02:13 PM

From OB Marina to Upland Gate, especially along Beach Dr. at private school location. (Road too narrow for parked cars and passing motorists).(free umbrellas with OB logo which walkers could pick up / drop off at designated locations.) I have requested for 2 years to have War Memorial on Beach Drive across from Cattle Point , maintenance, refreshed painted, especially the black "x" on one name. All names require new paint, Monument Statue requires MAINTENANCE...? Thank you

Anonymous

2/19/2022 02:25 PM

Improvements for walking would be on Oak Bay Ave. For "rolling and walking," improvements would be on Dallas Rd. since right now they are mixed - walking and rolling - and an accident could happen.

Anonymous

2/19/2022 02:57 PM

Many places.

Anonymous

2/19/2022 03:00 PM

Beach Drive and Windsor needs a light— crossing this area in any direction is risky....Luckily there is a medium you can pause at but really needs a light.

Anonymous

2/19/2022 03:11 PM

Remove more of the hedge behind municipal hall so that the lawn area doesn't present surprises for pedestrians. Have angled parking on one side of Oak Bay Avenue only so sidewalks can be a standard width.

Anonymous

2/19/2022 03:30 PM

Lower Monterey Avenue to Beach Drive on both side of the street (sidewalks),

Anonymous
2/19/2022 03:32 PM
Sidewalk should be wider on Oak Bay Ave outside of the Ottavio bakery to accommodate pedestrian traffic and volume. Sidewalks could also be widened permanently in the areas where temporary extensions were made for social distancing during the COVID-19 pandemic to allow for 2-way pedestrian traffic.

Anonymous
2/19/2022 04:20 PM
Make oak bay village a pedestrian zone from Monteray to Elgin. Eliminate all traffic. Slow down traffic with traffic diverters on the northern end of Victoria.

Anonymous
2/19/2022 05:07 PM
The road surfacing in many locations (including arterial roads and bike routes) has failed resulting in very uneven surfaces. Lansdowne Road and Rutland Road are obvious examples of neglect. I have yet to fall, but have seen other cyclists fall as a result of uneven pavement.

Anonymous
2/19/2022 05:49 PM
Bike path beach ave

Anonymous
2/19/2022 06:56 PM
Shorter crossing / traffic island, something on King George Terrace + Crescent. Sidewalk on Crescent approaching Quimper loop SUPER DANGEROUS

Anonymous
2/19/2022 07:39 PM
Get rid of parking in Henderson Bike Lane

Anonymous
2/19/2022 08:36 PM
2 totally unmarked crossings on the Centennial Trail are extremely nerve-wracking to negotiate on foot: King George Terrace at Barkley Terrace, and Beach Drive at Sunny Lane (bottom of the Stairs to Walbran Park). As part of a "designated trail", these crossings should be marked and there should be warnings to drivers/cyclists of pedestrians ahead. Both are at or near the bottom of steep slopes with blind curves on a busy section of a "scenic drive" with tourist traffic unfamiliar with the route, Sunday drivers distracted by the great views, plus lots of super-fast moving bicycles.

Anonymous
2/19/2022 09:45 PM
As above, and move the four way stop on Eastdowne to Neil and Eastdowne. The sight lines there are terrible and it is a much busier intersection, with a preschool there, than where the four way stop is. Do any Oak Bay engineers ever actually come to North Oak Bay???

Anonymous Better lighting in Oak Bay Marine and around the Windsor Park
2/19/2022 11:24 PM

Anonymous The most unpleasant conditions I've found are walking the sidewalk along Foul Bay Road between Oak Bay Ave and Goldsmith. Sidewalk is very narrow, uneven. Cannot walk two abreast in places, dodging telephone poles and hedges. Traffic so close I expect to be hit by truck mirror in places. Traffic speed and noise is unpleasant too.
2/19/2022 11:37 PM

Anonymous Beach drive - sidewalk is too narrow for volume of foot traffic in areas (ie between Newport and Transit), and aggressive drivers make it difficult to cross in areas around Willows Beach and Bowker.
2/20/2022 08:31 AM

Anonymous Reduce traffic in Oak Bay Ave. More bike racks along waterfront and by Oak Bay Marina
2/20/2022 08:44 AM

Anonymous Oak Bay Avenue
2/20/2022 10:21 AM

Anonymous Cedar hill cross and Cadboro bay rd is deadly crossing on a bike. A side walk is needed on Victoria Ave McNeil to Smus on west side of street
2/20/2022 10:37 AM

Anonymous Fix stairs from Denison Rd down to King George Terrace
2/20/2022 11:06 AM

Anonymous Sidewalks suddenly end on our street (Allenby) near Cadboro Bay Road. Generally, road conditions are bad for cyclists, especially along Epworth and Florence.
2/20/2022 11:24 AM

Anonymous Nothing. It's excellent in my opinion.
2/20/2022 11:34 AM

Anonymous Encourage more use of the many lane ways all over the community, they are mostly in good condition but some are so overgrown that you can't tell if they are dead ends or not
2/20/2022 11:56 AM

Anonymous a few more benches on oak bay avenue

2/20/2022 12:02 PM

Anonymous

Along Cranmore Road there should be a sidewalk on both sides.

2/20/2022 12:10 PM

Anonymous

Oak Bay village needs wider sidewalks and raised crosswalks. Widen sidewalks on frequent walking routes like Beach Drive.

Anonymous

Permanently widened the Oak Bay Avenue sidewalks

2/20/2022 02:54 PM

Anonymous

intersection Estevan/Musgrave/Thomspson. Crossing lights and flashing stop signs would make walking better

Anonymous

Windsor road speeders.

2/20/2022 04:41 PM

Anonymous

The lack of a sidewalk where Oak Bay Ave turns into Prospect pl. Cars come around the corner and there is only a very narrow shoulder. We've had a close call with a stroller and a car there.

Anonymous

Oak bay bill

2/20/2022 05:40 PM

Anonymous

Fix the broken infrastructure before tacking new projects

2/20/2022 06:14 PM

Anonymous

Between Monterrey and Hampshire on oak bay avenue

2/20/2022 07:50 PM

Anonymous

OB Village

2/20/2022 08:33 PM

Anonymous

Top of Prospect Pl very narrow, can't see around corner

2/20/2022 09:12 PM

Anonymous

Windsor road is too wide. Side walk bump outs and low speed would help. Cars often speed well above limit

Anonymous

Road maintenance - specifically on uplands/Weald/Cotswolds rd

2/20/2022 10:18 PM

areas.

Anonymous

2/21/2022 08:42 AM

Speed limit on Cadboro Bay Road needs to be 40 from Neil St to Foul Bay, this is a very busy road! Speed limits on the streets between Cadboro Bay and Foul Bay need to be 30 to discourage drivers from using them as short cuts (cars need to use Lansdowne). Parking on these same streets should be on one side only (like on the section of Neil). Sidewalks are needed on Allenby and Harlow from Cadboro Bay to the lane) - it is very dangerous here for pedestrians as you have to walk on the road and cars turn off of Cadboro Bay fast and these are blind corners.

Anonymous

2/21/2022 09:29 AM

flashing lights at all Oak Bay Avenue or busy street crosswalks

Anonymous

2/21/2022 09:40 AM

Four way stop sign and pedestrian crossing needed at Windsor and Victoria Ave. I've witnessed many near misses at that corner in my 37 year residency on that block. Cars will stop on Windsor before turning right or left onto Victoria Ave regardless of no stop sign causing confusion. Cars also speed while turning onto Victoria Ave and cut the corner posing hazards to drivers and buses in Victoria Ave. Poor sight lines due to parked cars along Windsor while driving north on Victoria and crossing Windsor (both as pedestrian and driver). A four way stop and pedestrian crossing at Victoria and Windsor would both slow traffic and increase safety for both drivers and pedestrians.

Alan

2/21/2022 10:36 AM

It is not sexy and there will not be any ribbons to cut when work is completed, but better ongoing maintenance of existing sidewalks should be #1 priority.

Anonymous

2/21/2022 10:39 AM

Add sidewalk on Mount Joy from Central to Beach Drive. Road is so narrow, cars parked there and no place to walk, especially for children walking to Margaret Jenkins. Add crosswalk at St Patrick's and Central (by Casey's). Sidewalk dips there across Central leading you to believe you have right of way but there is no sidewalk and lots of pedestrians cross there. Add four way stop and crosswalks across Windsor at transit (very confusing curve in road for drivers with many drivers stopping as they travel east along Windsor and unclear for pedestrians as they try to cross Windsor and as it's next to Windsor Park so would slow down traffic and make more inviting and safer for pedestrians). Change intersection at Newport and Windsor to 4 way stop as most drivers act as if it is one anyways (or are at least confused if they should stop travelling along Newport) and would make it feel safer for pedestrians crossing there - lots of people

walking across that intersection and seems to me equal amount of traffic travelling on Newport and Windsor so a four way stop would reduce confusion. Add a pedestrian activated crosswalk (those solar ones that flash quickly to advise drivers there is a pedestrian) across beach at the marina. Many people cross there and sight lines for drivers aren't very good. I think drivers are "blinded" by the sun when driving along there (often exceeding the speed limit) and I have seen at least three very close calls where pedestrians have started to walk across and cars drive through the crosswalk not seeing them. Thank you for the opportunity for input.

Anonymous

2/21/2022 12:52 PM

Please see above. Every single time a street is ripped up proper curb cuts should be mandatory in replacement. The sidewalk corners at Dalhousie and mowat are what should be everywhere.

Anonymous

2/21/2022 01:33 PM

some signage is too low. Tall people can run into them (over 6 feet), would suggest a higher placement.

Anonymous

2/21/2022 02:25 PM

Traffic diversions and bike paths

Anonymous

2/21/2022 04:32 PM

Better sidewalks

Anonymous

2/21/2022 07:05 PM

A crosswalk or flashing light at the crossing of Windsor/Transit, this is a very wide crossing where cars often speed.

Anonymous

2/21/2022 10:11 PM

More bike protection on Beach Dr Crescent Street

Anonymous

2/22/2022 04:56 AM

North Oak Bay near Uvic. Houses have absentee landlords and sidewalks are overgrown with vegetation and falling apart. Especially Frederick Norris and corner of Henderson and Cedar Hill X road.

Anonymous

2/22/2022 10:46 AM

You all should research what we REALLY NEED. Whyyy would you asking this when our city is crumbling under the streets? Get your priorities in order.

Anonymous

2/22/2022 11:29 AM

Uplands Park - More lighting around the park edges (dorset and midland get very dark) - Pathway infrastructure to protect the ecosystem in the park (less people going off path) and for residents to

enjoy the park year round. Beach Drive, in uplands in estevan - better lighting - bike lanes - Wider pedestrian pathways, especially near Cattle Point. Dewdney Ave, and Estevan - Better street parking bylaws and enforcement (street gets plugged up with folks parking on the street) - More sidewalks Nottingham Road - bike lane

Anonymous More sidewalks, bike lanes everywhere

2/22/2022 11:30 AM

Anonymous
2/22/2022 12:24 PM

Mount joy needs better lighting and / or sidewalk Sidewalks in front of McNeil bay (along beach drive) needs widening; heavy volume of walkers / runners on narrow sidewalks Crossing at oak bay beach hotel can be tricky

Anonymous
2/22/2022 01:28 PM

The extra pedestrian walking space along the side of the road on Oak Bay Ave, east of Clive Drive. If this is to stay, there is an issue with the couple parkings spaces that are still available within the new pedestrian walking space. This interrupts the flow and causes some pedestrians to step out onto the street to go around the car.

Anonymous
2/22/2022 02:37 PM
Oak Bay Ave., Monterey Ave south of McNeil. All along McNeil, all of the streets running from McNeil to the water, between the Marina and Willows, along Beach Drive. I could go on.

Anonymous Separated bike lanes

2/22/2022 06:28 PM

Anonymous Harlow drive

2/22/2022 08:06 PM

Cross walk at Transit Rd and Beach Ave by McNeil Bay

3/22/2022 08:51 PM

Anonymous speed bumps along beach drive and cadbora bay to prevent racing, somehow preventing cars from driving up on the boulevard
2/22/2022 08:55 PM

Anonymous Oak Bay Village, Willows Beach

2/22/2022 09:21 PM

Anonymous
2/22/2022 09:43 PM
There are still many sidewalks that don't have dropped curbs (such as some places along Musgrave, or Beach in the Uplands) so cannot

accommodate strollers, wheelchairs or scooters or walkers. Side walks are often too narrow and many streets still need sidewalks (such as Burdick, Dewdney)

Anonymous

2/22/2022 10:20 PM

Estevan village area. No through traffic at intersection

Anonymous

2/23/2022 10:36 AM

Sidewalk ramp, corner of Elgin and Oak Bay Ave. has a small lip even though its a ramp. Seniors with walkers sometimes struggle to get their wheels over this bump. Many uneven parts of sidewalk in Oak Bay village. Example outside Ivy's (I'm sure all of these tripping hazards are already on your radar so I won't go listing them all!) Elgin Rd. sidewalks could use a refresh - there is no sidewalk on one side on the end near the municipal yard, Thank you so much for taking the time to gather feedback and improve Oak Bay! We appreciate what you do!

Anonymous

2/23/2022 11:14 AM

The sidewalk outside Pharmasave is a disaster. Very high traffic area, broken pavement, disabled people have no one to assist them as it is too narrow.

Anonymous

2/23/2022 11:30 AM

Please do not make too many improvements as the experience is very good on the whole.

Anonymous

2/23/2022 12:48 PM

We walk from Clive Drive to Beach Avenue to get to GNS with a stroller. There is no truly safe way to get there on sidewalks unless we go around Monterey to Cranmore or all the way down Newport to Windsor which is not ideal as we have to be at school by 8am. Both Prospect and Beresford Pl have proven to be quite unsafe in the absence of sidewalks. I would love to see sidewalks on both these streets and possibly see Prospect changed into a one way. The crossing at the fire station needs improvement to better separate it from the road and cars coming quickly around the corner, perhaps a raised sidewalk rather than just painted lines. I feel there should also be a crosswalk connecting the trail along Bowker Creek and Firefighters Park as I see so many families and groups of kids crossing there. Perhaps extra traffic calming measures there as well as I have seen so many cars drive past well above the speed limit.

Anonymous

2/23/2022 12:53 PM

Cad Bay road, Foul Bay Road and Henderson Road, Lansdown Road, around Oak Bay Hight school down to willows

Anonymous
2/23/2022 01:02 PM
Some interesting crosswalks: Cadboro Bay heading north around Harlow right in front of the crosswalk is a sign that says 40 zone ends. This is already a crosswalk with no median on a wide stretch of road and drivers are told to speed up to 50. Heading north on Musgrave just before Willows school, parking is permitted almost right up to the crosswalk and drivers cannot see roughly 20% of the right side of the crosswalk until they are almost right in front of it. There are at least two crosswalks heading south on Cadboro Bay after Lansdowne that have similar problems. Also, for kids going to Monterey there several crosswalks on relatively wide roads rather than stop signs. There should be at least one and probably more routes with stop signs all the way through Windsor and McNeil. Crosswalks are not safe enough for that route.

Anonymous
2/23/2022 01:14 PM
There is no safe way to get to Windsor Park while walking especially with a stroller as sidewalks and crosswalks are lacking around the park.

Anonymous
2/23/2022 03:04 PM
Better lights on the crosswalks around the schools.

Anonymous
2/23/2022 03:36 PM
The sidewalk in front of Pharmasave has been an uneven tripping hazard for years. Time for a permanent fix.

Anonymous
2/23/2022 04:50 PM
Wider sidewalks and removal of the markers for bump outs

Anonymous
2/23/2022 04:54 PM
WHEREVER THERE ARE CROSSWALKS - IMPROVE THEM - ALL ALONG OAK BAY AVENUE.

Anonymous
2/23/2022 05:01 PM
Oak Bay Avenue and most of the popular routes to Beach Drive, the marina and the beaches.

Anonymous
2/23/2022 05:03 PM
Crossing Oak Bay from Pharma-Save to T.D.bank

Anonymous
2/23/2022 05:10 PM
repair sidewalk on north side on Oak Bay particularly first block west from St Anne's

Anonymous
2/23/2022 05:11 PM
Along Oak Bay Avenue from Elgin to the Village, if the sidewalk was wider, it would be helpful. Also the visibility leaving Carleton House in

a car is challenging to see people coming along the sidewalk, particularly from the west side. The mirror needs to be higher and the shrubs trimmed etc. This maybe a Carlton House issue and I will also follow up with them. Thank you!

Anonymous

2/23/2022 05:14 PM

Wider sidewalks so pedestrians don't have to vacate the sidewalk because a mobility scooter is approaching.

Anonymous

2/23/2022 05:21 PM

Repair sidewalk between The Avenue Gallery and Pharmasave. Plus, I don't like walking through the Penny Farthing/Vis a Vis with a walker. It's nice that people can eat outside but you try going through that part of the street with a walker! You'll see how difficult it is. I feel unwanted as if I'm disturbing patrons and staff.

Anonymous

2/23/2022 05:55 PM

Do not/not create a Richardson equivalent. Take into account impact of weather on usage. Spring summer and fall are great given changing climate winter seems less so.

Anonymous

2/23/2022 06:25 PM

Fix the very uneven sidewalks!

Anonymous

2/23/2022 06:40 PM

All along Oak Bay Avenue And Beach Drive

Anonymous

2/23/2022 07:07 PM

Please see above. Sidewalks on Monterey between McNeil and Beach are horrid. Just past the school a new Boulder was placed on a property and it sticks out over the sidewalk. No way a wheel chair could get through there. Sidewalks themselves are in poor shape.

Anonymous

2/23/2022 08:21 PM

See above

Anonymous

2/23/2022 08:44 PM

One of the roads leading off Oak Bay Avenue, on the side opposite the Pharmasave (road name unknown), has no ramp or provision for a walker or other similar vehicle, and has kerbs very difficult to manage.

Anonymous

2/23/2022 09:02 PM

The area around Yumbrosia (Eastdowne/Faire/Dalhousie/Woodhouse/Florence/Cadboro... is in desperate need of some sidewalk repair. The volume of kids I've seen take a major spill either tripping over uneven sidewalks or take

a tumble off a scooter from the same is troubling.

Anonymous

2/23/2022 09:03 PM

Cedarhill X Rd and Henderson corner. Turning right onto Henderson from Cedarhill X Rd can be difficult as drivers are often looking for exiting UVic traffic, and may not see pedestrians crossing to the island with the crosswalk and signal button.

Anonymous

2/23/2022 09:57 PM

since I moved to Carlton House in 2015 I have heard the sidewalk between Foul Bay to Monterey on the north side would be improved.....what decade?

Anonymous

2/23/2022 10:03 PM

Once or twice a week, perhaps no cars in the village? For example, shop deliveries on Saturdays could be until 10 am, then no vehicles on the avenue till 6 pm. Also, at the lights at the corner of Monterey and Oak Bay or Foul Bay and Oak Bay, change the timer so that pedestrians get a few seconds to start before vehicles. We saw this in Saanich recently, and it provided a safety buffer to those of us who are not so fleet crossing the street

Anonymous

2/23/2022 10:08 PM

Beach drive, also Musgrave, as it is popular active transportation and recreation route. Needs traffic calming like road constrictions and roundabouts and designated space for biking and walking. Intersections in and around Willows School. Especially intersection at Estevan and Musgrave. Close to vehicle traffic to support local business, create pedestrian -friendly town square environment, and support safety especially the young and the old and active transportation.

Anonymous

2/23/2022 10:23 PM

More pedestrian only streets. Estevan Village could be a pedestrian only square at certain times during the week, during the year or during the day. Musgrave street should not be 50km/h beyond Willows school, it should be 40 or lower like other streets in the area. Burdick and Dewdney Streets need sidewalks. There are many streets where a 'roller' cannot roll easily from road to sidewalk as there is no ramp.

Anonymous

2/23/2022 10:32 PM

Where sidewalks are damaged and uneven.

Anonymous

2/23/2022 11:30 PM

Bushes trimmed so they do not overrun sidewalk....especially on Oak Bay Avenue!

Anonymous
2/23/2022 11:35 PM
Additional infrastructure and improved maintenance on what is already in place.

Anonymous
2/24/2022 12:55 AM

Pedestrian connection (east side) to Cadboro Bay Rd crosswalk at Cedar Hill X Rd, add curb ramps at sidewalk ends in Uplands (many), add sidewalk on Upper Terrace and Uplands Dr, address challenge of Cadboro Bay Rd sidewalk ending without crossing at Beach Dr, improve pedestrian accommodation on Henderson Rd along Carnarvan Park frontage (conflict with parking area), alter baffle at south end of Devon Rd to create enough space for people pushing strollers and in wheelchairs (and bikes) to access walkway

Anonymous
2/24/2022 06:33 AM
Smooth sidewalk surfaces would likely necessitate removal of large trees and their roots. A sad but imperative decision.

Anonymous
2/24/2022 08:44 AM
Widen the sidewalk from Carlton House to the village on the Carlton House side of the road. (North) Make it even. Remove tripping hazards.

Anonymous
2/24/2022 09:10 AM

The Musgrave/Estevan intersection is hazardous. Heavy pedestrian traffic especially at the beginning and end of the school day at Willows. Drivers often confused about who stops. Have met aggressive drivers there while walking grandchildren to school. What about a roundabout? Block off Thompson (and enlarge the park)? Make the commercial area and intersection a car-free commons? Begs for some creative thinking.

Anonymous
2/24/2022 09:42 AM

Foul Bay Road hill. Pedestrians (and bikes coming down the hill at speed) on Saanich side are at risk from drivers making sudden unpredictable left turns off Foul Bay Road towards Richmond to avoid waiting at the light at Lansdowne/Hillside. Solution is probably up to Saanich to prevent through access on those streets.

Anonymous Leave it alone
2/24/2022 09:53 AM

Each and every intersection needs to be accessible to rolling devices

2/24/2022 10:59 AM and a curb cut/grind campaign is immediately required along with budget to support the initiative. Often pedestrians are pushed to the roads leading to unsafe passage. Upcoming legislation on accessibility will make Oak Bay liable for all inaction on providing safe rolling passage.

Anonymous Area between Nicholas Randall and pharmasave.

2/24/2022 11:04 AM

Anonymous Upgrade sidewalks.

2/24/2022 11:40 AM

Anonymous sidewalks are in appalling disrepair with uneven pavement and holes so large that people are in danger of falling in and disappearing -- Just kidding but they are really dangerous in some areas.

20633 Every street should have a sidewalk on at least one side. (My street, Falkland Road, has no sidewalk above McNeil.)

Anonymous Cadboro Bay Rd North of Neil Street

2/24/2022 09:12 PM

Fiona Gough Willows Beach promenade. Cattle Point.

2/26/2022 11:16 AM

Anonymous Oak Bay avenue from Foul Bay road to village - both sidewalks.....

2/26/2022 10:25 AM

Anonymous Beach Drive needs wider sidewalks.

2/26/2022 12:36 PM

Anonymous Put in a roundabout in corner of Haultain and Eastdown to slow traffic and make it safer to cross the street.

Anonymous Sorry, think I just wrote this above.

2/26/2022 12:52 PM

Anonymous The avenue. Newport Ave needs more cross walks. Bikes need better accommodation. Perhaps experiment with local public transportation (van style) to accommodate people who need access to the avenue but can't walk the distance. Cut down on the need for

people to drive short distances.

Anonymous

2/26/2022 03:14 PM

Sidewalks in the village area so crowded with tent signs (12-15) it's difficult to get by and impossible to maintain any social distance.

Anonymous

2/26/2022 06:07 PM

Irritating that pedestrians must use crossing signals at traffic light intersections along oak bay avenue. All crossings at these intersections should automatically show pedestrian crossing. It was hands free during some of the pandemic and should remain so.

Anonymous

2/26/2022 06:29 PM

Wider smoother sidewalks. I live in Carlton House on Oak bay Avenue and it's miserable when going to shop in the village. I often walk on the road due to the condition of the sidewalks. Impossible to pass someone else walking to or from the village.

Anonymous

2/26/2022 07:24 PM

The sidewalks at Willows beach could be expanded to accommodate two way pedestrian traffic. The stairs from Willows Beach to Cattle Point need to be leveled and markings added for those with limited vision and mobility challenges. The sidewalk on one side of Lansdowne Road stops and starts many times, so you are often walking/rolling on the road which is not ideal nor safe. Also many sidewalks in Oak Bay do not have "cut outs" for those who are rolling (mobility scooters, wheelchairs, walkers, etc.) therefore, it causes you to need to walk on the road until you can find a driveway to use to get back on the sidewalk safely.

Anonymous

2/26/2022 07:41 PM

Everywhere

Anonymous

2/26/2022 12:06 AM

Oak bay avenue. Streets leading to the water

Anonymous

2/26/2022 01:00 AM

We need a crosswalk to traverse St. Ann in front of fire/police toward Bowker creek walk way.

Anonymous

2/26/2022 09:08 AM

On the avenue divided bike walk route like on Dallas- from village all the way to fort

Anonymous

2/26/2022 09:53 AM

Beach Drive between Windsor and Orchard needs a sidewalk on the apartment side of the road.

Anonymous
2/26/2022 02:21 PM
Lower Vehicle Speeds, More Enforcement of Speed Limits. More enforcement of Rules pertaining to Pedestrians having the right of way when crossing streets. Less traffic noise. More lighting

Anonymous
2/26/2022 02:22 PM
Newport (cars partially parked on sidewalks) and speed of cars on Windsor and McNeil

Anonymous
2/26/2022 04:12 PM
The last block of Monterey before Beach Drive is a heavily used but absolutely terrible sidewalk - replacing that block would be great. Thanks for the new crosswalk!

Anonymous
2/26/2022 04:41 PM
clear snow on side walks next to the sea such as Oak Bay Marina area

Anonymous
2/27/2022 12:47 AM
Cranmore Rd, Eastdown Rd, Newton Rd, among other roads are missing curb cuts. Pacific Ave and Cadboro Bay rd crosswalk has extremely limited visibility - reducing parking close to crosswalk or lights may help

Anonymous
2/27/2022 03:19 PM
In the Village area, specially around Starbucks, the pharmacy area, where the sidewalks are uneven. Also, the temporary widening of the sidewalk between Cobbs Bakery and Carlton House should be permanent, and somehow integrate both the sidewalk and the closed part of the road into one wide area so strollers, walkers, and pedestrians can all use it without stepping up and down, on and off, the sidewalk when passing each other. This can be dangerous for the elderly. The sidewalk in this area, on the other side of the street, should also be widened as it is only wide enough for single walking persons. These are main corridors for pedestrians who walk to the Village for shopping needs.

Anonymous
2/27/2022 04:44 PM
Mountjoy, Falkand Rd. Cars park too close to the corner of Mount joy and Central and block view. Hard to walk on the road especially where it turns.

Anonymous
2/27/2022 05:10 PM
The Bowker Musgrave four way stop intersection seems like more of a suggestion than an enforced stop sign by the way people drive. The corner of Bowker at St Anne is another that is taken at high speed with no attention to children walking to and from school. The amount of near hits we've encountered there walking to and from school each

day is unbelievable.

Anonymous

2/27/2022 07:01 PM

Widening Sidewalk on Henderson. Vastly improving quality of lighting on Henderson and throughout OB . Driving in Victorian and Saanich is much brighter! Discard the awful road alignment at Fort and Bee Street and in front of OB High school - that's outrageously awful! Use a better and longer lasting quality of road marking paint to ensure safety in. Dark and wet conditions. Consider installing cats eyes on busy transit routes Ensure property owners cut back foliage to property line to allow safe passage for walkers Ensure property owners clear snow from sidewalk when appropriate. Including in front of the growing number of rental properties owned by slum landlords on Henderson.

Anonymous

2/27/2022 07:49 PM

All of Oak Bay avenue is way too wide with high speeds and has very narrow sidewalks despite it being a village with many residents and shops. It is a shame because it makes it extremely uncomfortable to walk or roll through this area. The entire Uplands area has poor cross-connectivity and it is next to impossible to walk anywhere. It also lacks sidewalks and has a lot of slip lanes which further worsen the walking and rolling experience. The South Oak Bay area lacks public washrooms near many of its parks, including: Walbran Park, Trafalgar Park, Chinese Cemetery, Gonzales Observatory, Gonzales Hill Regional Park, Anderson Hill Park, Sunny Lane Beach, Lafayette Park. King George Terrace has a really poor pedestrian crossing between Barkley Terrace as well as with Crescent Rd and Lorne Terrace. These are huge obstacles for the much-loved areas of Walbran Park, Trafalgar park and Chinese Cemetery which are popular areas to walk between. Beach Dr. along Willows Beach is in need of additional traffic calming measures. It is common to have impatient drivers driving far too quickly and passing unsafely in this stretch despite the high levels of people walking and rolling. Oak Bay Avenue lacks bike lanes and has high speeds which makes it unsuitable for families to ride along. This is despite there being ample room. Lane widths of Oak Bay avenue exceed the standard size of a lane for a highway, even after accounting for street parking! This encourages high speed driving. Adding bike lanes would both invite families and less confident riders while helping to reduce traffic speeds. Similarly, sidewalks could be widened. Cadboro Bay Rd is very wide and straight which encourages frequent high-speed driving. It is extremely uncomfortable to bicycle on and is also difficult to cross or walk along. Much of it lacks sidewalks on at least one side and crossings are far and few between. Cadboro Bay Rd bike lanes end just past Oak Bay High School, leaving cyclists stranded and at the mercy of high speed drivers for the remainder of Cadboro Bay Rd until UVic. Henderson Rd bike lanes are frequently blocked by

vehicles making it an unreliable and hazardous path for cyclists. It is very uncomfortable and difficult to cross Lansdowne Rd as either a cyclist or a pedestrian. Lansdowne Rd has very high speed traffic and few safe crossings. Cedar Hill Cross Rd is extremely wide which causes high speeds. It has a sidewalk on only one side but no crossings to access that side for most of its length. Marked crossings are sorely needed at the exits of many popular trails coming from UVic and the dog park. Cedar Hill Cross Rd is also a very popular cycling route used by students and people who work at UVic. But the cycling experience on this road is very poor because of the high speeds. It is officially identified as a cycling route but there is no infrastructure to justify it actually being one in reality.

Anonymous

2/28/2022 09:33 AM

Do not restrict traffic by adding bike lanes.

Anonymous

2/28/2022 11:35 AM

Sometimes the uneven roads make walking a little difficult.

Anonymous

2/28/2022 12:40 PM

Pedestrian only footpaths enhance the walking experience in Oak Bay. Some paths, such as the Brighton footpath East from St. David could be better maintained (more chips?) especially in wet weather. Another example is the diagonal path from sidewalk on Beach approaching marina from the North.

Anonymous

2/28/2022 12:55 PM

MountJoy and Runnymede (no sidewalks) McNeil Bay (too narrow for volume of pedestrians) and no cycling lane Falkland (no sidewalks) - especially between Central and McNeil

Anonymous

2/28/2022 03:57 PM

Signed East/West walking routes/paths south of McNeil Ave. and others.

Anonymous

2/28/2022 08:43 PM

Beach Drive, McNeil Bay area, not enough sidewalk to pass safely. Lafayette St uneven pavement coming from the park. Hard for seniors in the area to navigate with mobility issues using walkers. Walkers and wheelers in danger as cars are parked in various angles which creates significant blind spots.

Anonymous

3/01/2022 12:40 PM

Need sidewalks on Roslyn Road. Repair broken up sidewalks on Wilmot Place.

Anonymous
3/01/2022 04:15 PM
I find the sidewalks on Eastdowne (coming down from Lansdowne) are not very comfortable to walk on..too many uneven areas on both sides. I have to be very careful where I am putting my feet.

Anonymous
3/01/2022 08:31 PM
I am not familiar with what is required for rolling. Oak Bay Ave needs many improvements for safer walking.

Anonymous
3/01/2022 11:04 PM
Add sidewalk or chip trail along Dorset Road adjacent to Uplands Park.

Anonymous
3/02/2022 08:16 AM
South Oak Bay

Anonymous
3/02/2022 10:43 AM
Beach Drive from the Victoria border pretty much the whole way along. Sidewalks are too narrow for pedestrians going both ways, sidewalks are almost always just on one side of the street, vehicles block them). Beach Drive in McNeill Bay is, for obvious reasons, very popular with pedestrians. Make the sidewalk on the ocean side much wider. Cars do not need to be the priority. Mountjoy Avenue - incredibly popular with walkers and cyclists but - narrow, NO sidewalks, traffic drives at unsafe speeds especially over the small hill on the bend, NO traffic enforcement. The traffic volumes on Mountjoy went up when Monterey became a middle school (more parents from further away) and has increased again with the changes to Richardson (which used to lead the traffic onto McNeill). Huge swings in volume both during the day and from season to season (school in etc.). There is a significant volume of large vehicles (including dump trucks and delivery trucks) that use this road as a cut through. They are very large for the size of the road and for the corner onto Central.

Anonymous
3/02/2022 01:19 PM
Police could monitor some crosswalks and ticket offenders who don't stop for pedestrians.

Anonymous
3/02/2022 02:41 PM
Add sidewalks, or limit parking to one side of the street, for pedestrian routes leading to and including Willows Beach promenade, Willows School and Glenlyon School. Fix Oak Bay Avenue in the Village. Undertake transportation review of Prospect HCA.

Jakkie
3/02/2022 04:56 PM
I think it would be appreciated to have bike lanes and create more calmer conditions on the roads

Anonymous	Throughout Uplands the buses speed!
3/02/2022 08:16 PM	
Anonymous	The corner at OB Ave. and Wilmot Place.
3/03/2022 12:08 PM	
Anonymous	I live on Oliver Street between McNeil and Windsor. There are 12 children on this street ranging from 1 year to 10 years of age. The parents on this street, myself included, would love to see a sidewalk constructed on our side (the southside) of Windsor avenue. This addition would allow us to walk (or scooter etc) around our little neighbourhood without having to cross the (often busy) Windsor Avenue. It is a very popular walk route, so the community at large would also benefit. I think it would add to the already wonderful, family friendly feel of the neighbourhood to make this improvement. Our childless neighbours and passersbyers often comment about how wonderful it is to see children playing outside ("like in the good old days"). This requested sidewalk improvement would help with our goal (and what should be a shared community goal) of getting children to play outside. I also note that there are several bus stops on this side of Windsor, it seems odd that they are not connected to sidewalks, particularly for individuals needing assistance with walking. Otherwise, the municipality has been doing a wonderful job in recent years in adding sidewalk ramps etc - it has not gone unnoticed, thank you!
3/03/2022 01:47 PM	
Anonymous	We need a sidewalk on the south side of Windsor road!
3/03/2022 01:52 PM	
Anonymous	It would be great to have more cross walks around parks / playgrounds. It's surprising and dismaying how few playgrounds have crosswalks to access them, or paved paths to get around easily once in them. This is particularly important for parents pushing strollers, and children travelling bike scooter, bike/trike etc. Windsor Park and Firefighters Park are two examples of great playgrounds with poor access. A crosswalk in front of the firehall would be very helpful as that stretch of road has poor sight lines and features buses and vehicles travelling at relatively high speeds. A crosswalk on Windsor connecting to the main path leading to the pavillion would also be very helpful, as would a proper paved path leading to the playground, perhaps going around the sports field which can be quite muddy and hard to push a stroller across.
3/03/2022 03:43 PM	
Anonymous	See 11.
3/03/2022 04:22 PM	

Anonymous

3/04/2022 09:32 AM

better lighting at night, it is hard to be seen and to see sidewalk irregularities. I understand we need to protect against too much light pollution, but walking at night is scary with the lack of light where I live, the Estevan Musgrave Willows area.

Anonymous

3/04/2022 10:39 AM

Oak Bay village, by schools (Willows) and parks (Windsor), Cadboro Bay Road beside Uplands Golf Club. Way less parking at Turkey Head. Far more natural space for people. Delay green lights (3 - 4 seconds) for car traffic at busier corners (Foul Bay and Fort, Foul Bay and Oak Bay, Monterey and Oak Bay) to give pedestrians the chance to start first

Anonymous

3/04/2022 10:52 AM

Beach drive crosswalks get a lot of volume but cars speed on the street. This is also true for Windsor Rd

Anonymous

3/04/2022 02:23 PM

Cross walk at Barkley and King George terraces Lighting through Victoria Golf Course - often the only place I turn on my headlamp when walking or running at night

Anonymous

3/04/2022 02:26 PM

Likewise.

Anonymous

3/04/2022 02:36 PM

The entire length of Falkland Road starting at Beach Drive right up to Falkland Place. Mountjoy/Runnymede area. All residential roads should have clearly demarcated sidewalks on both sides of the road - many only have one and a lot more have none.

Anonymous

3/04/2022 05:08 PM

From Oak Bay village to the south and the east. Congestion is a problem that means pedestrians are pushed onto the street and moving vehicles have limited visibility and navigation.

Anonymous

3/05/2022 09:27 AM

None. Put your money to better use

Anonymous

3/05/2022 01:24 PM

More designated bike lanes, similar to downtown victoria. These could be installed with little impact to sidewalk or roadways by reducing on street parking. On Street parking on Oak Bay Ave and other main arteries like Beach Ave, is not required as their is ample off street parking behind shops on oak bay ave, parking lots (i.e. library, beside city hall, behind fairway, and in front of shops such as

cobbs bread). or in the case of Beach ave ample parking in residents or again with parking lots at Turkey head, or Oak Bay Beach Hotel, or off road in Mcneil bay etc. I would also recommend other secondary arteries such as Central Ave, and McNeil etc. for similar bike lanes. I do not let my child bike down oak bay ave because of the constant backing up, turning out, and stopping to access on street parking.

Anonymous

3/05/2022 06:28 PM

For cycling, bike lanes are unnecessary, but better pavement and prompt filling of potholes would be good (like recent repaving through Victoria GC)

Anonymous

3/05/2022 08:44 PM

Sidewalks on Burdick and dewdney. Speeding is bad on Burdick.

Anonymous

3/05/2022 10:41 PM

Higher quality, wider sidewalks without cracks or tree root bound bumps.

Anonymous

3/06/2022 09:16 AM

More pedestrian lights where kids frequently cross major roads to get to schools. (Hampshire or Monterey at Mc Neill; Victoria at McNeill; Bowker at Hampshire; Lilian at Fairfield; Also for Hotspots along Foul Bay where the Richardson closure has increased traffic and people need to cross - FB and Broughton; FB and Runnymede; FB and Fairfield.

Anonymous

3/06/2022 11:58 AM

it is very good in Oak Bay. Is one reason I choose to Roll there.

Anonymous

3/06/2022 04:14 PM

The suggestions for improving the pedestrian experience would also be helpful for people rolling. Additional ways the rolling experience could be improved: Genuine (aka safe and accessible to all ages and abilities) bike routes Oak Bay has several streets marked as "bike routes" but do not provide any infrastructure to support that claim. Notable examples include Beach Drive north of Cattle Point and Cedar Hill Cross Road along UVic campus. The speed limit along this section of Beach Drive is 50 km/hr. Vehicles traveling this speed are very dangerous for people outside of vehicles. At these speeds, collisions are more likely and when they do occur are likely to be fatal. Cedar Hill Cross is wide and frequently carries high volumes of fast moving traffic. Double parking forces people on bikes into conflict with this traffic. As a relatively physically capable young adult, I routinely feel unsafe riding a bike along these routes. I would not feel safe taking children on bikes through these areas. Areas like these could benefit from changes that make cycling safer and more

comfortable. As added benefits, safe bike routes are often used by people rolling by other means, such as mobility scooters, and implementation of safe bike routes is shown to increase safety for other vulnerable street users, such as people walking and people with disabilities. Continuous bike lanes with safe crossings that are available 24/7. The bike lanes along Foul Bay/Henderson are helpful for connecting students and staff with Camosun and UVic campuses. However, it lacks continuity and safe crossings in key locations, and much of this bike lane can be used for parking outside of standard work hours. This route lacks a bike lane south of Fort and immediately south of Lansdown, discouraging cycling because of frequent conflict with people in vehicles. Though the shared bike and pedestrian path along the south side of Camosun provides respite from uncomfortable traffic along Lansdown, access to the northbound bike lane along Foul Bay from this path is not well marked for people on bikes. This crossing could be better marked to help communicate that bikes are also crossing here. Parking in this bike lane presents challenges for people who use this route in the early morning, evening and on weekends. Under low traffic conditions, people in vehicles routinely speed along this stretch of Henderson. Vehicles parked in the bike lanes force people on bikes to merge into the main traffic lane, potentially putting them into conflict with fast moving vehicles.

Anonymous

3/06/2022 05:28 PM

In the area of Windsor Park.

Anonymous

3/07/2022 04:46 PM

Oak Bay Village .. reduce speed limits to 25 k.p.h.

Anonymous

3/07/2022 09:07 PM

I'd like to see protected bike lanes in both directions on McNeil Ave & Oak Bay Ave between Foul Bay and Newport. I want my 2nd grader daughter to feel safe biking to Margaret Jenkins from anywhere in the catchment unsupervised.

Anonymous

3/08/2022 10:25 AM

The crosswalk at Bowker and Cadboro Bay Rd has low visibility and cars are already coming around the corner too fast so I feel very unsafe crossing at that intersection. The crosswalk at Cranmore and Christie is also very unsafe. Cars don't stop and are usually going very fast. Speed humps on Cranmore would slow them down.

Anonymous

3/08/2022 11:15 AM

See above, perhaps sideways such as this should be widen.

Anonymous 3/09/2022 09:58 AM	On main roads and in shopping districts make sure curbs @ intersections are smooth for rolling. On the Oak Bay side of Foul Bay these "ramps" have a slight bump which makes it more difficult for strollers, scooters etc to leave the sidewalk smoothly to cross street and get up on sidewalk on the other side of the street.
Anonymous 3/09/2022 10:02 AM	Vehicle signage needed in Uplands.
Anonymous 3/09/2022 10:18 AM	Better maintained sidewalks in the Village.
Anonymous 3/09/2022 10:24 AM	Almost any place.
Anonymous 3/09/2022 10:33 AM	(1) Several stops (already painted) on sidewalk along Beach Drive. (2) Sidewalks on Oak Bay Ave between Hampshire and Monterey.
Anonymous 3/09/2022 10:41 AM	Less skate stoppers on all the ledges. Smother, less cracks.
Anonymous 3/09/2022 10:54 AM	The Avenue is where the businesses are, and where the bike infrastructure is also worst. This needs to change. Also "Bowker Corridor" need upgrade. See multiple submissions from Willows PAC.
Anonymous 3/09/2022 11:01 AM	Repaint crosswalks Get cars in residential street to on site parking, not road parking for residents.
Anonymous 3/09/2022 11:07 AM	For biking - eliminate the white stations on Oak Bay Ave so cars can park at the curb. Not enough room for car/bike parking off the sidewalk. I have had several near misses by drivers too close. I am a very experienced biker. These white markers have made it dangerous to bike on Oak Bay Ave.
Anonymous 3/10/2022 06:34 PM	Estevan uneven pavement. Fix the seemingly public realm even if technically privately owned

Optional question (444 response(s), 368 skipped)

Question type: Essay Question

Pedestrian and Sidewalk Master Plan Survey #2

SURVEY RESPONSE REPORT

01 July 2022 - 05 September 2022

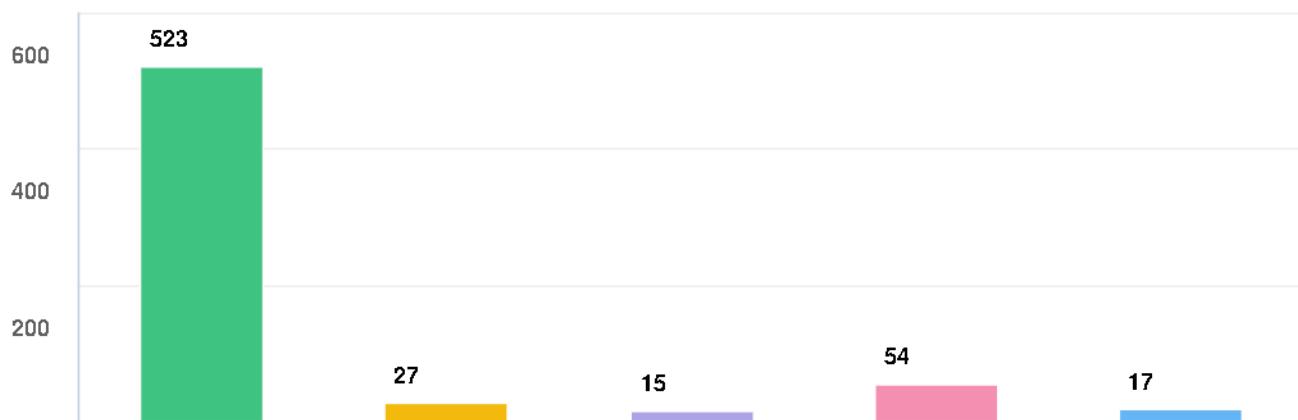
PROJECT NAME:

Pedestrian and Sidewalk Master Plan



SURVEY QUESTIONS

Q1 What best describes you? (Select all that apply)



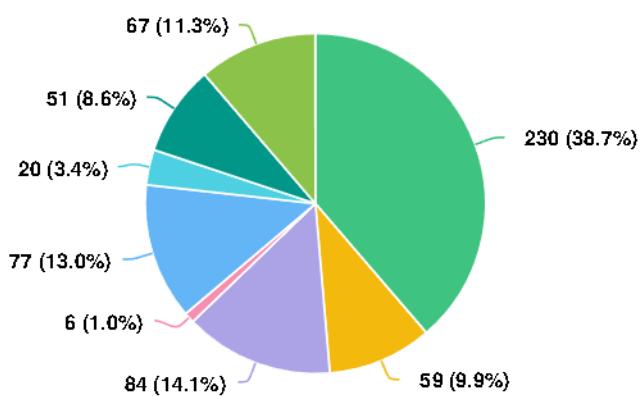
Question options

- I am an Oak Bay resident
- I am a business owner or work in Oak Bay
- I am a student in Oak Bay (including post-secondary e.g., UVic)
- I am a visitor to Oak Bay
- Other (please specify)

Optional question (595 response(s), 1 skipped)

Question type: Checkbox Question

Q2 What neighbourhood do you live in?



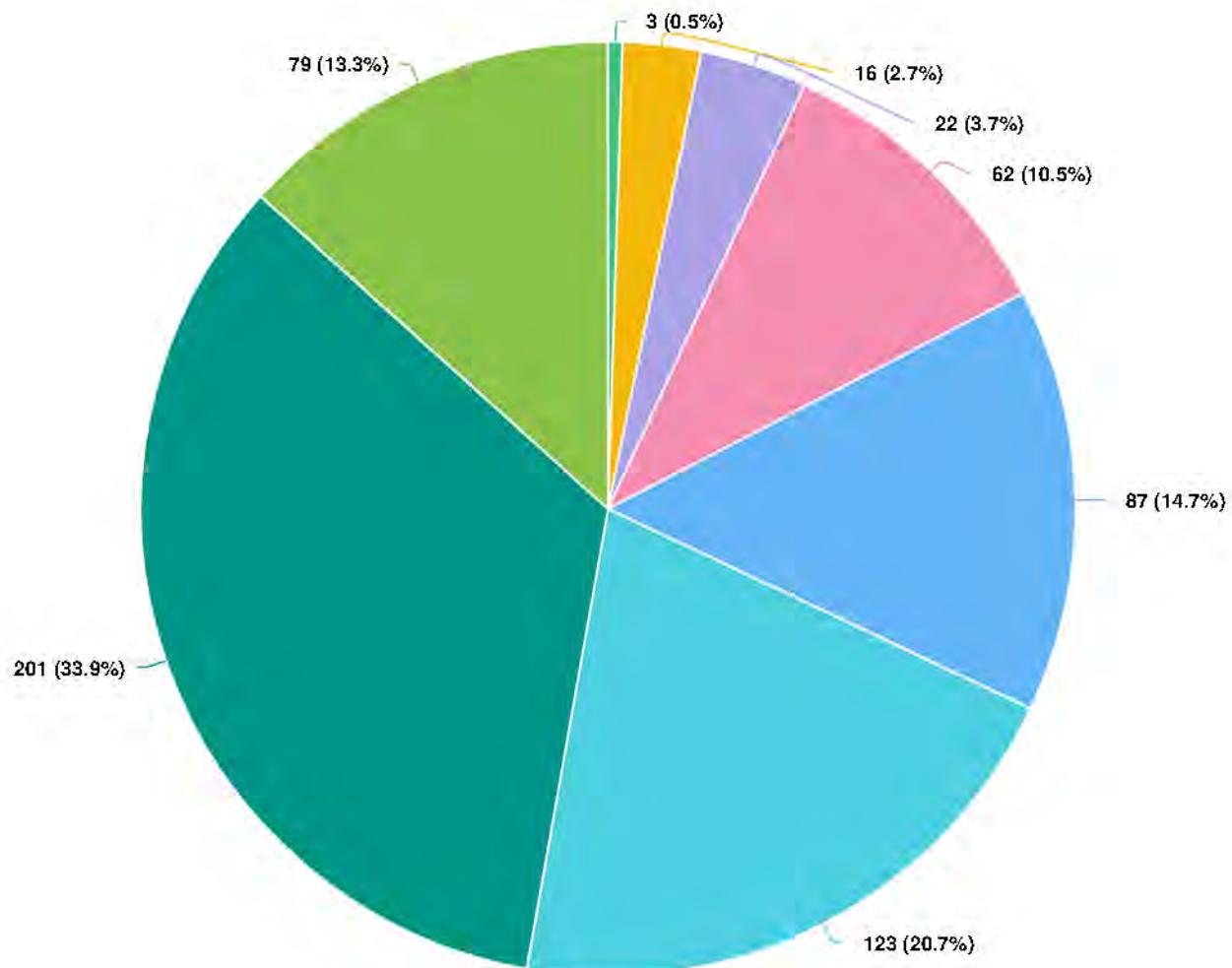
Question options

- South Oak Bay
- Oak Bay Avenue
- North Oak Bay
- Harling Point
- Estevan
- Uplands
- Henderson
- Outside of Oak Bay (please specify)

Optional question (594 response(s), 2 skipped)

Question type: Radio Button Question

Q3 What is your age?



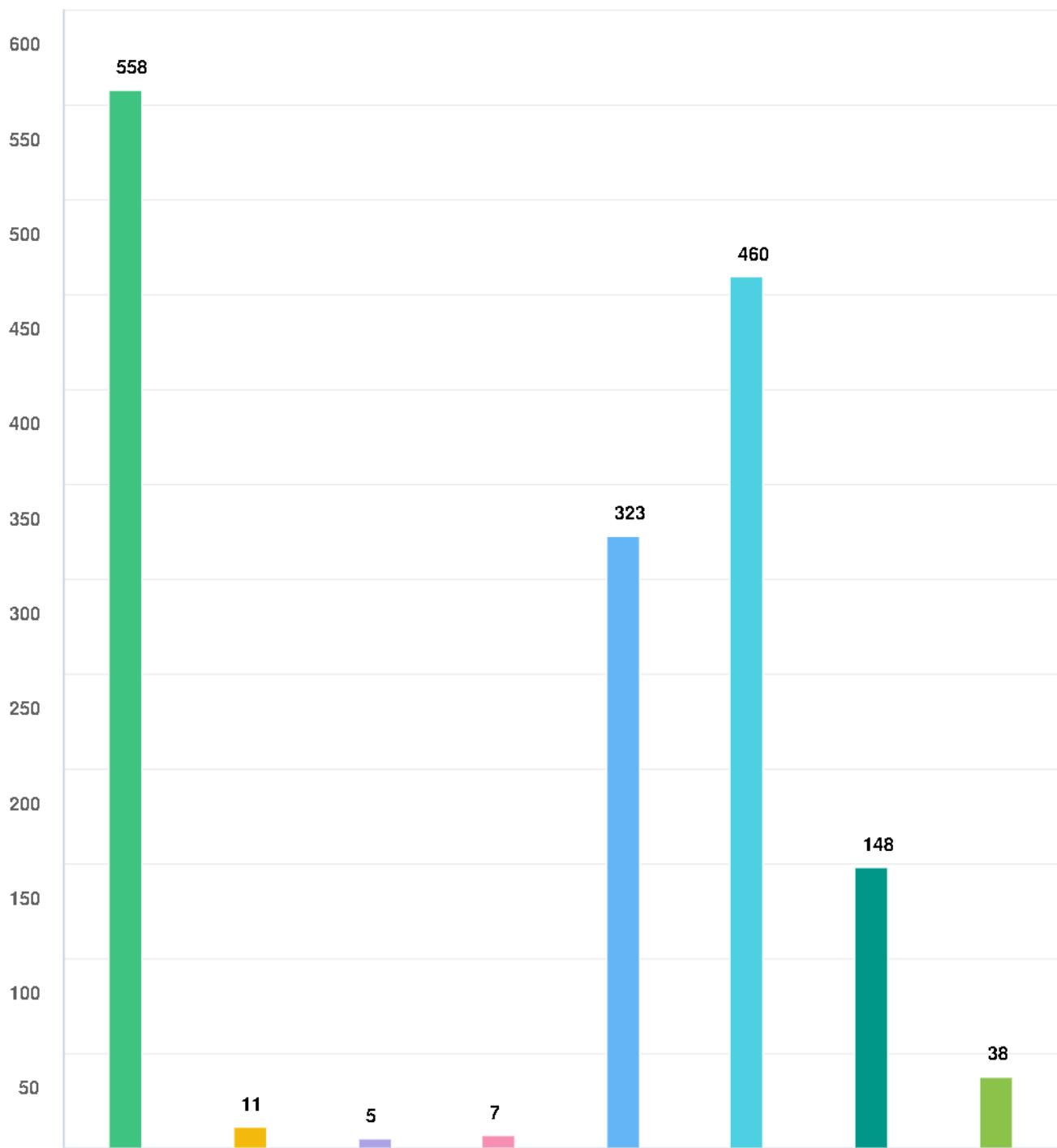
Question options

Under 18 18-24 25-34 35-44 45-54 55-64 65-74 75+

Optional question (593 response(s), 3 skipped)

Question type: Radio Button Question

Q4 How do you get around Oak Bay? (Select all that apply)



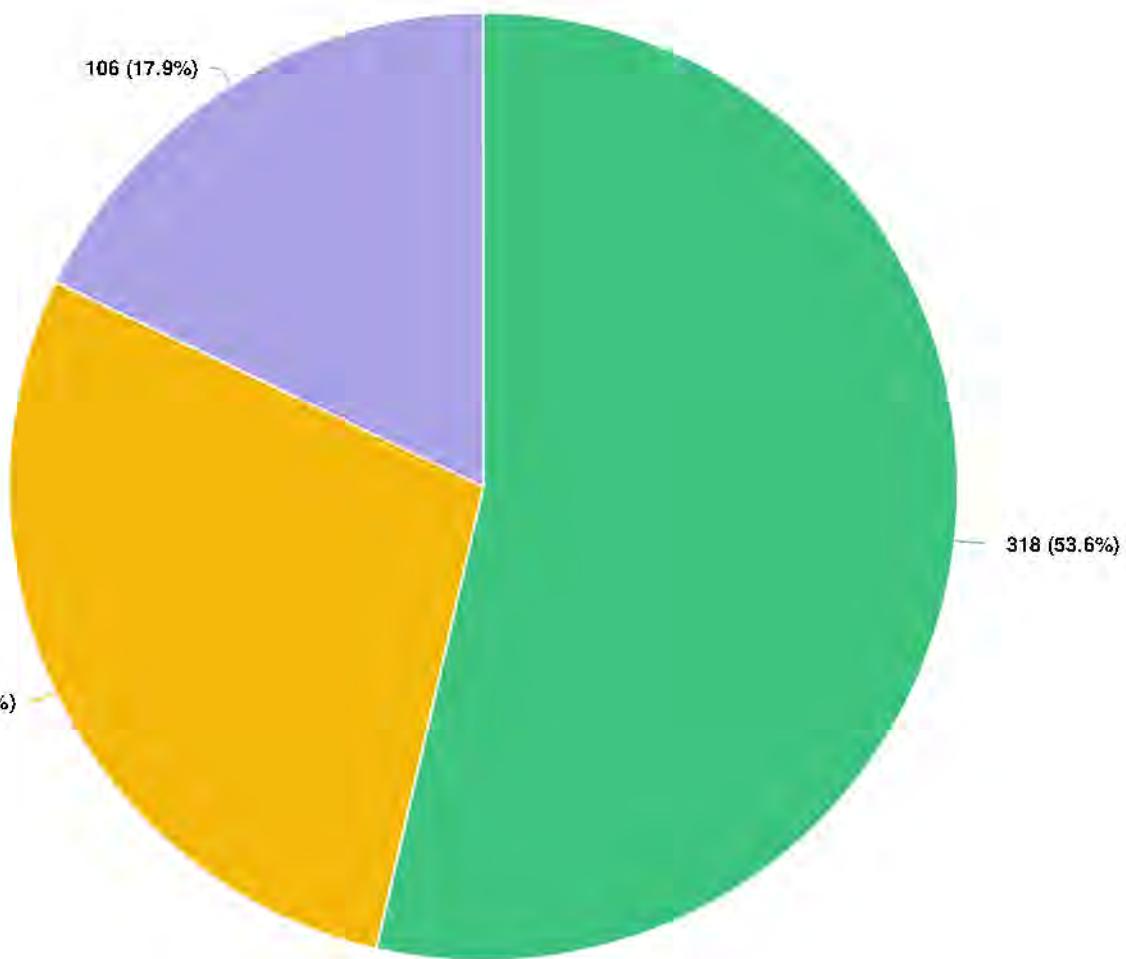
Question options

- Walk unassisted
- Walk with assistance (walker)
- Mobility scooter
- Wheelchair
- Bike
- Automobile Drive (or passenger)
- Take transit
- Other (please specify)

Optional question (596 response(s), 0 skipped)

Question type: Checkbox Question

Q5 Corner Bulges and Curb Extensions Corner bulges and curb extensions narrow the roadway to reduce crossing distance and improve visibility of pedestrians.



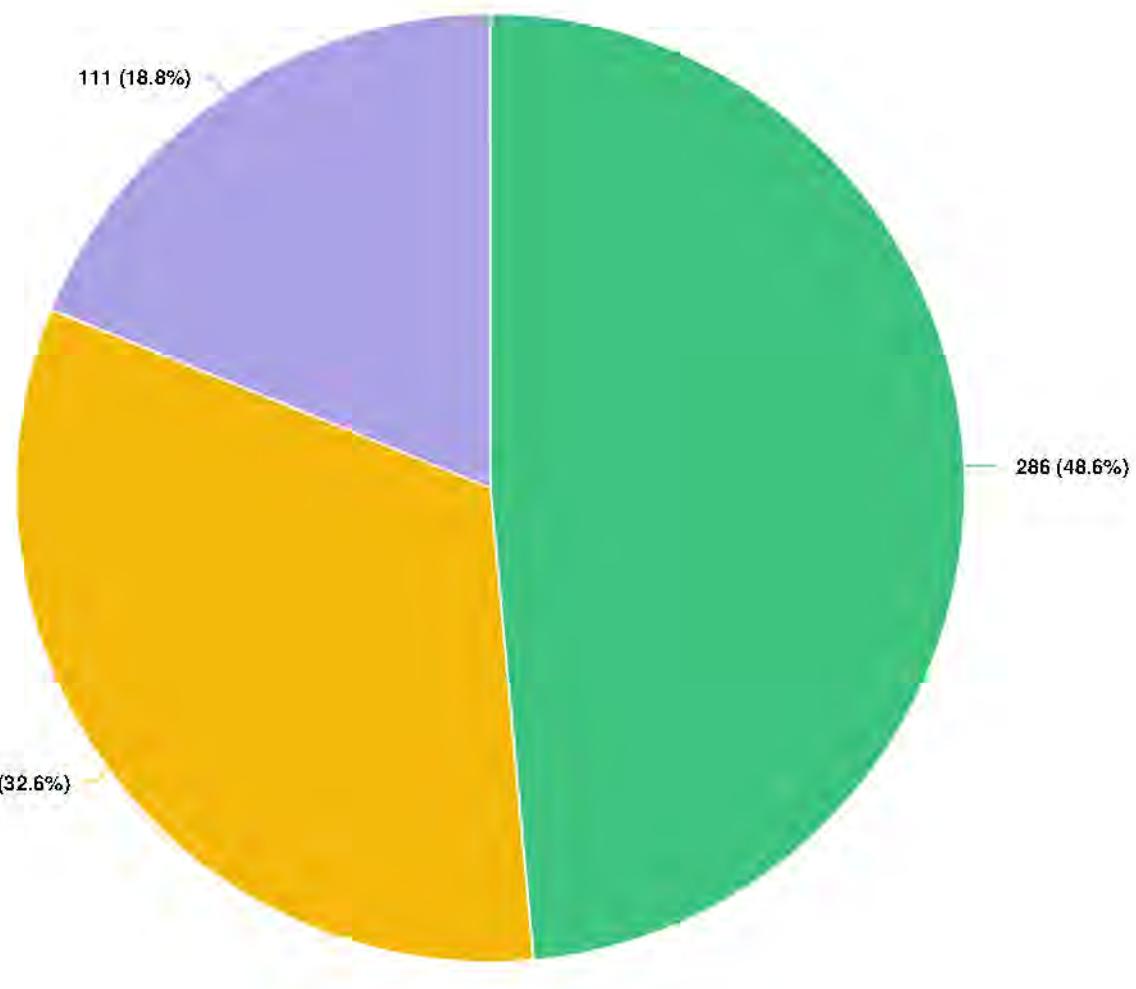
Question options

● Strongly support ● Somewhat support ● Do not support

Optional question (593 response(s), 3 skipped)

Question type: Radio Button Question

Q6 Raised Intersections and Crosswalks Raised intersections and crosswalks are elevated like a tabletop or large continuous speed hump that reinforces slow speed crossings and encourage motorists to yield to pedestrians.

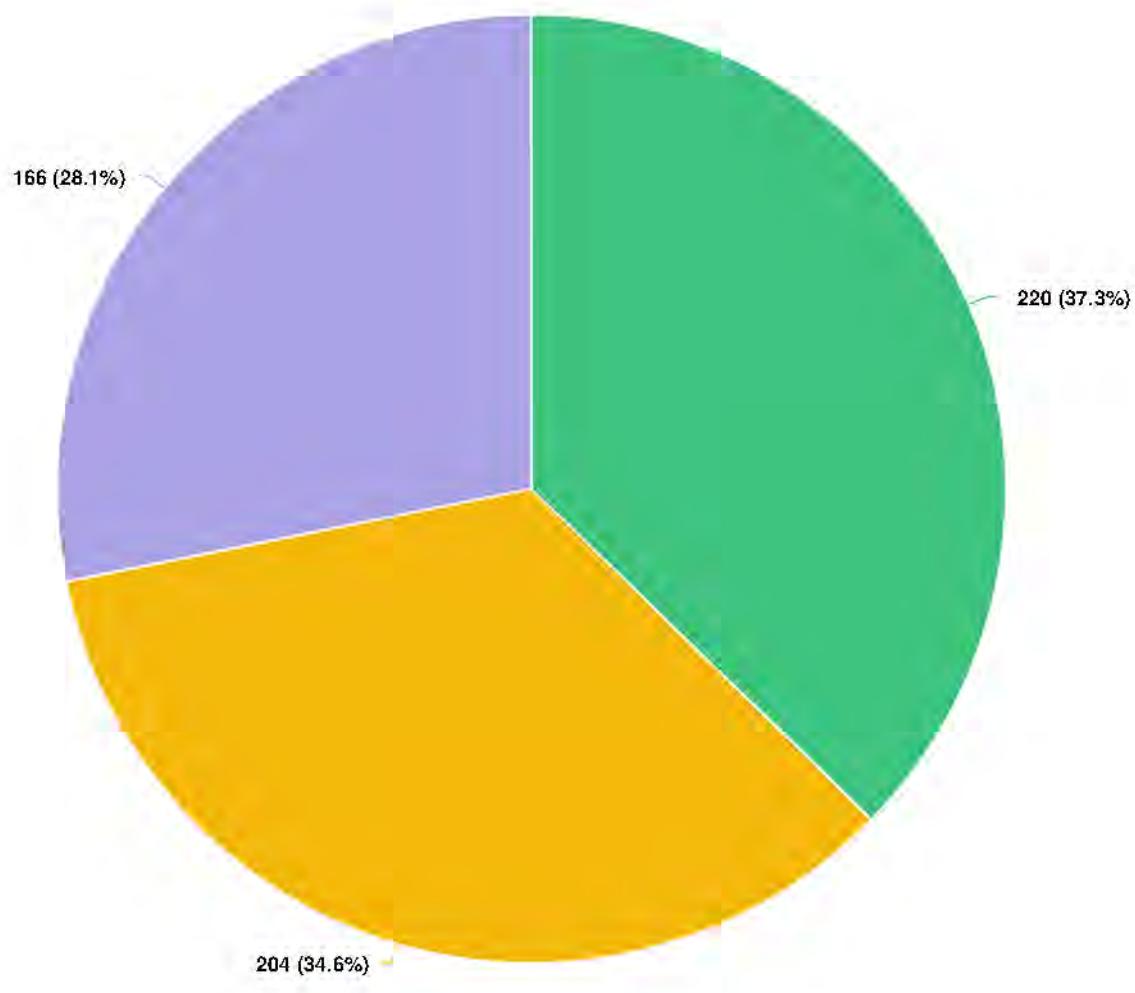


Question options

● Strongly support ● Somewhat support ● Do not support

Optional question (589 response(s), 7 skipped)
Question type: Radio Button Question

Q7 Speed Humps Speed humps are vertical traffic calming devices that reinforce slower speeds.



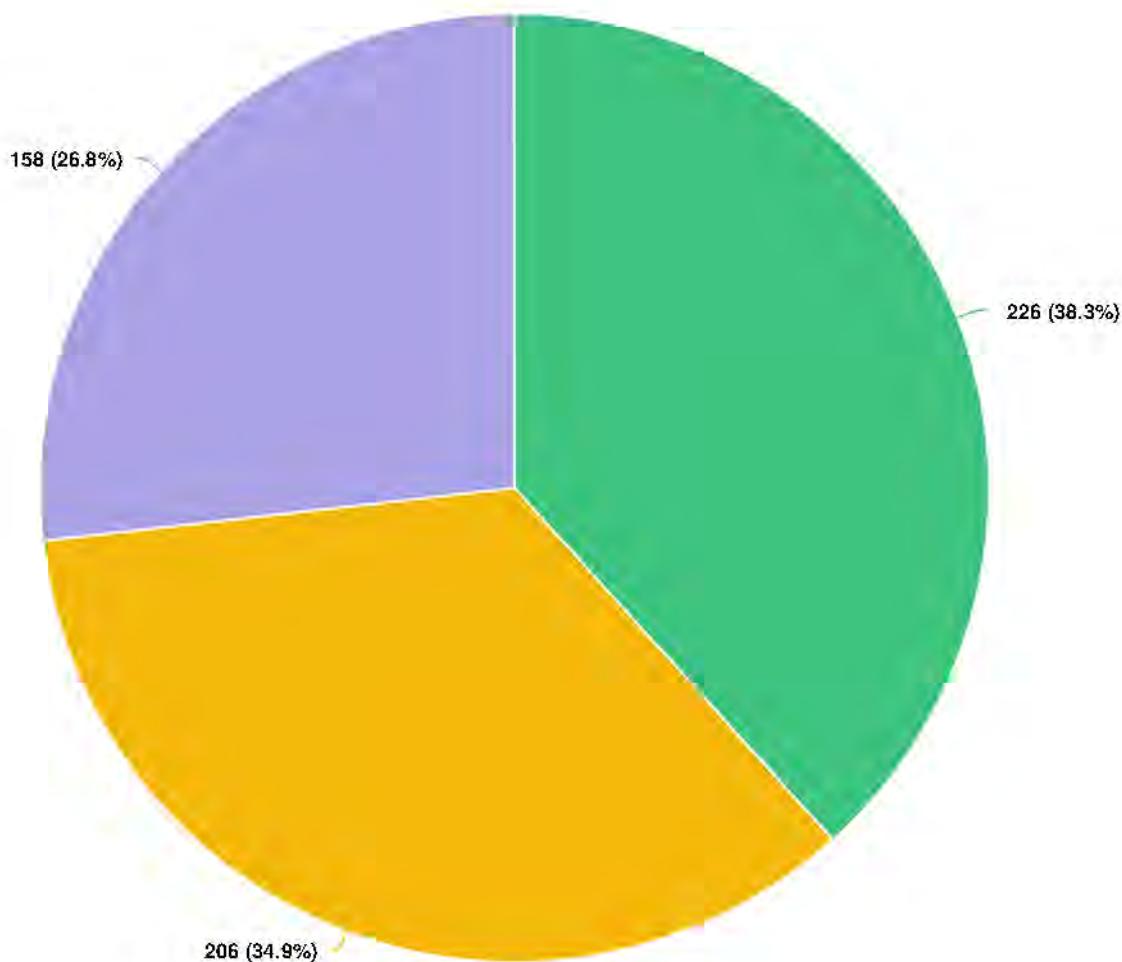
Question options

● Strongly support ● Somewhat support ● Do not support

Optional question (590 response(s), 6 skipped)

Question type: Radio Button Question

Q8 Pedestrian Refuge Island Pedestrian refuge islands are protected spaces in the centre of a street. They reduce exposure time to vehicular traffic and provide a safe place for pedestrians to wait before they finish crossing the road.



Question options

Strongly support Somewhat support Do not support

Optional question (590 response(s), 6 skipped)

Question type: Radio Button Question

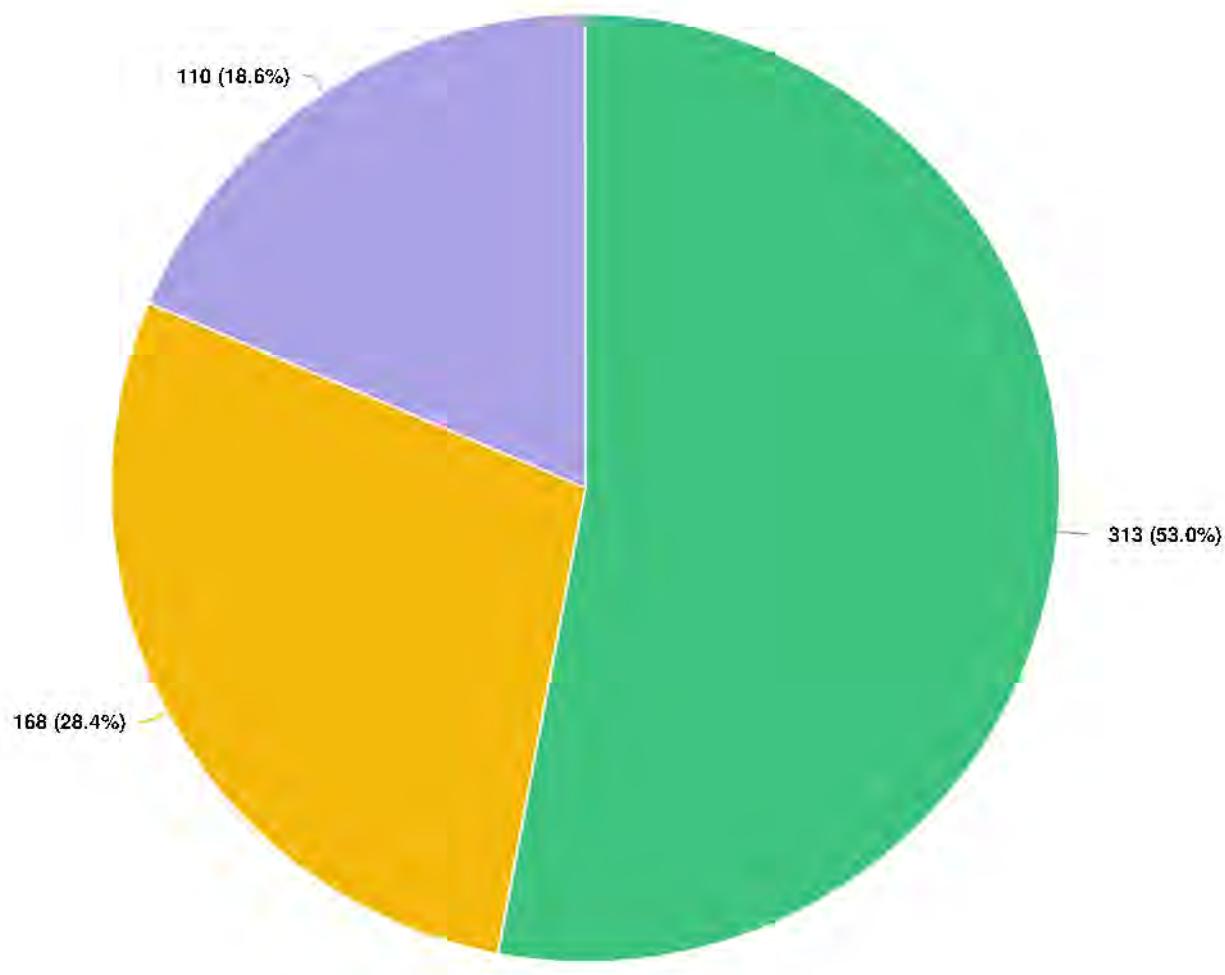
Q9 | Please rank your order of preference for each traffic calming measure - 1 being your most preferred to 5 being your least preferred.

OPTIONS	AVG. RANK
Corner Bulges and Curb Extensions	2.28
Raised Crosswalks	2.58
Raised Intersections	3.06
Pedestrian Refuge Island	3.45
Speed Humps	3.64

Optional question (585 response(s), 11 skipped)

Question type: Ranking Question

Q10 Traffic Circle Traffic control circles are raised islands placed in the centre of an intersection. Drivers and cyclists must slow down to enter, and this helps reduce conflicts between vehicles.



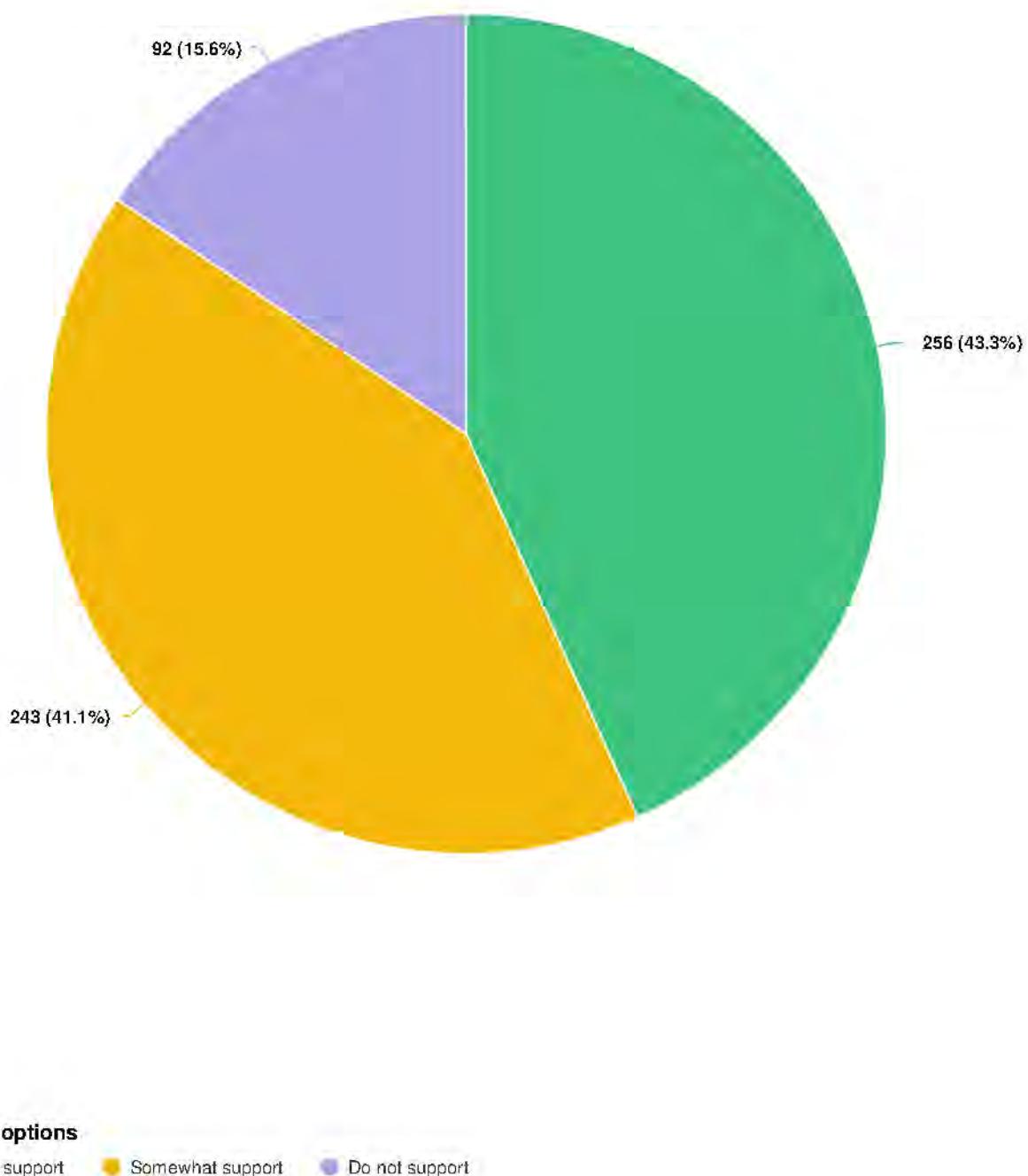
Question options

● Strongly support ● Somewhat support ● Do not support

Optional question (591 response(s), 5 skipped)

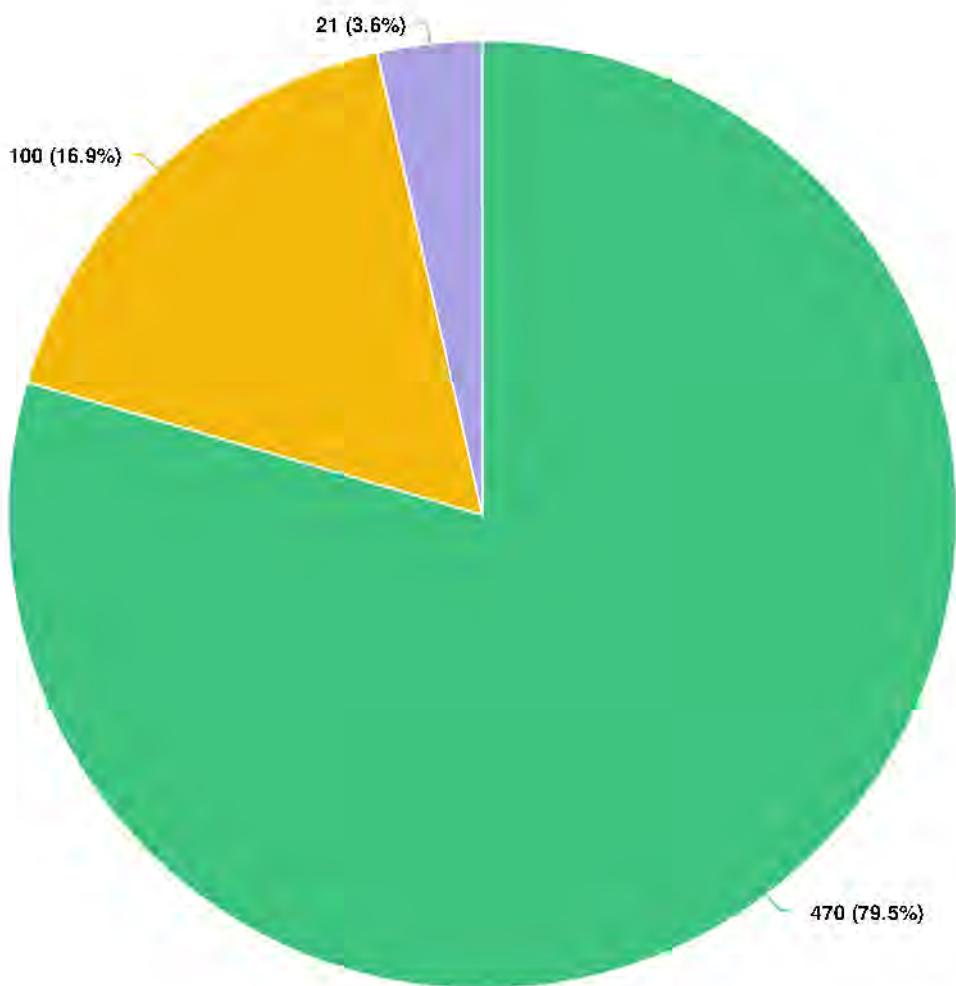
Question type: Radio Button Question

Q11 All-Way Stop Control An all-way stop controlled intersection has stop signs on all legs of the intersection, as opposed to a two-way stop controlled intersection, which allows vehicles to travel freely along the busier street. Vehicular and bicycle...



Optional question (591 response(s), 5 skipped)
Question type: Radio Button Question

Q12 Pedestrian Activated Flashers Pedestrian activated flashers are amber lights at a crosswalk that flash when initiated by a pedestrian push button. They advise drivers and cyclists to slow down and stop for pedestrians, improving safety and visibilit...



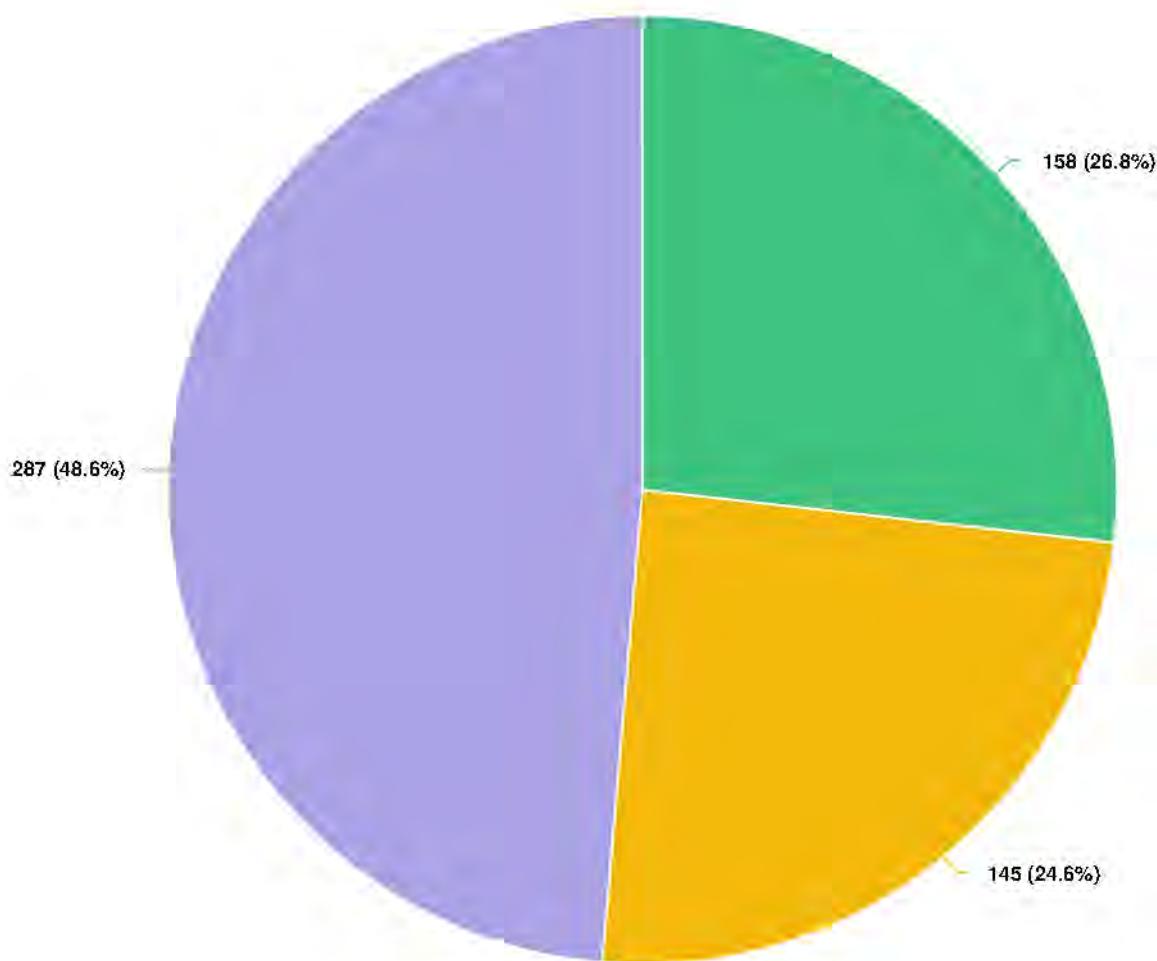
Question options

● Strongly support ● Somewhat support ● Do not support

Optional question (591 response(s), 5 skipped)

Question type: Radio Button Question

Q13 Traffic Diverter/Traffic Closure Traffic diverters and traffic closures are physical barriers that divide low volume intersections to prevent certain through and/or turning movements. They enforce turning restrictions and discourage drivers from usi...



Question options

Strongly support Somewhat support Do not support

Optional question (590 response(s), 6 skipped)

Question type: Radio Button Question

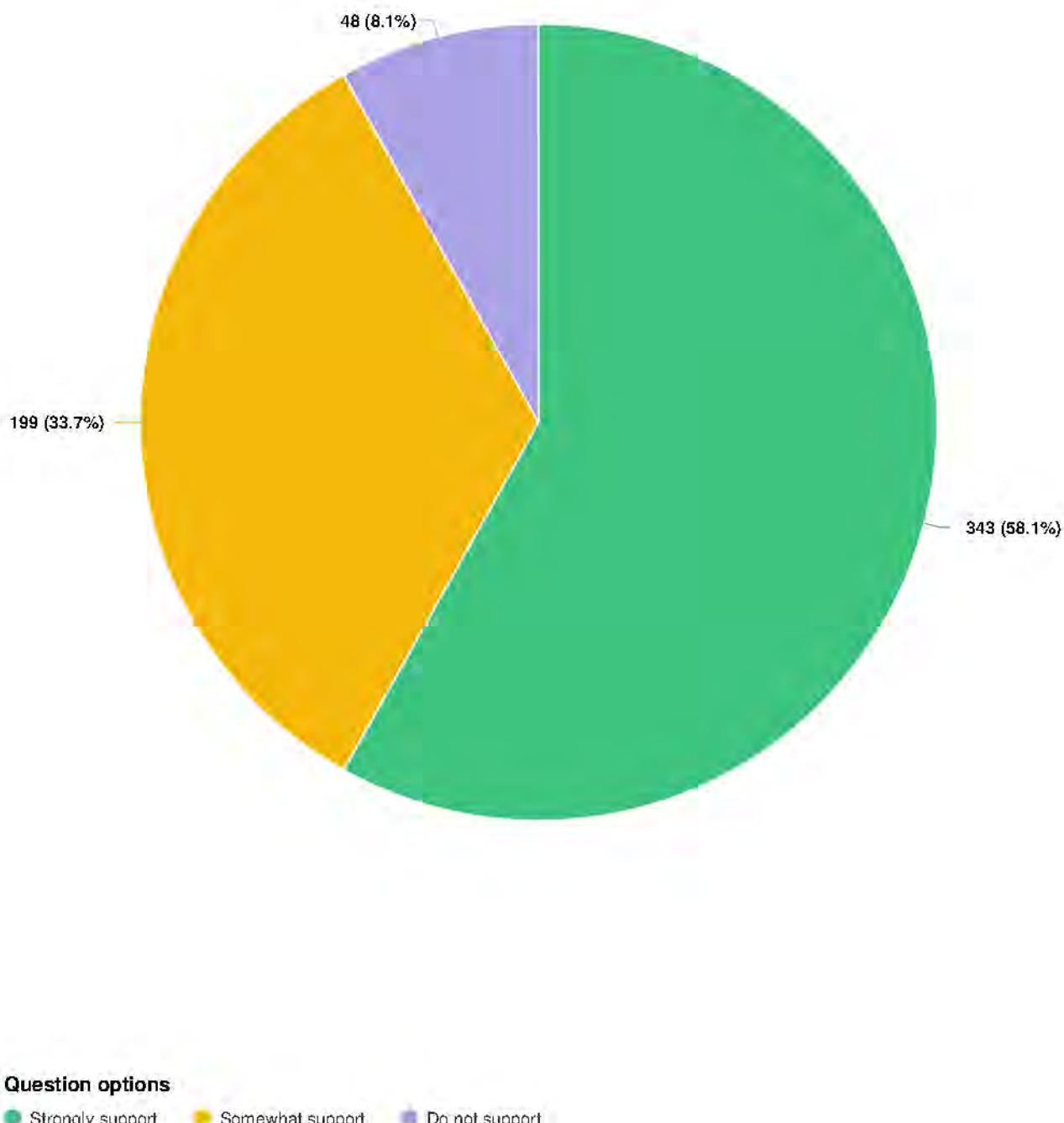
Q14 | Please rank your order of preference for each traffic control measure - 1 being your most preferred to 4 being your least preferred.

OPTIONS	AVG. RANK
Pedestrian Activated Flashers	1.99
Traffic Circle	2.17
All-Way Stop Control	2.53
Traffic Diverter/Traffic Closure	3.31

Mandatory Question (596 response(s))

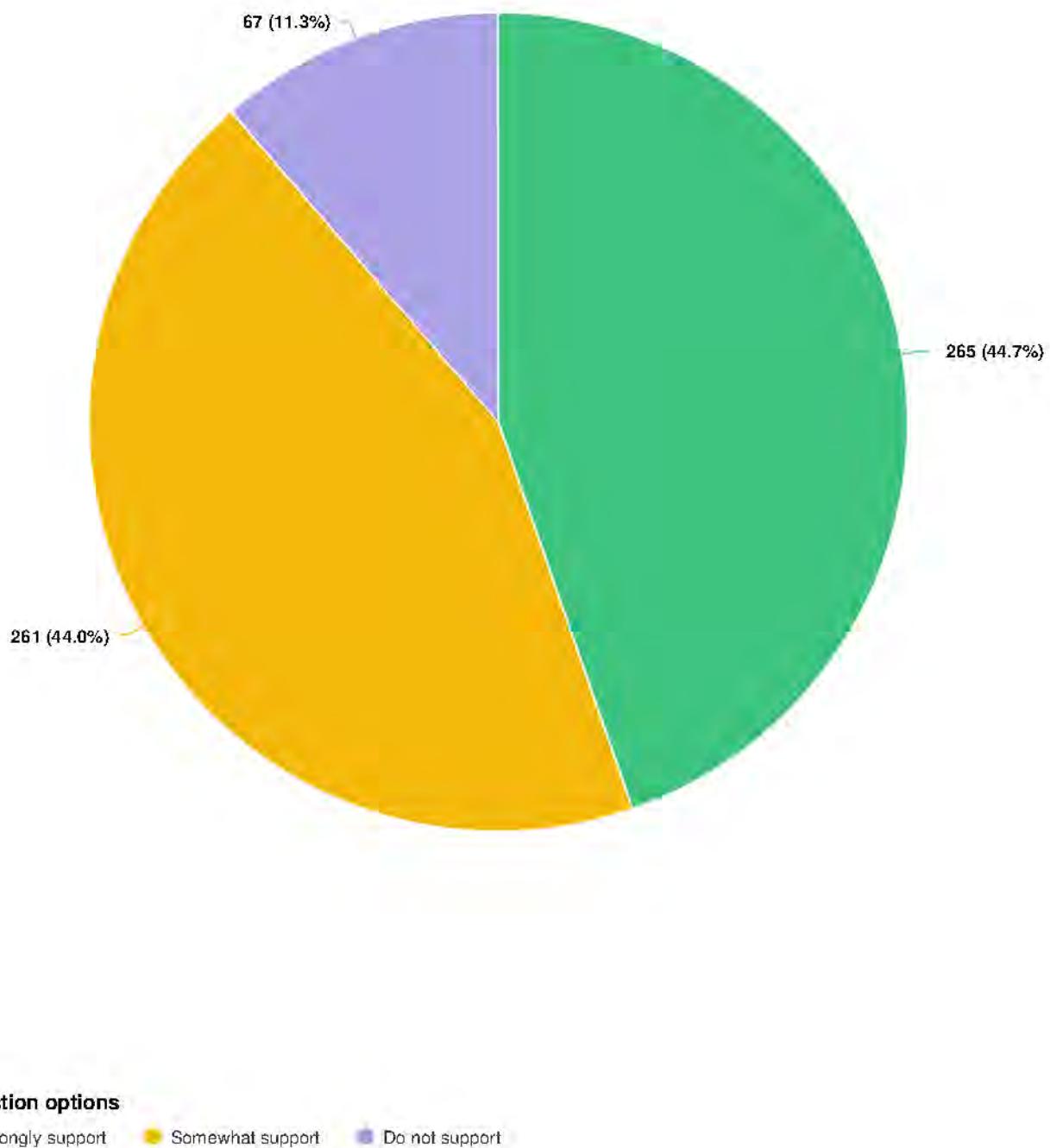
Question type: Ranking Question

Q15 Wayfinding Signs Wayfinding signs are directional signs. They help people find their way to various locations and facilities.



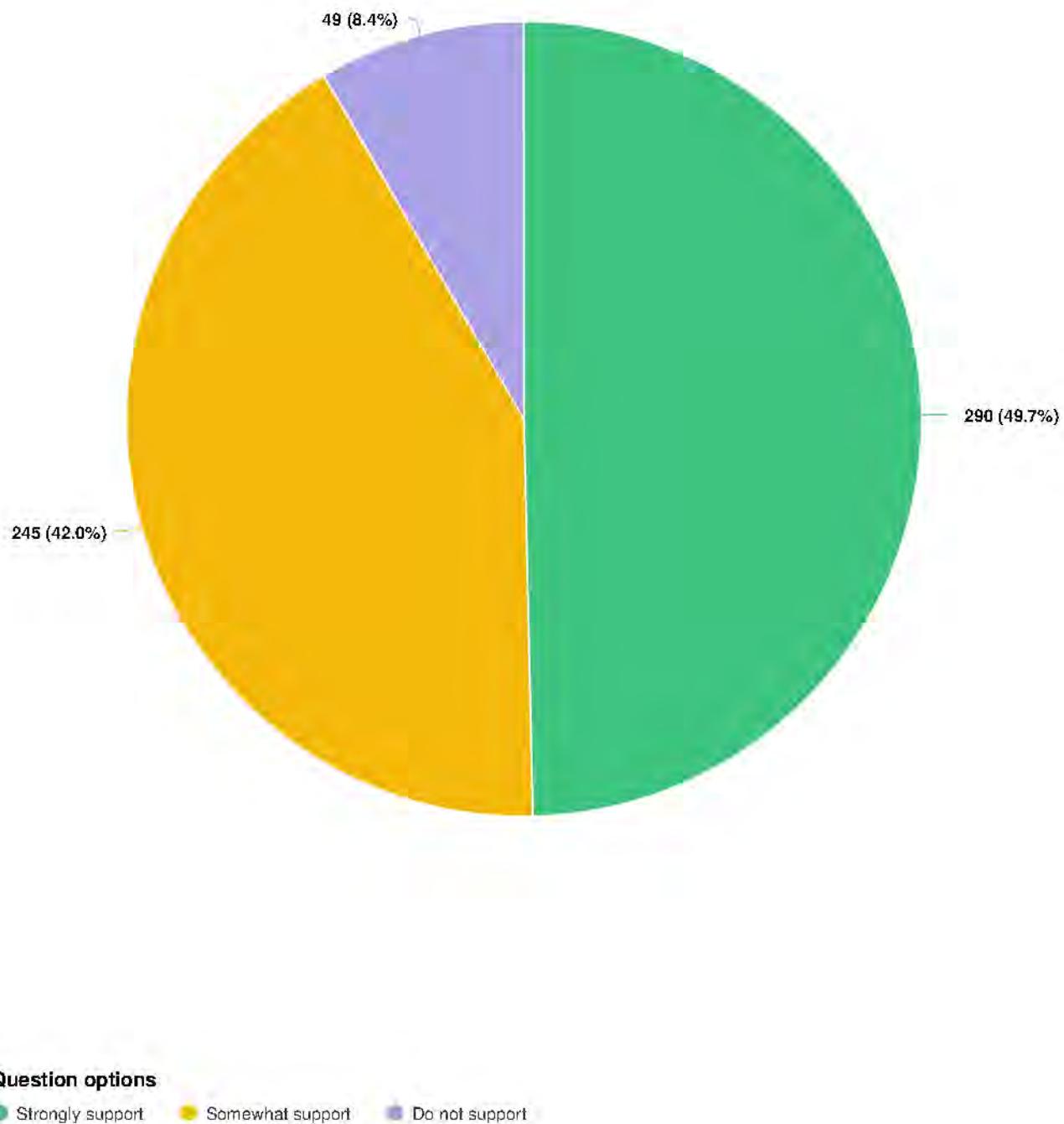
Optional question (590 response(s), 6 skipped)
Question type: Radio Button Question

Q16 Electronic Speed Warning Signs Electronic speed warning signs are show drivers and cyclists their current speed. They help reduce speeds.



Optional question (593 response(s), 3 skipped)
Question type: Radio Button Question

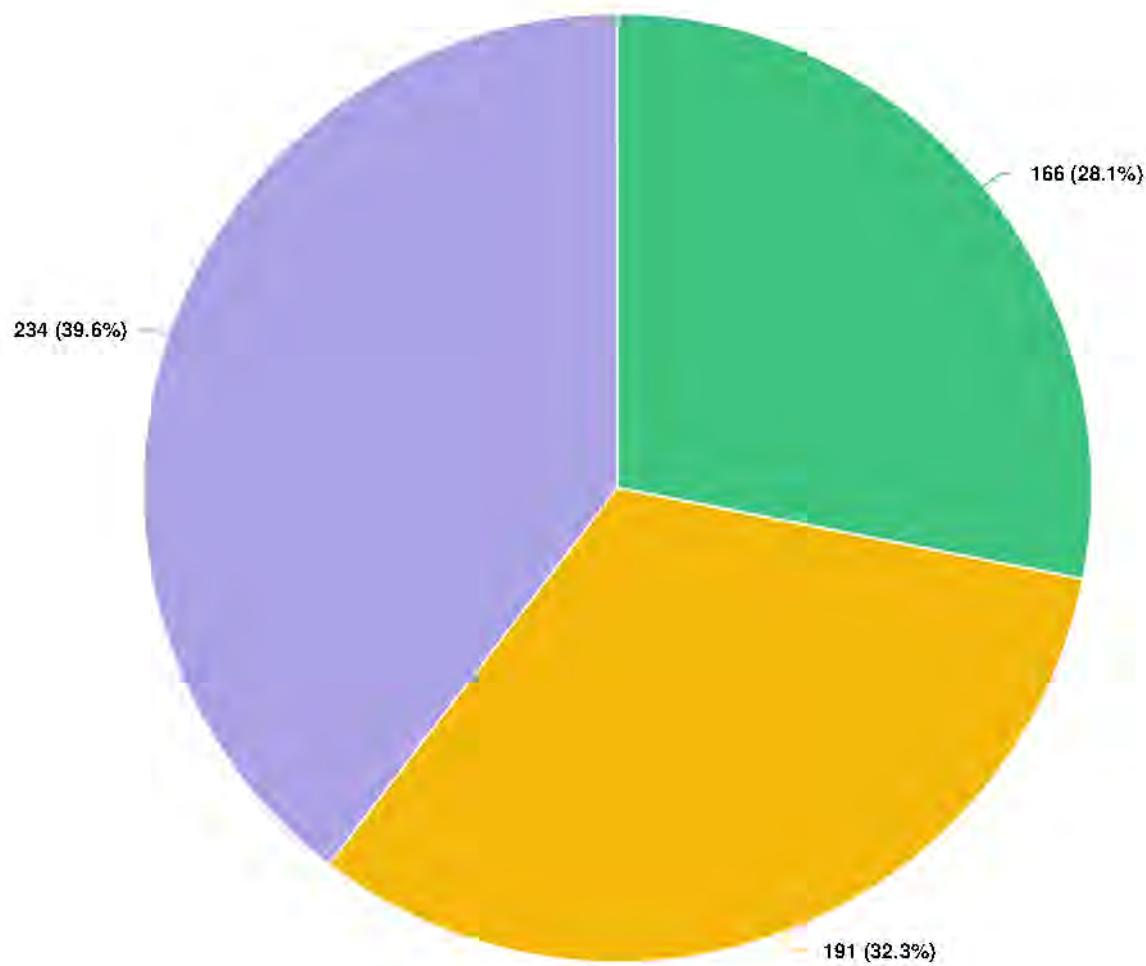
Q17 Traffic Warning Signs/Advance Pedestrian Crossing Signs Electronic speed warning signs are show drivers and cyclists their current speed. They help reduce speeds.



Optional question (584 response(s), 12 skipped)

Question type: Radio Button Question

Q18 3-D Painted Crosswalk Image 3-D painted crosswalk images are crosswalks painted to appear to approaching drivers and cyclists as if there is a floating crosswalk. They serve to slow drivers down and encourage stopping at crosswalks.



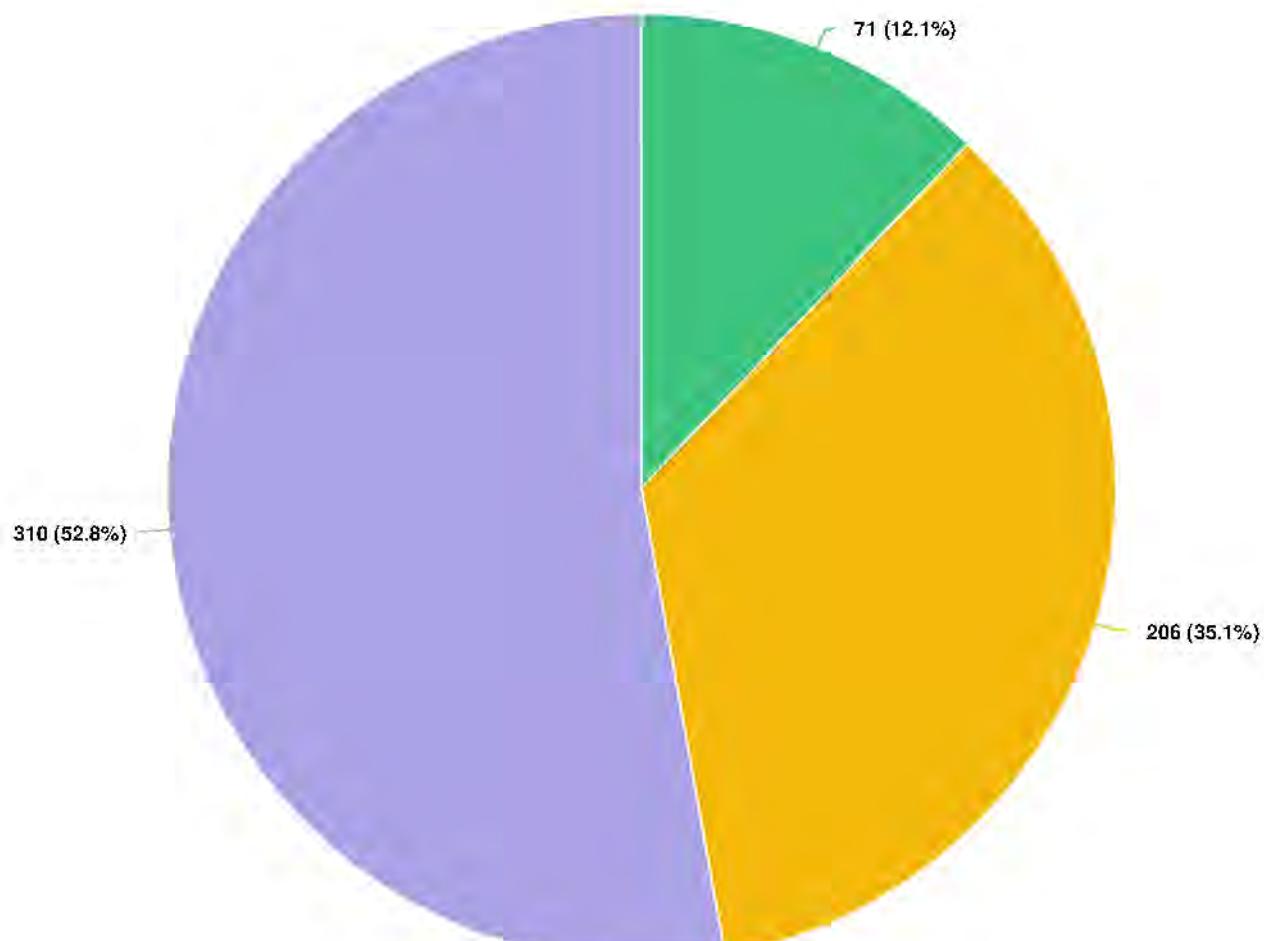
Question options

Strongly support Somewhat support Do not support

Optional question (591 response(s), 5 skipped)

Question type: Radio Button Question

Q19 Transverse Pavement Markings Traverse pavement markings are a series of parallel pavement markings which extend across the majority of a travelled lane, creating the illusion of increasing speed. They serve to reduce vehicle speeds.



Question options

Strongly support Somewhat support Do not support

Optional question (587 response(s), 9 skipped)

Question type: Radio Button Question

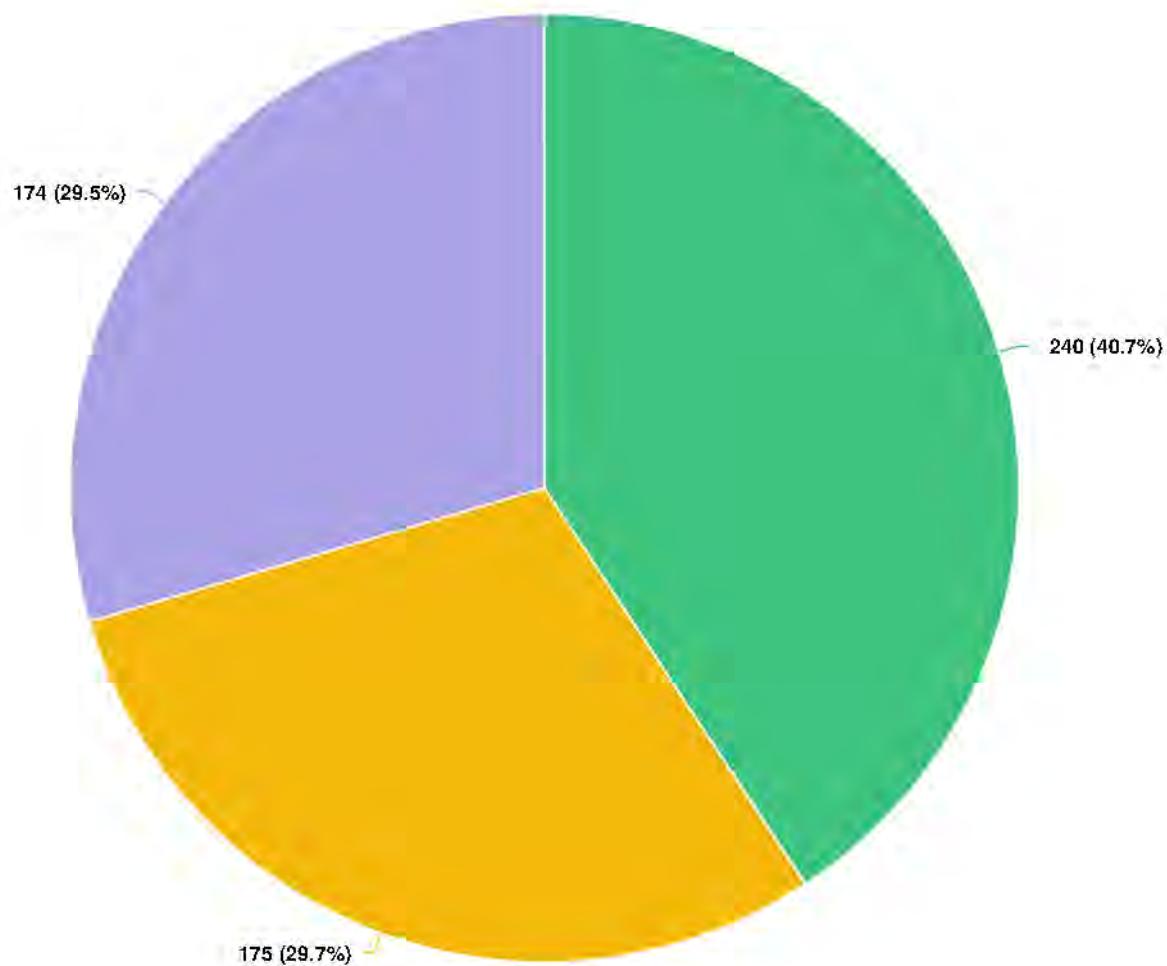
Q20 | Please rank your order of preference for each Signage and Pavement Marking measure - 1 being your most preferred to 5 being your least preferred.

OPTIONS	AVG. RANK
Wayfinding Signage	2.22
Electronic Speed Warning Signs	2.41
Traffic Warning Sign	2.48
3-D Painted Images	3.64
Transverse Pavement Markings	4.20

Optional question (570 response(s), 26 skipped)

Question type: Ranking Question

Q21 Pocket Parks/Parklets Pocket parks/parklets are small accessible outdoor spaces for socialization in the existing public right of way. These can be placed within medians, curb extensions, the furnishing zone, or in excess road width to reduce or nar...

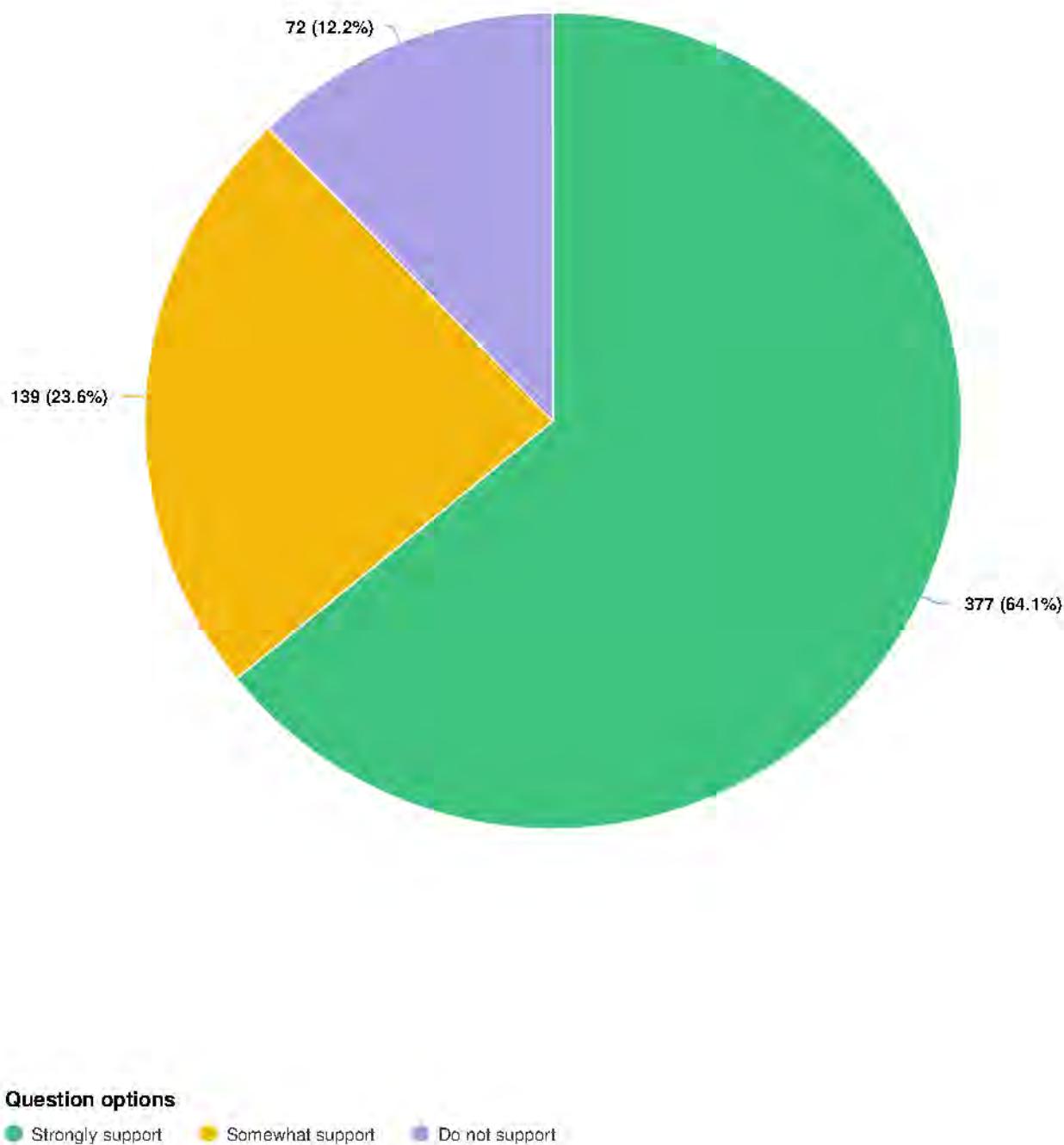


Question options

Strongly support Somewhat support Do not support

Optional question (589 response(s), 7 skipped)
Question type: Radio Button Question

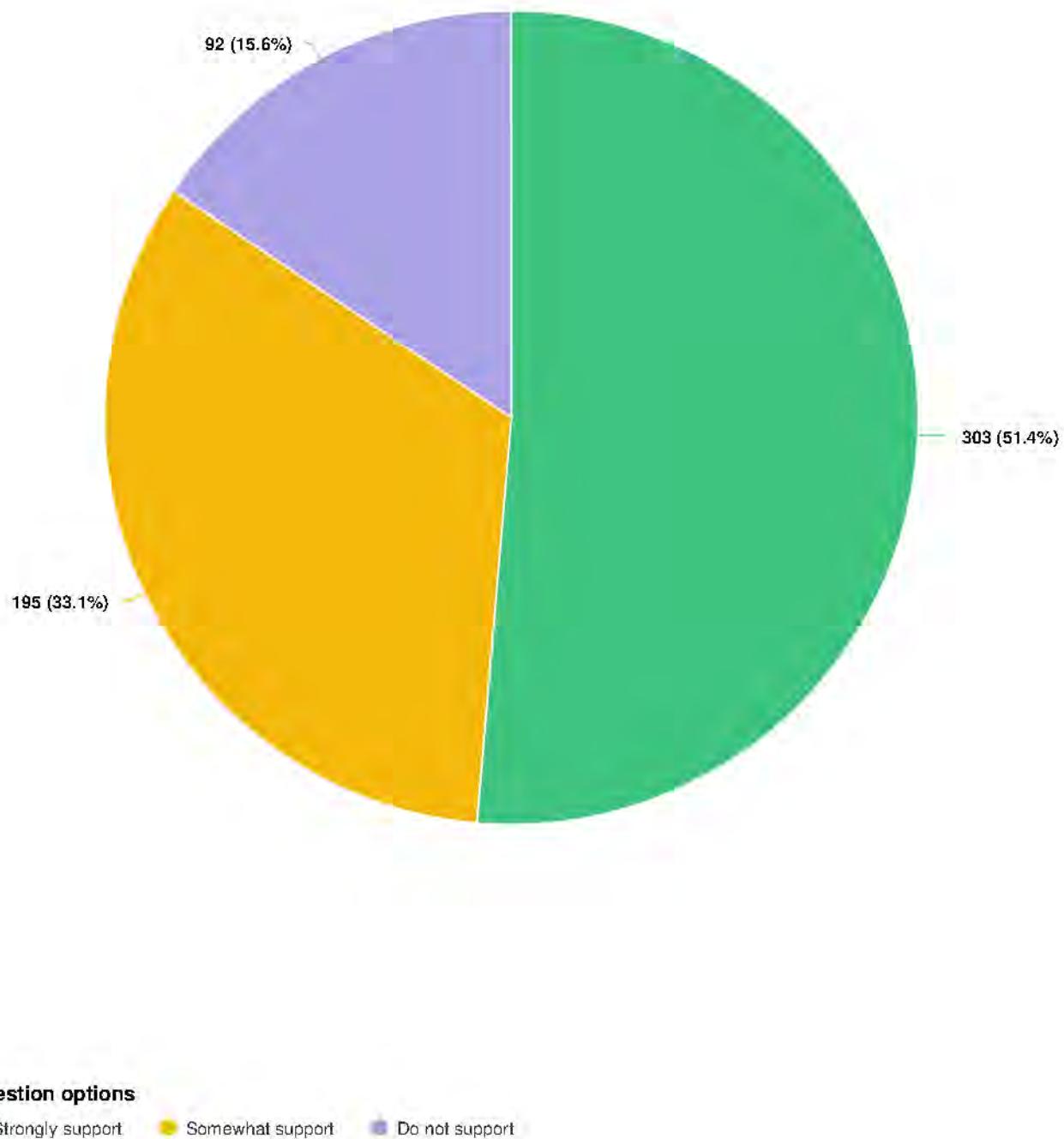
Q22 Widened Sidewalks Widened sidewalks narrow the roadway to reduce speed while providing more accessible maneuvering for pedestrians and rollers.



Optional question (588 response(s), 8 skipped)

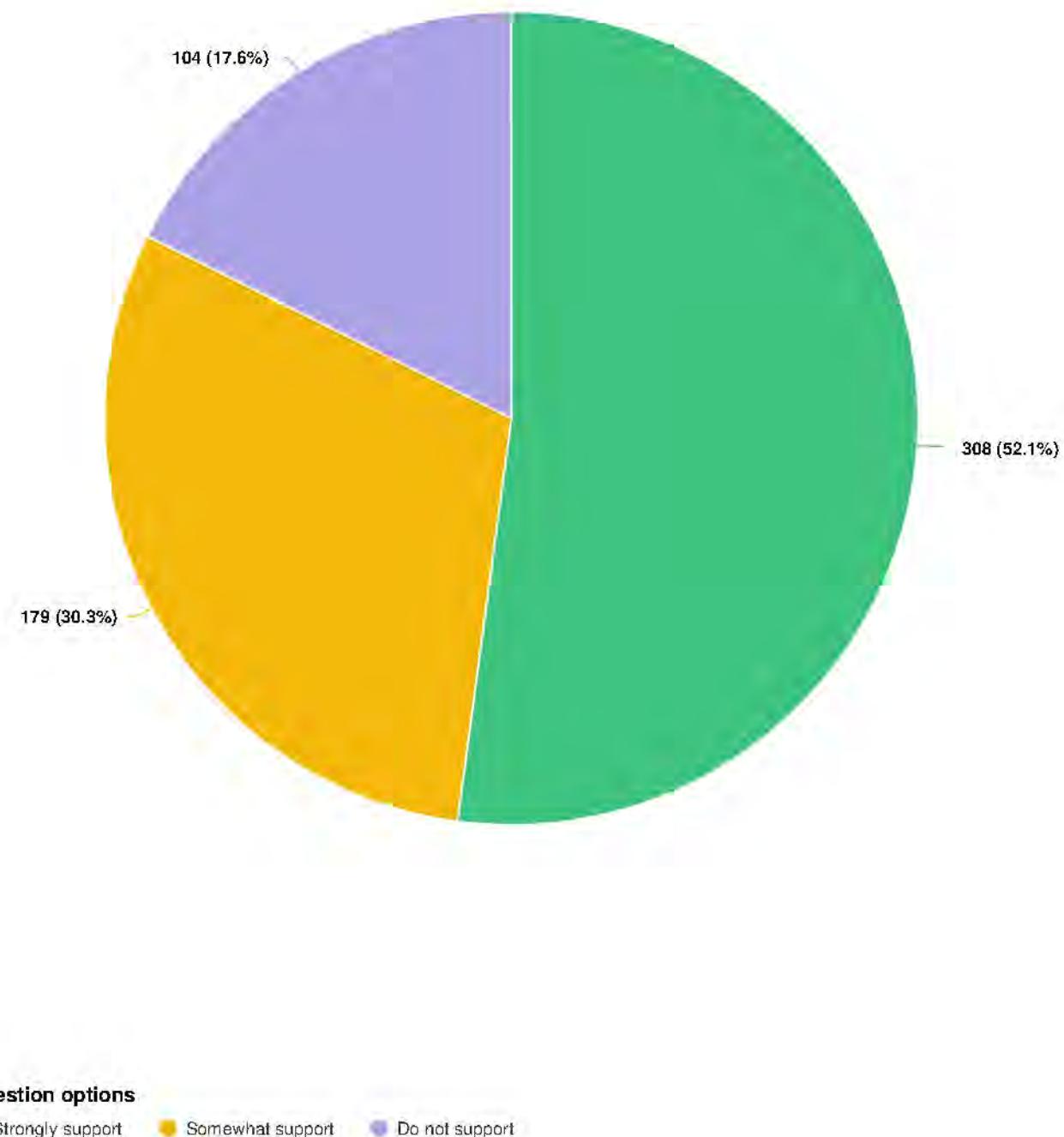
Question type: Radio Button Question

Q23 Street Furniture Street furniture (e.g., benches, tables, water fountains, etc.) provides opportunity for pedestrians to rest or socialize while using the street.



Optional question (590 response(s), 6 skipped)
Question type: Radio Button Question

Q24 Pedestrian Priority Zones Pedestrian priority zones are roads with restricted vehicular access. They redirect vehicle traffic and reduce the potential for vehicle conflicts. Cyclists are typically allowed to enter pedestrian priority zones, but the...



Optional question (591 response(s), 5 skipped)
Question type: Radio Button Question

Q25 | Please rank your order of preference for each 'Other Measures' - 1 being your most preferred to 4 being your least preferred.

OPTIONS	AVG. RANK
Widened Sidewalks	1.89
Pedestrian Priority Zones	2.44
Pocket Parks/Parklets	2.77
Street Furniture	2.88

Optional question (570 response(s), 26 skipped)

Question type: Ranking Question

Q26 | Do you have any comments to share regarding development of a Pedestrian and Sidewalk Master Plan for the District of Oak Bay?

No thank you

sometimes the combination of traffic calming and pedestrian /bike friendly improvements solve one problem but create another. For example, the fort/foul bay intersection going in the direction of oak bay high: drivers in the right lane speed up and cut in front of through traffic instead of turning into the OB high parking lot. Example 2: too many cross walks in the OB village so when drivers reach the Fairway market area they think they have passed all crosswalks and start to speed up . Myself and others have had many near car collisions as pedestrians using this cross walk in front of Fairways.

Widening of sidewalks and sidewalk on both sides of Windsor and Transit would be my priorities. On my wish list is having a boulevard with grass between the road and sidewalk, like on Windsor, so that the sidewalk does not tilt at every driveway. And fines for people who obstruct the sidewalk by parking in a driveway but over the sidewalk.

Need more sidewalks on one side of street for walking - as on Beach Drive. Do not require or want sidewalks on both sides of the street. Need more garbage cans along major thoroughfares like Beach Drive - such as near Victoria and on corner of King George as well as across from Sunny Lane. Long gap between the ones at Oliver and the top of the hill and nothing from Foul Bay Road to King George Terrace. True on other popular walking routes as well.

I think it is a great initiative and will greatly improve pedestrian accessibility

Walking (along with cycling) is my principal mode of transport in Oak Bay. The survey misses some of the basic issues faced by walkers. 1. The state of sidewalks matters. Fix cracks and root bulges more quickly. 2. Homeowners too often allow vegetation to grow over and impede our already narrow sidewalks. Why isn't anything done about this? 3. Wider sidewalks are the best option raised in the survey, but many of the other options (benches, small parks) would take away sidewalk space. 4. Concrete bulges to narrow a road can be an impediment to cyclists and, in my experience, make cycling more dangerous. 5. A priority should be adding sidewalks to roads that have none: Island, Mountjoy, Runnymede, Lafayette, Dorset, etc. Many of the options suggested in the survey seem like expensive

overkill for a city with Oak Bay's level of traffic. Also many of the options would only be useful under very specific circumstances, so the issues are more subtle than can be garnered by the survey. For example, the flashing/electric signs and warnings seem excessive and distract from the peaceful atmosphere of the neighbourhood.

It's time to do a wholesale rebuild of our people moving infrastructure with a priority for pedestrians and bikes over cars. Oak Bay lags considerably behind Victoria and Saanich in safe streets planning and infrastructure. We are way behind in implementing safe and dedicated bike infrastructure, safe intersections and sidewalks - letting the CRD network down. We tolerate hydro poles growing in the middle of sidewalks. We refuse to adopt traffic circles that would make many of our intersections much safer. We favour car parking over more pedestrian-friendly amenities. (i.e. for the sake of 10 street parking spaces, Oak Bay could have extended the relatively new bike lane on Cadboro Bay to connect with Willows Elementary school). This is an opportunity to make Oak Bay a more livable community. Seize it and do something! The time for study and surveying is over.

Increased enforcement and bylaws for residents to keep sidewalks along their properties clear of overgrown plantings, piles of rocks/debris and snow clearing.

The quality of the sidewalks in Oak Bay is very poor in many areas. Staff need to do a walk with visually and physically challenged residents to find out how unsafe many of the sidewalks are! There are many raised uneven areas on the sidewalks which has caused tripping (and falling) to myself and others I know. The sidewalks are not wide enough. Many people do not trim their hedges which further reduces the width of the sidewalk. Why is this not being controlled?? I have had to call public works several times because of tree branches reaching over the sidewalk - a hazard to a visually impaired person. I must say they respond quickly. Enhancements of the walkways along the waterfront would be a major benefit - perhaps new railings and washrooms. A look to Sidney would be a good model.

Please act upon what you decide. There is too much "investigation" in Oak Bay. Not enough action. And please complete projects - half done bike lines that just stop are terrible. The mess at Fort/Foul Bay towards the high school is a nightmare.

I imagine some of these measure might increase parking issues by

reducing parking - they might need to be implemented alongside a resident parking permit strategy.

Hi there, I think you have the wrong option in the ranking section for point 16, speed notification signs. I strongly support them, so I ranked the 2nd choice in that list as my #1, assuming it was a cut and paste error and should correspond to point 16, speed notification signs.

Sidewalks are too narrow and often obstructed by hedges. Hedges should be cut back. Pedestrians should be given priority and respect over cyclists and cyclists over vehicles.

Some of my "preferences" have equal value for me and should not be forced-ranked.

Something wrong with the questions two pages back. There was no 4way stop item there. I'd like there a way to deal with this - I hate walking on the east side sidewalk on Foul Bay from Oak Bay north to Goldsmith. One part so narrow I fear being hit from behind by a truck mirror. With power poles in the sidewalk the whole way, you cannot walk with a friend or even pass someone without stepping into traffic. I take my car rather than walk there. What good is that?

Stick with one type of crosswalk, if it's light controlled, great! Too often drivers expect a light controlled crosswalk, so they may not always slowdown to allow pedestrians crossing

I would like to see a pedestrian crossing on St Ann between the firewall and Bowker Creek Park.

Please consider lowering the speed limit , bottom line is speed kills , period.

Streets without sidewalks need to have one. Create more urban walking trails and publicize them

Thank you for moving forward with this! Looking forward to Oak Bay putting active transportation users including pedestrians and cyclists at the head of the queue. For those who must travel by car/motor

vehicle, mode shift by others to active transportation will make their trips more efficient. Not only will the livability of our community increase immensely with these changes, life on our planet depends on this type of necessary shift.

I cycle most days and am comfortable doing so in most areas of Oak Bay. However the intersection of Eastdown and Haultain desperately needs a traffic circle and my neighbourhood problem intersection of Estevan and Musgrave needs something, probably a traffic circle as well. The sidewalk along the Esplanade needs to be wider and the addition of street furniture could make beach experience much nicer. I sincerely hope that car parking won't be the prime motivator in future decisions.

I would like to see sidewalks added to streets where there are none on either side eg. Roslyn Rd. Between Windsor & McNeil

I would like to see traffic circles at the following intersections: Estevan/Musgrave/Thompson, Thompson, Cadboro Bay/ Neil, and Haultain, /Eastdown. Bike lanes throughout Oak Bay linking up with existing bike lanes in Victoria and Saanich. Parking reduced on Beach Drive to one side of the street only from Dorset to the Oak Bay Beach hotel. Or even better, no parking. Bike lanes along this route. Redesigning and upgrading the Esplanade walkway. This sidewalk is far too narrow and in very bad repair. This area could be re-imagined with increased pedestrian space, more seating, plantings. Decreased or no parking. Willows Beach is one of Oak Bay's jewels and should be a priority for enhancement. Lastly, more bike parking is needed throughout the area. Time to see some action here in Oak Bay!! Thank you.

Whatever route is taken from this surgery will make improvements for everyone. My biggest concern where I live in North Oak Bay is the speeding that occurs on Lansdowne East of Foul Bay Road. It is used as a racing course. Something needs to be done to reduce speed on this roadway!

Oak Bay has a long way to go to transform it into a pedestrian and cycle friendly community. The opportunities are immense, especially considering that it is primarily a residential area with little genuine industrial activity or commuter flow through traffic.

Widening sidewalks as many are too narrow for 2 people to walk side by side (never mind trying to socially distance) add more trees to sidewalk bump outs. Pedestrianise more areas, Estevan village would be a great suggestion as there are cafes/restaurants that could spill into the closed block. Any traffic calming measures are greatly appreciated. Walking is my main mode of transportation in oak bay and there are many measures that could be taken to make it more pleasant. Some streets are devoid of trees making summer day walking very hot, the sidewalks and roads could be cooled/shaded by trees. Wider pavements in all of oak Bay and please fill the dang potholes everywhere! Thanks!

My concerns with reducing street area is for the businesses. There must be parking. My spouse uses a walker and wheelchair and sometimes we need handy parking If you were to push a stroller or wheelchair you would see how sharp the lips on the sidewalks really are. They look great when you're walking, but they aren't

I strongly support actual traffic lights for pedestrians in place of activated flashers. I feel we missed an opportunity at Bowker and Cadboro Bay to add a red light (the plan we settled on relied on an over decade-old traffic study) making the crossing as safe as Bee Street is. Activated flashers are too easily ignored and ran through with tragic consequences; it is the illusion of safety without the certainty that a red light for cars offers.

Some of the questions asking for rankings are misleading as the options are not one or the other.

Traffic circles should/must be incorporated in Oak Bay traffic design. Good example is Neil and Eastdowne.

More crosswalks and signage. Lights at major pedestrian crossings at night. More bike lanes. More sidewalks or paths.

1. Along beach drive from at least the Marina speed limit to be between 30 to 40 k. till at least after Cattle Pt.; schools, Willows Beach, lots of cross walks. 2. To make a cross walk and sign on Beach drive at Thorpe Place to back alley walk; marker there for a regional trail to cross over (from Willows Beach/stair case up to Beach drive/crosses over to walk the regional trail/Camas Trail/which goes through the back alleys. 3. The fluorescent markings along the

walk sign poles - really stand out; should use that technique. 4. Speed limit in Oak Bay roads in Estevan area to be 40k at most; lots of walkers; cyclists; dogs; seniors and children along with moving vehicles. 5. If you were to use speed bumps, along Beach Drive between Estevan and the gates to Uplands/that is really needed. Thank you very much.

I hope to see action taken in the next budget year on these initiatives. OB seems to stall way too long on projects after getting public opinion, studies, surveys.... i.e. How long did the Carnarvon Park initiative take to get started? I feel there are many great options for traffic circles. i.e. Estevan village , Hampshire at a number of intersections, Beach Ave; which would keep traffic flowing. I also believe that removing traffic lights and using traffic circles will reduce emissions as cars won't be waiting at lights when no opposing traffic is present. i.e. Monterey and OB Ave. Oak Bay is considerably behind Saanich in safe streets infrastructure which I feel is not supporting the CRD plans. It appears councils favours car parking rather than pedestrian amenities. I hope Council will stand up and take this opportunity to make Oak Bay a pedestrian/bicycle friendly community ensuring our citizens are able to maintain a healthy, active lifestyle. This is now your opportunity to act and be proactive, not sit and watch as other districts serve their citizens with the necessary options. Your time is NOW, time for study and surveying is over.

I would like to see a sidewalk added on Brighton between Monterey and Hampshire. This section is part of the detour route when Oak Bay Avenue is closed for events. It is quite dangerous on this narrower road with cars and buses going both ways for pedestrians to manage safely.

I wonder why the residents of Oak Bay are NOT being offered the option of road awareness and usage education as a simple option for road safety? I do not support the spending of funds for the purpose of fixing something that has worked well for decades. I do not want our roads to mimic Victoria's road design. Victoria has turned their roads into a crazy gong show with plastic yellow poles placed here and there and colourful painted lines, crosswalks and concrete barriers all distracting me from my main purpose on the road, to drive and cycle safely without being distracted by "new and improved" safety. I feel they have accomplished the exact opposite. I do not support any narrowing of our roads for any purpose at all. As a cyclist I often find myself squeezed in by a car while going through a newly created narrowed lane by a road bulge or a road island or a so called yellow plastic pole road improvement. The space I would have originally

moved my bike to is now taken away by a concrete divider. I think the intention of creating safety is not realized and I feel it increases my close contacts with cars. I have ridden bikes forever and wonder what the studies of the bike lanes and accidents would show since the "new improvements". What do the studies of bike accidents show in Oak Bay? I do not read bike accidents happening in Oak Bay, yes Victoria a lot with all the lane narrowing. Also, the amount of extra signage, road paintings, flashing lights all distract me from my task as a driver to watch the road for kids, bikes and dogs. My brain is trying to figure out what this "new painted lines" mean and interrupt me from driving. I see them as dangerous and visual litter. Everyone has learned the rules of the road. Education if needed again and no change just for the sake of change. I for one feel less safe now and more stressed and annoyed while trying to figure out what those 5 plastic poles are on the road or why that new speed bump seems so high. I believe the roads of Victoria are designed to accommodate bikes and pedestrians at the expense of cars. I do hope Oak Bay does not follow suit in any designs. Possibly lower the speed limit if anything to help with safety and allow electric golf carts to be driven on our roads, that would ensure traffic was slowed down and affordably remove gas powered vehicles from the road and environment. I would happily pay an Oak Bay tax to have that option. We have electric bikes, electric scooters, electric long boards all using our roads, why no electric golf carts? Again, why not a low cost alternate option of education on this survey for the residents ?

Terrible intersection at Transit/Windsor. Need sidewalk along Mountjoy.

The more walkable our community is, the better our local businesses will be

How much is the cost to implement , including staff costs? If I am going to support a decision, I also need to know how much it is going to cost? Costs do not appear to be anywhere in the survey.

Pedestrian-activated lights for crossing would be extremely helpful at many crossings - too many cars fail to stop for people who are waiting for a safe time to cross. Beach Drive comes to mind, as well as along Oak Bay Avenue. They would also be very helpful at areas where tree coverage shade the sidewalk and make it easier for drivers to know there is a pedestrian needing to cross. There's a crossing on Beach Drive near Hayes Park which is REALLY dangerous for pedestrians because it's a dark corner on the non-

beachfront side. Pedestrian activated crossing lights would be wonderful to have there!

Consider curb access widening and sloping down for wheelchair access. Also widen some sidewalks where it is impossible to navigate a wheelchair around telephone pole on sidewalk. Sidewalk furniture attracts homeless/vagrant/graffiti and also loitering for some business. Bylaws may need to be amended to act upon issues that come up.

It is hard to answer your questions as many answers are dependent upon the location - roundabouts would be great in some locations (Eastdowne & Haultain), but terrible in others.

I would recommend visiting some of the walking efforts of the Latin Quarter & La Plateau in Montréal - very similar concepts instituted there & walking is a joy & a community endeavour. Vehicles dominate Beach Drive - it should be reversed. Walkers/bikers/wheelchairs should come first. Construction vehicles make up a large percentage of transient drivers- many I've seen pushing the limits of what's acceptable (agressive/speed/noise/parking/etc...) - it's a culture that's easily fixed w communication paired w these measures in the survey. Very happy you're looking to implement changes! Fully support making Oak Bay more walkable! Cheers!

As a long time resident of Oak Bay who is no entering his senior years, I will not support any initiative that hampers traffic flow like road closures we see in the city. Driving in Victoria has become problematic and I do not wish to see the same level of frustration here is Oak Bay.. I realize there are issues around climate change etc but any changes to the roadway in Oak Bay must not be an either/or approach - We must have an inclusive approach that looks at all modes of movement

Do not make the avenue pedestrian only. It will only push traffic to the residential streets and it's harder now to get out of oak bay with the Richardson closure. Enforce rolling stops at stop signs. Perhaps even stop sign cameras like red light cameras?

Not at this time. thank you for the opportunity to provide feedback!

This survey is rigged to get support for the proposals by requiring a positive ranking even if the respondent does not favour any of the options.

Please consider pedestrianized streets, wider sidewalks, and anything else that will make walking around with kids safer. Signs are not enough to slow cars down. We need physical barriers or areas without cars altogether.

Set the Master Plan and then SET DATES for COMPLETION. REACH THE GOALS OF IMPLEMENTATION. OAK BAY typically plans, and fails at implementation.

More to address speeding and associated road rage down Henderson please. Raised crosswalk, speed humps in the playground zone, and clearer signage is urgently needed.

Establish policies wrt enforcement of cycling on the sidewalk, jay walking, vehicle u-turns, pedestrian walk signal duration, education regarding the stop hand signal, etc.

This plan needs to be aligned with an updated active transportation plan.

I walk all over Oak Bay and for sidewalks I strongly prefer the new sidewalks that dip down and up (like going down and up a hill) rather than sloping sideways toward the street, it is really hard on one's back to have to walk on a sidewalk that is sloped toward the street, especially when encountering a lot of driveways. ~ I would like to see a lot more courtyard space with flower pots and benches in the heart of the village rather than such heavy traffic flow. It would encourage socialization in the village and be beneficial for businesses. - Traffic could be minimally diverted via Theatre Lane or Cranmore to the north and Granite to the South. Thank you.~

Please consider accessibility as a priority!

Mostly I want to discourage curb extensions. As a pedestrian, I find them less effective than pedestrian activated lights in encouraging motorists to stop. As a driver, I don't find they encourage me to slow

down. As a cyclist, I am very concerned about the way they funnel bikes and motor vehicles into the same narrow space. I don't think they provide for predictable behaviour when sharing the road (who will yield? In limited visibility settings, will drivers be able to see cyclists and give them space?)

Please keep in mind that paint on road surfaces is often slippery when wet. Furthermore, please try these out before implementing them. From the cyclist, pedestrian, including the variations on that theme, and motorists standpoints.

Many areas of Oak Bay are already quite pleasant but enhanced pedestrian features in all of the village areas would be great with a commensurate reduction in automobile traffic.

I am adamantly against projecting seating of restaurant/pubs into street parking locations. We have already seen small businesses close as a result of restricted parking in their vicinity.

Need to return to rounded or angled curbs. Wheeled devices (bikes, strollers, etc) should not face a 6" vertical wall of concrete. Makes a much safer biking experience on narrow roads

Sidewalks are brutal in Oak Bay, esp. Foul Bay Road: too small, in bad repair, often with power poles or fire hydrants in the middle, overgrown with neighbourss shrubbery... barely room for one person let alone two passing each other or anyone who needs mobility assistance. Also: the illustrations in the first set of choices show bike lanes.... which Oak Bay has nearly none of. That needs to be a priority too. The COVID "widening" (with poles) of Oak Bay Ave has helped, but creates dangers for those with disabilities stepping on and off curb. Temporary patios should be made permanent as they add life to the Avenue and promote walking.

The sidewalks on Oak Bay avenue are ridiculously narrow for a busy pedestrian shopping street. Also, it's honestly stupid that the bike lanes on Henderson leaving UVic are only bike lanes from 7am to 7pm weekdays. It encourages people to bike on the sidewalk to get around parked cars. Plus it's not even that useful as parking since it only exists part time. This is especially true right now since Henderson is currently the best bike route between UVic and downtown

Please follow through on literally any of these proposals, walkability is the most important factor in livable city design

Ensure input (solicit it expressly) from residents with various impairments/disabilities.

Why would you build sidewalks when you can build more vehicle lanes?

Please fix existing sidewalks from the 1950s in the Lansdowne & lower Henderson area, and elsewhere as needed. The old sidewalks must be replaced before one can begin to contemplate other advances.

Minor comment — signage improvements are not grouped coherently with improvements to road safety IMO and responses to "strongly support" directional signage will have budget implications that could detract from safety and accessibility. Yes — improvements to wayfinding are beneficial (no contest). Initiate those improvements as part of access and commitment to reconciliation but remove them from public consultation focus of this master plan.

Good ideas here. I'd do all of them. The intersection at Foul Bay and Haultain is the intersection I interact with most and it could use serious upgrades to make it more bike, pedestrian, and kid friendly. Good luck, thanks for the opportunity to engage.

Be more people pedestrian friendly!

Many sidewalks in Henderson neighborhood do not have "ramps*" onto the road - making them inaccessible for rollers (wheelchairs, strollers, etc).

Along side pedestrian improvements to the community, better and faster transit linkages in the greater Victoria area are needed to ensure mobility without relying on traffic causing private vehicles.

We need more housing to grow our tax base to pay for nicer things like sidewalk upgrades, and make it so our children can afford to live in the place they grew up.

I believe we have far greater priorities than some of these ideas. Also I hope you plan to contract the work or it will take forever to get completed. Traffic calming should be the focus.

This is decades overdue. Get on with it. While you're at it, put protected bike lanes down Oak Bay Ave through the Village and your other major streets! OB Ave through the Village is wider than most downtown Victoria streets like Pandora, there is ample room for a fantastic pedestrian and bike/active travel realm that is still accessible by cars if absolutely needed.

Please make covid sidewalk sidewalks permanent. Harling Point does not need any sidewalks perhaps only pavement paint at crescent and king George terrace. Would love more Street furniture in the village including another picnic table somewhere. Sidewalk temporary bump outs are great. Looking forward to a cycling version of this survey.

Not at this time.

Refer back to your traffic speed study of 2016. That the Director of Engineering Services be directed to continue using the Transportation Association of Canada (TAC) procedure for making recommendations on speed limits in the District of Oak Bay; b. That the District of Oak Bay adopt a 40 km/h speed zone strategy throughout the District; c. That arterial roads in the District of Oak Bay, namely Henderson Road, Cedar Hill Cross Road, Foul Bay Road by creating freer flowing arterials, it will draw more traffic from smaller side streets. By creating congestion on arterials, ie the mess on Cadboro Bay Rd by OB Rec/High it encourages traffic to seek out quieter side streets. Make the main roads work and the traffic will leave the smaller streets!!!

Please make Oak Bay more pedestrian and cyclist friendly.

I was recently in Europe and they managed the need for wider sidewalks by eliminating the curb. The sidewalks were wide and flat,

Input should only be from Oak Bay Residents / Taxpayers vs this survey which is open to anyone and such that one person could take survey multiple times. Also support making East end of Oak Bay Ave into pedestrian only precinct like many UK towns' high streets, or at least make single lane like Deep Cove in North Vancouver has done. Cafe's all along N side of Oak Bay Ave would be great.

Strongly support measures to make Oak Bay more pedestrian and bike friendly, as this makes our community more accessible for all. Also support any measures to reduce traffic and the speed of vehicles. Would like to see Oak Bay be better connected to Victoria's bike network.

We need all of these interventions to enable active transportation in oak bay.

I would love wider sidewalks on Oak Bay avenue and a partnership with Saanich to continue the Haultain bike corridor.

As someone who pushes a stroller, I have seen first hand that many of OB sidewalks are inaccessible to people who roll. Including many intersections where the curb doesn't lower to allow easy crossing. The only reason I am not a fan of speed humps is I often bike OB with a bike trailer and even though I bike way slower than a car I need to slow down a lot with the trailer verses when bike without the trailer.

Pull back the tweed curtain, please.

Please plant more street trees in boulevards and street curb bump outs to cool down our streets, add shade, tree canopy, storm water absorption by tree roots, and slow down traffic.

widened sidewalks and curb bulges are the most important measures for us.

My elderly neighbour walks on the road because it's softer than the sidewalk for his frame.

Very old tree roots are expanding into sidewalk areas lifting and breaking them up which increases the risk of tripping and falling and/ or pushing pedestrians onto the road while walking which is not safe. Can something be done in a preventative manner to prevent this from happening- the trees are great for many reasons how can we better live with them ? Thank you for inviting feedback

I've just come back from the UK where the central shopping area of both major cities (eg. Leeds) and small towns larger than Oak Bay (Eg. Ossett , Yorkshire) are pedestrian use only with limited commercial access for businesses that do not have rear access. This not only beautifies the area (planters, seating) but is healthier for pedestrians with less car emissions. It creates a very pleasant gathering place for young and old alike to just sit and enjoy their town and makes a pleasant shopping and social experience. Traffic is routed around the centre. Why are we so adverse to this concept in Canada?

I still think the best crenisions by the avenue and Wilmot are too far out into the road. Can be a hazard for cyclists especially when buses, trucks are passing by.

Would love to see a pedestrian crossing at the entrance to Bowker creek trail on St Ann opposite the Firehall as this is a dangerous crossing

The roads are also in horrible condition throughout Oak Bay which leads to additional problems with pedestrians. We should focus on existing infrastructure (like roads and parks) to also enhance the life of pedestrians and Oak Bay residence. I want Oak Bay to be family friendly for everyone and right now it is arguably in the worst shape of the 13 municipalities.

1. The use of paint vs physical infrastructure to slow cars really doesn't work in the long run, people just get used to the paint on the road and ramp their speed up like they always have. 2. The use of cycling infrastructure to narrow roads is also a great way to kill 2 birds with 1 stone. Narrow the roads to make cars slow, and allow elderly and young cyclists to safely navigate Oak Bay. 3. Oak Bay has long been a car-centric suburb with very little commercial, and what is there on Oak Bay Ave typically has a hard time surviving. Drastically increasing the housing options along Oak Bay, Estivan,

and Central will add to the public realm, and help keep these stores afloat. Matching that with active transportation options and traffic diverters/pedestrian-oriented spaces will create the vibrant neighbourhood that Oak Bay has been missing since they priced out young families (for the most part).

I love the new pedestrian controlled crosswalks on Victoria's end of Oak Bay Ave. There's a definite increase of traffic on the Avenue since Richardson became a bike route and these crosswalks make it feel safer. I hope Oak Bay can find similar tools to keep the neighbourhood feeling safe

I'd like to see a reduction the speed limits in some residential neighbourhoods. Why is Musgrave 50 km/hr? Bay Street, in comparison, is 40 km/hr and arguably an urban thoroughfare. Musgrave, north and south of Willows School is a residential area and 50 km/hr is too fast, particularly north of Willows where the street narrows. Also, I think slip lanes throughout the district are dangerous and should be removed. They include the intersection for UVic at Cedar Hill Cross Road, another at Lansdowne and Cadboro Bay. They allow drivers to drive through the intersection without slowing, or watching for vulnerable road users.

More garbage cans

The survey requiring rankings of the alternatives is stupid, clearly designed to get results that are easily spun to the preferences of city planners. Why not rate them from 1 to 10 as to desirability to get a clear answer on what people want. Forcing me to rank things I would not want to see at all, gives the impression that I partially support options that I do NOT. Things like pedestrian activated x-walks are great but make sure they when they are activated there is a gap to allow traffic to go through before they can be activated again. Part of widening sidewalks should be enforcing bylaws to keep shrubs and trees from encroaching on existing sidewalks. There are many sidewalks where a large part of the sidewalk is taken up by vegetation. City zoning in commercial areas should require set-backs to allow for wider sidewalks/green spaces instead of allowing building to go to the edge of the envelope.

I believe a traffic circle could be very useful at the intersection of Cadboro Bay Rd and Beach Dr.

Pedestrians safety is paramount however the driver is losing the ability to move freely and in a reasonable amount of time.

Corner Bulges and curb extension typically create an unsafe situation for cyclists as it forces them into traffic. They are dangerous - better to have a safety island. Oak Bay needs to also consider bicycle lanes (even more painted ones ... the new intersection at Bowker and Cadboro Bay road is scary and dangerous to cycle now! It needs a traffic circle there. Council missed the boat on this intersection.

Please add more bike lanes, oak bay really lacks in comparison to Victoria and Saanich.

Enforcement of keeping sidewalks unimpeded by residential hedge encroachment

Any plans to install new sidewalks near the Village? I live on Yale Street which is a very active pedestrian connection to Oak Bay High and the Rec centre - the condition of the sidewalks is deplorable and shameful for such a wealthy municipality. Large chunks of the sidewalk are missing And where is the survey on bike infrastructure in Oak Bay? The utter lack of dedicated bike lanes along Oak Bay Avenue is a joke and likewise along other critical roads like Hampshire. Attempting to ride a bicycle around with children is a death mission as most drivers in oak bay are either rude, arrogant or senile (should not be driving period), it makes no sense as so many of our streets are wide enough to accommodate parking, bike lanes and travel lanes, it only contributes to people feeling empowered to speed through the residential street. And there is WAY too much commercial parking around Oak Bay Village. Let's get some more housing options built near the core. The parking lot off Granite street behind Athelone Court is a great example. This could easily be a 25 unit rental building, but instead it's a useless parking lot.

Need more seating in random areas around the community for old folks to take a little break. Traffic lights with Pedestrian walk signals dont give enough time for walkers

None of the proposals are of much importance and come at a cost to taxpayers. Each option should have listed a cost so people realize what they are in for. Also the most important thing to make Oak Bay

more walkable is to fix the large puddles of water that block the walkway at either end of the arched bridge on the park walkway just west of Hampshire. Large pools of water accumulate there with every rain and for a small cost the 2 sunken areas could be overlaid with concrete slabs. I have complained multiple times about this over the years and every one wants to pass the buck - the municipality says call the Parks dept. and they say call the municipality. Does no one on council ever walk there after it rains ?

Neighbourhoods in Oak Bay vary a lot in the need for pedestrian infrastructure. Oak Bay Ave, as the primary shopping area with proximity to the library and seniors centre and also not far from the rec centre, needs to be a priority area for improved pedestrian infrastructure and built amenities. Although people of all age demographics walk on Oak Bay Ave, pedestrian traffic on the street is more highly represented by older adults than on other streets in Oak Bay. Many older adults who live in apartments and condos in the area no longer drive, and the majority of the older non-drivers travel by foot to Fairway, Pharmasave and banks and services located on the avenue. They also walk to the Fort and Foul Bay area to Save-On Foods, the liquor store and the rec centre. The people who live on and near Oak Bay Ave, as well as most other Oak Bay residents, regularly walk on Oak Bay Ave. It's also representative of Oak Bay in the minds of residents in neighbouring municipalities. Wide sidewalks, traffic calming, gathering places, street furniture, and attractive environmentally sustainable landscaping can make Oak Bay Ave one of the most desirable places to live and to visit in greater Victoria. I also feel that Oak Bay's main roadways (Foul Bay, Lansdowne, Cadboro Bay Road, Beach Drive, Newport and to a lesser degree McNeil, Monterey, Hampshire, Granite and Eastdowne) require traffic calming measures most suited to the problems pedestrians confront on these streets.

Add sidewalks to both sides of the street!

I hope the plan is being developed using the Public Engagement protocol and doesn't rely heavily on surveys such as these which lack discussion on how each of the options presented might fit together or clash.

I continue to be confused by the condition of Willows beach, in particular the walkability and safety. I think back 35 years and if memory serves me, there have been little to no upgrades. It's a lovely beach but has not changed in several decades.

Consider adding crosswalks for the Brighton walkway at Victoria and Hampshire and Monterey

Sidewalks need to be wide enough to accommodate seniors as well as young families with strollers and children on small bikes

Just to add to repair of sidewalk on Newport between Currie and Orchard (on the St. Christopher's School side). Very uneven pavement.

Interesting that you had a bike lane in examples of these plans BUT Oak Bay has NO permanent dedicated safe cycling lanes and is the MOST dangerous riding in all of the south island. This plan should be done with bikes in mind too. This is insulting to see this happening without consideration for full multi-mode transportation. Please add this to your plans.

The question is why the change? Why spend tax dollars on these items when inflation is through the roof. The fact seem to indicate that walkers, scooters, bikers, skate boarders and vehicles all currently coexist with little to no problem.

My main concern and observation in South Oak Bay is accessibility challenges on streets and sidewalks. Walkers, wheelchairs and those with mobility issues have a hard time navigating streets without designated sidewalks, or uneven pavement in Oak Bay.

Please make the pedestrian crossing lights with a delay between when ped pushes the button and the flashing light comes on sufficient for traffic to stop (have note to that effect for peds) because right now some push the button and jump into the street.

Ensure all street furniture is professionally designed. Victoria's, on Gov't St, is hideous!

Oak Bay Avenue traffic and pedestrians works really well when everyone is alert, aware, and following the rules of vehicular and pedestrian interaction. The biggest problem we have is the ignorance

of drivers, cyclists, and pedestrians of proper interactive behaviour. I fear the changes proposed will cause aggravation between the users leading to an increase in detrimental altercations. The real problems are drivers who stop in the middle of intersections, cyclists who ignore traffic regulations and pedestrians who take no responsibility for their activities interacting with other road users.

All proposed measures should only be considered in appropriate areas and not wide spread throughout OB. Restricting vehicle traffic creates delays which leads to greater greenhouse gases produced. Slowing traffic to a standstill can create upset drivers too. Any proposed measure must consider all roadway users, not just pedestrians.

Fewer on street parking spots increase safety and provide room for wider sidewalks and bike lanes. Desperately in need of protected bike lanes.

As we think about 'new' initiatives lets not lose sight of existing sidewalk deficiencies...areas where there are no sidewalks, sidewalks that require you to step up or down at corners etc

There should not be any measures that reduce parking or vehicle access. . The reality of life is that most people drive and will continue to do so.

Drivers running red lights are a constant and ongoing problem. I believe Increased ticketing and the cost of the fine would assist in reducing this.

The municipality should ensure that trees, hedges, gardens are cleared from the sidewalk. Some gardening branches etc are grown over onto the sidewalk

Maintaining existing infrastructure of the horrible sidewalks and roadways should be a higher priority than spending money on these new initiatives. Oak Bay is not downtown Victoria. The need for these initiatives at this time is not clear in light of other priorities

I am strongly in favour of measures to increase pedestrian safety and

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reduce traffic speeds. I find the variety of painted surfaces can be quite confusing to pedestrian, cyclist and vehicles, physical changes such as speed bumps/raised cross walks and traffic circles seem to be more effective and less confusing.

Along areas like Brighton and Foul Bay, Bowker Creek, many beaches, the footpath by Henderson and Kings, and other places in the municipality there are bar gates (or sometimes called bike chicanes). Last month while I was biking along Henderson, so as to stay off the death trap that is Foul Bay where over half of the incidents of drivers hitting people on bikes happen, I came up behind a man in a wheelchair who was having serious difficulty getting through the chicane. I was able to navigate it as I'm young and able bodied, but anybody using any mobility device less nimble than a street bike is completely blocked by these. They serve no purpose, they block access to many parks and areas for those with mobility issues, and they seriously disrupt people's abilities to access many amenities in Oak Bay.

As a family we really enjoy the sidewalk patio at The Penny Farthing. We vote this become permanent / year round for select businesses along the avenue.

More and more e mobility devices are coming. Regulating speed is the best way to help different modes sharing space. Small personal vehicles can safely co-exist with pedestrians & traffic if they travel at appropriate speeds.

I think Oak Bay is fantastically walkable already apart from a few sidewalks that are overgrown with bushes. I do not support any large spending on any of these ideas. I would rather see money spent on repaving roads and fixing broken and dilapidated sidewalks instead of new ideas.

Street lighting is very poor in many residential areas, especially where there is a sidewalk on only one side of the street.

Living trees — resilient, and still active for pollinators and deep shade.

I hope it includes putting in sidewalks where there are none and

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paving streets. The condition of some of the roads is shameful. I have not seen any residential roads paved since I moved here - just patched occasionally. I also think road safety for cyclists and motorist could be improved by limiting parking to one side of McNeil avenue between Monterey and Foul Bay Road. The street is too narrow for safety.

Only minor improvements are required. Don't go "unrealistic" like the city of victoria.

Extra V lines on the road and 3-d crosswalk lines can be visually difficult for some people. (disorientation and motion sickness can come on quickly) . I would end up looking anywhere but at the road when encountering such a visual which is not a good idea.

More sidewalks and or wider sidewalks..... paint works as well

It is frustrating as a tax payer that someone actually gets paid to devise this questionnaire. Some of these suggestions will increase challenges for drivers. More focus needs to be on Our poor quality sidewalks and roads . Some of these suggestions could bring us another downtown in Oak Bay.

Your survey is a bit silly. You cannot generalize as to preference of treatments. Preference would depend on specific locations being assessed

Some streets only have sidewalks on one side. I would like to see them on both sides. Also, someone should check the state of repair of our sidewalks more often.

Beresford Street is an interesting case. When I first encountered it, I thought that it should have sidewalks on both sides and two crosswalks across Beach Drive. Experience suggests that it should have two crosswalks across Beach Drive to encourage people to walk facing traffic on Beresford, but it should not have sidewalks, and this is coming from someone who rarely drives. (I normally bike or walk.) By leaving the edges of this road ambiguous, it allows optimal use of the sides of the road for the conditions, i.e., the number of vehicles parked there. About the only way to make it better, would be to smooth the pavement in two strips: one strip where pedestrians

most often walk in each direction. This will make is safer and nicer for the many people using walkers. Do not smooth the middle of Beresford. The rough surface encourages careful driving, and is less horrible than speed bumps for cyclists.

Thank you for asking, I responded as best as I could without reading the full document. Sorry but time constraints and competing priorities for my input limit My Ability to immerse myself technically in all matters.

Lanes are important - we use them a lot. Speed and parking enforcement is essential.

Pedestrians should come before cars.

Traffic calming measures are needed in Thompson Avenue please

I live on Foul Bay Road close to Goldsmith. I notice, and talk to, and sometimes am able to help seniors walking from Kiwanis House to OB Rec Centre or Save on Foods. They sometimes walk on the road instead of the sidewalk because the sidewalk tilts quite steeply at letdowns and their walkers, sometimes loaded with groceries, are difficult to manage and sometimes seem to come close to tipping over. There may be specific routes like this one that have this scary challenge. I don't know what can be done but wanted to raise the issue.

I believe all residential streets should have sidewalks. For example: Falkland Rd.

I strongly support wider sidewalks.

Yes, and I wish I had had the chance to express that under each question to explain an answer. Wayfinding and many of your proposals have a negative affect or no beneficial effect for blind pedestrians. The pedestrian activated crossing flashing light is about all that assists them. Some proposed pavement markings or confusing for people with partial sight. Many of your proposals will reduce the amount of parking, an adverse effect that is not mentioned

in the description of benefits only. People with disabilities will have less proximate parking to choose from, and accessibility will therefore be decreased with the introduction of pocket parks and traffic vultures taking up curb space that could be used for parking. He did not explore the option of pavement embedded flashing lights at crosswalks. Those are more effective than typical height flashing lights for drawing the attention of cyclists. Roundabouts are very difficult for pedestrians to navigate. Changes are often most difficult for people with disabilities to navigate. They rely on a predictable public realm that follows establish the rules. I hope you are putting all of this past an accessibility advisory committee, or at least doing the research for how the proposed changes would affect people of various disabilities differently from the general population. Most of my somewhat support answers had a caveat or information on in what circumstances they are not effective, but of course I have forgotten those comments now

bike lanes speed monitored and motor scooters.

definitely would like to see more dog friendly areas. The migratory bird sanctuary is a cruel joke

This entire sidewalk master plan is a complete waste of tax payer money !! Absolutely nothing needs to be done. What is needed is improvement and repairs to the existing streets.

I just have a comment about the survey, which is the descriptor for option #16 and #17 are exactly the same. I think the #17 descriptor needs to be amended. Thank you for this work--very important.

A lot of frivolous suggestions in there, Oak Bay would improve a lot by widening the sidewalks or building them when there are not there, having proper curves to go up and down the sidewalk would also help a lot. Keeping to the general rules world wide is also safer, when you try to re-invent the wheel, non-residents are very confused and do not know what to do. Cross-walks should look like all cross-walks for example, not some funny design. Most of your proposals are unsafe for bikes as well, every time you narrow the rd, we have to merge unsafely.

Please enforce the bylaws around bushes and shrubs overhanging sidewalks. This is a major safety problem for those using mobility aids

on Oak Bay's narrow sidewalks. Also, please look into changing the design of the intersection at Haultain and Eastdowne. Drivers constantly blow through both the marked crosswalk and stop sign, since you can't see oncoming vehicles due to parked cars and the layout of the intersection. It is a major safety hazard for a route that is heavily used by children on their way to and from school.

It would be great to see wider sidewalks on Oak Bay Ave. I would really like to see parking removed on one side of the street to make room for a protected bike lane and wider sidewalks and more patios. Parked cars make it really dangerous for cyclists and pedestrians. As an eastbound driver it is very difficult to see pedestrians coming out from behind parked cars in front of the Bank of Montreal.

You could help pedestrians by trimming back overgrown vegetation that impedes use of sidewalks.

Get going by doing more temporary interventions quickly and look to include permanent pedestrian improvements as part of all capital and development projects. Don't waste time with gimmicky measures like 3D paint, flashing signs or speed reader boards. These will gain initial support, will but will not adjust driver behaviour or comfort for residents who will only ask for further measures. Time waster. Traffic volumes in oak bay are low, so the designer of every street should focus on pedestrian priority first. Wider sidewalks, curb bulges and other measures to improve walking and accessibility while also slowing vehicles. If people walking and cycling feel safe, the actual speed of vehicles is inconsequential.

Enforcement of speed and parking regulations is more important than the issues raised in this survey. Forcing a ranking in each section gives the illusion of preferences where none may exist and may result in a flawed interpretation from the survey.

Cut back hedging from existing sidewalks to residence property lines as not impede the side walks

It seems crucial to educate ALL (not just motorists) about transportation rules and best practices. I walk, bike, take transit, and (yes) drive. It's the first two groups, strangely enough, that I witness disregarding rules, standards, and common sense most frequently. No, really, it is! Dumb. What ever happened to "stop, look and listen

before you cross the street". There is no moral high ground to be defended here. Walking out instead of waving a vehicle through gains you what, 3 seconds? And has the motorist pumping exhaust whilst stopped and again to accelerate. Thousands of times per day, just here. Environment, anyone? Bone-headed cyclists give the rest of us a bad rap - you are either on wheels or you are a pedestrian - can't be both depending on what will get you the edge. Selfish, and dangerous. By far the majority of sidewalks are for pedestrians - and should remain so. I'll stop now....

Please don't shut off roads like Victoria has, making people go out of their way.....it just adds to global warming and frustrates people.

Make Oak Bay a place for PEOPLE, not cars!

I'm glad that you're collecting public views on local traffic problems. I hope that the answers will be useful and will be acted upon.

Improving pedestrian infrastructure should be a priority for Oak Bay. More people are walking, rolling, and biking and this needs to be encouraged and made easier by Oak Bay. Council should work to add the suggestions in these surveys quickly and whenever road work is happening. Infrastructure that limits drivers from speeding or ignoring the law should be added.

Hard to answer some of questions in this survey as questions are very broad. I may answer a certain way for some street and what they should have versus different ways for other streets.

Please, please do something to regulate the traffic around Willows School. There needs to be major traffic calming and speed reductions soon before a child is harmed. This is very problematic all day all year round but very serious during drop off and pick up times. Calming traffic and reducing (AND ENFORCING) speed limits around our schools should be a major part of this initiative!

We need sidewalks in areas that have none - like Heron and Lincoln streets. Lots of people walking in the streets including elderly - very unsafe!!!!

I feel oak Bay isn't busy enough to be blocking streets from cars for more pedestrians. I feel too many signs & painted lines on the streets is confusing for drivers & makes them less focussed on those rather than the road. I may add the recently re-vamped intersections at Fort St & Bee St and Fort St & Cadboro Bay St to install a bike lane are a disaster for drivers! The backup of cars at the lights is ridiculous and the swerve in the lane to turn left onto Caddy Bay (heading south) from Fort St is dangerous with drivers moving into oncoming traffic. Frankly, this terribly designed 'improvement' makes me very nervous & skeptical about any new plans the district of Oak Bay wants to implement.

Oak Bay is the worst municipality in any province I have lived in for both maintenance and design of roads and sidewalks. From the appearance perspective it is best described as shabby chic with failure to repair existing sidewalks, paint cross walks and yellow no parking markers. Given the tax base this is a disgrace. Sensible parking restrictions with enforcement is an obvious action. Parking very close to fading cross walks is an obvious hazard for it restricts the view of drivers going well within the speed limit and so far as I know is contrary to the highway code. Some of the ideas are good but I would rectify the present problems before embarking on cute expensive incremental improvements. Municipal officials should be ashamed of the existing decrepit state given the high tax base. At the very least road parking needs to be urgently addressed with simple bylaws and enforcement. Repair of existing roads and sidewalks would also be good.

Traffic Circles (using Dean Street in Saanich as a specific example) although help traffic move quickly can be scary for pedestrians. Although the circles keep traffic moving; driver attention is made to other vehicles in or that may enter the circle from the LEFT. Close attention is not made to pedestrians on the RIGHT; pedestrians cross in the exact path (in the circle) for all traffic; right; straight and left.. Moving crosswalks away from the intersection is not great: 1) REDUCES pedestrian visibility 2) greater walking distance. (encourages jay walking) Warning lights for pedestrians to activate would be helpful. I do prefer traffic circles to four way stops.

Thank you very, very much for asking Oak Bay residents what we would like. I support anything that makes cyclists and pedestrians safer and that keeps vehicles at bay. Please don't put vehicles first!

I welcome Oak Bay's commitment to prioritizing this type of transit.

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By far the biggest change to my safety as a pedestrian, cyclist, *and* as a driver, would be lowering speeds on all residential roads to 30 km/hr.

None of the proposals justify what the costs will be. The questionnaire forces me to rank preferences even when I object to all of them. The better ideas to increase walkability are to enforce the trimming of hedges that overgrow the sidewalks especially the notorious cedar hedges on either side of the 2100 block of Oak Bay Ave, and low hanging tree branches over side walks. When the municipality trims trees they do it in good weather and don't allow for the weighting down of branches when wet with rain. People need to be reminded to trim a clearance of at least 9 feet to allow for this. Also there are 2 large mud puddles that fill with water with every rain in Bowker Creek Park at either end of the pedestrian bridge and of course the workers are never there to see it because they are only there in good weather.

Reduce street parking in residential areas by making all residential streets pay parking - residents could buy an annual pass. Many residential streets that don't have sidewalks are very dangerous for pedestrians, cyclists and neighbourhood kids. Need to encourage households to park cars in garages or on property parking areas. Reducing the number of cars parked on the road = increased safety and visual appeal.

Please make sure a plan does not result in narrowing lanes so that parked cars are closer to traffic, as on Fort Street. This makes it more dangerous to get in and out of cars and for cyclists.

Enhancing the walk ability of this beautiful village will be much much appreciated. We walk every day at least 5-10 km and love every minute of it! Any of these improvements will be helpful and add safety and enjoyment Thank you!!

Main concern is fixing sidewalks and roads that are so dilapidated with holes in the roads, broken pieces of walkways, curbs etc. that are very dangerous to walkers. Right now they are a danger to anyone walking in Oak Bay and to any vehicle. This strategy does not address the real issues in Oak Bay that need immediate attention.

Some of the choices have more to do with vehicle traffic than

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pedestrian use. It seems like apples and oranges. Also, the neighborhood choices should at least follow the map on the District's website as I had to guess which choice to pick. And please, no ping pong tables for furniture -benches are good!

The sidewalks in many residential areas are dangerously uneven due to tree roots, especially when walking at night. Calming measures that lessen or impede street width could prohibit the moving of houses as an alternative to demolition, which is happening too frequently and changing the streetscapes of OB neighbourhoods dramatically.

We observe the driving habits of vehicles on Beach drive on a daily basis. The dangerous drivers have increased their speed and noise levels acutely during the Covid Crisis, as perhaps a way of bolstering their physical prowess in the face of a dangerous virus. While trying to emulate the lifestyle of a "Hell's Angel" or the glamour of a driver from the movie "Fast & Furious" these reckless drivers are not deterred from their amusement ride obsession with dramatic accelerations by speed signs. So, it will be the best use of our resources, as societal tensions rise (The 7th Covid wave, or the threat of Atomic War for example), to implement physical impediments - like speed bumps, or road closures - to protect Oak Bay's residents from their dramatic attention seeking driving habits.

I recognize the master plan is for sidewalks but I really hope Oak Bay incorporates or develops a corresponding plan for bike lanes and biking infrastructure. I felt safer with my 7-yr old daughter cycling on the busy streets of Vancouver than I do in Oak Bay. That's an unfortunate reality. These two systems (sidewalks, bike lanes) should relate to each other and be developed in tandem. Parklets, wider sidewalks, traffic calming measures (etc) all impact cycling and vice-versa.

What about the noxious weeds on the sidewalks, particularly in North Oak Bay (i.e., Eastdowne)? Some sidewalks are in badly need of repair--lots of sudden dips (bad for the knees and hips!).

I would like clear definition of what scooters are allowed on the sidewalk (i.e what scooters not allowed on the road).

A few cyclists ignore the current widened pedestrian areas when

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there are no pedestrians there. Perhaps they simply feel safer away from vehicles. You will have an uphill battle with younger people skateboarding, eScootering and even skiing on roller blade skis wherever they like.

Priorities should be wider sidewalked along Oak Bay Avenue and Foul Bay Road between Oak Bay Ave and Milton Street

Great initiative! Can't wait to see results in Oak Bay village. Get a 4 way stop at Newport and Windsor.

Traffic calming needs to become a priority in Oak Bay, especially around schools. Four way stops at a minimum, with speed bumps to slow drivers down, would be a good start. These are relatively inexpensive fixes and might save a child's life. Oak Bay missed a golden opportunity to reduce speed at the intersection of the new Bowker building, when it did not insist that the developer fund a traffic circle. The traffic circles built on Cook Street demonstrate that this traffic calming strategy is feasible even in limited spaces. Oak Bay could look to Victoria for a few tips on supporting pedestrians.

I also find the following would be priorities: - Improve the sidewalks in some areas of Oak Bay such as neighbourhoods in Henderson and Estevan where the sidewalk is made of some type of cement and asphalt and it's all bumpy and uneven. It's very difficult to walk on safely for those with mobility issues and the elderly and causes falls. It also causes falls in children who are running or walking fast and end up stumbling and falling over one of the myriad bumps. There are new houses that go in and then they get a fresh new sidewalk that is flat modern and beautiful and wider. But we are stuck with these old, dangerous sidewalks. I would like to see a much larger budget put into sidewalk improvement in Oak Bay for fairness and safety for all. I have written to the city about this before but there has been no improvement, even with the new mayor who agreed this should be a priority. Please follow up on election promises. Meanwhile the price and availability of concrete has risen so it's too bad Oak Bay didn't do this earlier on! The bumpy black sidewalks are also very difficult to do any type of edging and gardening around. The uneven edges mean that it's almost impossible to create a tidy edge where the lawn meets the sidewalk. It's fairly ugly in fact, and weeds and grass grow all along both sides due to the openings in the surface where it meets road or lawn. If you are going to include more directional signs and wayfinding then please do the homework to find out the Indigenous place names and relationships to include on the wayfinding signs.

Thank you

Oak Bay is already a very walkable and safe community. Rather than starting with all these extensive, expensive and very ungreen (lots of concrete and asphalt) methods let's try some reduced speed limits and traffic enforcement by which I mean giving out substantial tickets for speeding

I'm glad to see that, for once, the almighty car isn't put first. With climate change becoming worse, and with it our need to reduce greenhouse gases, we must switch from driving to alternative modes of transportation. So making sidewalks safer and more attractive to pedestrians is very important. At the same time, this shouldn't be done at the expense of cycling, bike lanes and such. For example, widening the sidewalks seems risky to me because it could mean there won't be enough space for bike lanes and vehicular traffic. We need to deal with the problem at Estevan and Musgrave, especially since Willows School is just down the street. This is a dangerous corner. I'm surprised no one has been hurt or killed here. The cross walks are an improvement, but not safe enough and rather confusing. Drivers who don't live here don't understand the stop signs. I'd say pull out all the stops to calm traffic (e.g., speed humps), and put in stop lights. It's about time we dealt with this. I've been here for 35 years, and the problem still exists. There should be a stoplight crossing on Oak Bay Avenue: from Hide + Side (roughly) across to the corner of Hampshire. People don't bother to go to the cross walks, and definitely not to the stoplights. There's a lot of jay walking.

I hope that the results of this survey will be better respected than the ones about secondary suites.

It's one thing to indicate support for something, but the actual location of the various measures affects my choice of desirability or level of importance.

The Master Plan needs to be considered in light of other forms of active transportation, specifically bicycling to ensure that infrastructure supports both.

Cut hedges back off of sidewalks!

Please enforce the speed limits around our schools and install warning lights and speed humps to slow traffic down in these areas, Kids are very vulnerable!

I think you could save a lot of time and money if you would just improve what we already have. Level out the sidewalks and roads, make sure bushes, trees etc. are cleared back etc. That would be a huge help for the elderly, that's why they walk/ride down the roads it's because the sidewalks are uneven and there is a curb at the end they have trouble dealing with. Put in some pedestrian controlled cross walks and the majority of us would be happy!

Add a sidewalk to one side of streets with no sidewalks

Use the tons of asphalt intended for raised crosswalks to fill the many pot holes in the municipality.

this is an important initiative - volume of Vehicle traffic and its speed really undermines Oak Bay's livability - particularly on local streets that are treated as cut throughs.

I love the variety of options in here to choose from. Oak Bay Ave has gotten so much busier and some of these would help pedestrians be safer.

This survey only passingly seems to consider options for Neighborhood streets - particularly those that are being used as short cuts.. Other cheaper options exist for these (eg. planter boxes, reduced speed limits) .

WIDENED SIDEWALK!!! Covid has made us realize how narrow our sidewalks are. Also put a boulevard between the sidewalk and the grass, like on Windsor, so the sidewalk doesn't slant at every driveway.

All pedestrian activated crosswalks should include a bicyclist activated option. Pruning of sidewalk overgrowth by property owners should be enforced.

my overall priority, upgrade underground services & road surfaces

We need more bike lanes

I live at the intersection of Mountjoy and Central, and the through traffic that at least 90% of the automobile traffic uses as a short-cut between Foul Bay and Central, or on to Beach Drive, has become a dangerous problem. Mountjoy, a beautiful but very narrow street with poor sight lines on account of the sloped curve at the north end and the large trees and rhododendrons, was never intended to be used as a short-cut for drivers in a hurry. Often times there are major traffic jams at the intersection where I live, with parked cars at the west end of Central impeding turns from Mountjoy, causing backups such that those on Mountjoy find it difficult to exit their driveways. Traffic diversion would solve the problem. In addition, one possibility would be to consider Mountjoy a connector to the bike and pedestrian priority system established on Richardson, a scenic ride for cyclists and pedestrians alike who might continue to Beach Drive and on to the shoreline. Lloyd Howard, 686 Mountjoy Avenue

Too many drivers crossing Windsor Road do not stop or even slow down significantly when crossing. The stop signs and painted white lines mean nothing to them because they are so far back from the intersections that, by the time drivers can look both ways up and down Windsor, the signs and lines are behind them. Some curbs have been extended but the intersections still need some more indication that there may be cars and bicycles traveling on Windsor. They could be visual or physical.

Would like to see pedestrian lighted crosswalk on Monterey/St. Ann between the fire/police station and Bowker creek walkway. Would like the walkway to be exclusive to walkers, rollers, dogs must be on leash. An actual walkway with signage for pedestrians following Bowker Creek from St. Ann to Monteith. Update walkways map. Improve walkway/historical trail from weather station to Oak Bay Avenue.

I would like to see more benches for people to sit on throughout the community. This would encourage and enable people to walk more often and walk further. Just being able to sit for a few minutes en route can make the difference between being able to walk to the Village and back vs driving there.

I'm wary of raised curbs delineating cycle paths. They are hard to see and dangerous. I assume so that if I cyclist hits them.... they crash or fall. Paint markings, I think, work as well. Thanks!

Put it on the shelf and work on more important initiatives

What about traffic enforcement. You can do all the education and engineering you like but without enforcement it is simply a waste of tax payer dollars.

It would be nice if the sidewalks were continuously flat because riding a mobile scooter is bump bump bump

widen sidewalks ; use presence sensing walk / dont walk at traffic lights instead of push a button

Sounds great! I really hope that Oak Bay will DO something and not only talk for years (like, for example, will sec. suites). Cars are too important in Oak Bay. I feel unsafe walking and biking in our own community. Beach Drive is THE best example. Cars and parking are the most important issues it seems :(Not the safety of people on bikes or people walking. Bike lanes (separated, NOT paint) should be standard. So that kids and people with walking disabilities can live without fearing for their life. Oak Bay Avenue should be a walking priority zone. Like Mariahilfer Strasse in Vienna (google it please).

For the option of street blocking/barricading to restrict cut through, I would be in favour of this if it was only used for smaller streets. If the plan was to use this for main arteries (such as the Richmond Road nightmare) I would be completely against this option. But if used on smaller streets that were not intended to have as much traffic, I would be highly supportive.

Yes, yes. The most irritating factor as a pedestrian is the fact that sidewalks are not level. So when a driveway is made Oak Bay makes the sidewalk slope towards the curb So when walking one leg has to be higher than the other. Very difficult for balance. The solution is to do what the rest of the world does,. Make the ramp only the curb portion , not the complete sidewalk. So what I do is walk on the road

in residential areas. I notice many others doing the same. Point number two is: why is the curb a separate concrete pour from the sidewalk? All this does is create a gap for weeds to grow. In addition this causes breakage over time in the concrete. I would love to have someone in engineering contact me on this one. JohnLang. 250-592-6700

Fixing existing sidewalks in need of repair should be part of the strategy.

Please make this endeavour a priority so that implementation occurs as soon as possible!

Consideration for upgrading aging potholed roads that are currently lacking curbs and sidewalks. Many of these are considered side streets, however pushing strollers, walkers and wheelchairs along many of these pose a challenge, especially when navigating the parking randomness associated with these "undeveloped" streets.

Would like to see more pedestrian pathways mid-block, like the one between Hampshire and Monterey leading to Monterey School. How about from south end of Monteith to Patio Court/San Carlos? Also would like to see more pedestrian water access from Beach Drive

There are many areas in the Uplands that do not have sidewalks - example is between Weald Rd and Cotswold. As a pedestrian I don't feel safe walking there because it is very narrow when 2 vehicles are approaching. Also, there are sections in South Oak Bay where the location of the sidewalk changes from one side of the road to the other after crossing a main road like Windsor or McNeil .

Some of these measures such as pedestrian flashers are based on warrants or at least should be based on warrants

Creating the physical infrastructure to encourage and make it easy for multi modes of transportation is great!Ongoing education on safety and purpose should also be incorporated into the plan. Social media, newspapers, outdoor advertising with the goal of reaching as many people in the CRD as possible should be in the long term budgeting process.

1. Some of these measures for street calming might be appropriate in certain areas of Oak Bay and not others. It really depends on how much vehicle traffic goes by to determine how important it would be to implement the calming. 2. Oak Bay Avenue with its three sets of lights from Monterey to Foul Bay, its four or five pedestrian crosswalks and the pinch points that are put in for "street furniture" areas, restaurant extended seating pockets on the roadway and the upright, orange posts that jut into the roadway unnecessarily constrict trying to navigate the street. It is exasperating. The Blighty Restaurant outdoor seating at Foul Bay and Oak Bay is such a bottleneck! There is a lot of traffic traveling west to town who are held up with a lot of traffic attempting to make right hand turns to go to Save-On-Foods, the liquor store or UVic. Take it out! 3. The orange, plastic posts that jut out into Oak Bay Avenue at the crosswalks at Hampshire and Wilmot are a hazard, I believe, for both motorists and pedestrians. Take them out! I imagine that it is more dangerous and more likely that a pedestrian hit while standing in the "posted off" zone would be injured than if standing on the other side of a curb before stepping off to cross traffic. 4. Get Oak Bay works to get going on having homeowners with tall hedges and shrubs encroaching on the sidewalks to cut them back. I walk along some sidewalks where about a quarter or a third of it is impossible because of the plant growth restricting the way. I often wonder how a person in a walker or a wheelchair can get by. I am able to step over the curb and use the street to get by but what about them? Should we be required to walk single file when out walking and conversing with a friend because the sidewalk is obstructed in this way. This would not take taxpayer dollars be spent except for someone doing a bit of knocking on doors and alerting homeowners to fix a problem.

Concerning bulb-outs and pedestrian refuges: please do NOT narrow the roadway so much that cyclists are forced out into the traffic stream. Bulb-outs should not project more than the width of a small parked car. Excessive road narrowing may be marginally beneficial to pedestrians but it is a significant hazard for cyclists.

On many streets around Oak Bay, specifically the streets leading to Willows School & Willows Park, homeowners have been allowed to let their vegetation (trees, shrubs, hedges, etc.) encroach on the sidewalk. Sometimes, at least half the sidewalk is unusable. As a walker, runner, grandparent pushing a baby stroller & walking with small children and teacher with students, this overgrowth negatively impacts pedestrian safety. Sometimes, it is not even possible to walk side-by-side holding a small child's hand without stepping onto the road. We have good sidewalks with plenty of space IF they are kept clear. Easy solution which will greatly improve pedestrian safety

without costly infrastructure? Give homeowners 6 months to permanently eliminate overgrowth, after which time the municipality clears it for them and charges for labour & disposal are added to the homeowner's monthly utility bill or yearly tax.

Be realistic and don't follow the practices of City of Victoria who are ruining their transportation system.

Pedestrian activated lights are not very effective at making drivers stop, often multiple cars go through the flashing lights before it is safe to walk. Wide. Pavements too

Please make the sidewalks a uniform size, less bumpy and continue the process of making curb cutouts for strollers, walkers and scooters

Traffic speeds need to come down. Anything that makes getting around safer for pedestrians and cyclists is positive. This may need to happen by inconveniencing the motor vehicle driver, and that's ok.

Please be sure to include cyclist planning. The City of Victoria changes to Richardson are wonderful.

What about bike lanes.. do not prioritize pedestrians over bikes

I would like to comment on the survey - questions 9,14,20, and 25 are redundant to the point that if one did not support any or only some of the suggested solutions - one still has to put them in order of wanting them - there should be a ZERO so that these do not appear to be something the person taking the survey is in favor of at any point.

This survey does not allow for disqualifying something one doesn't agree with. One is forced to accept the issues even if you don't agree with them. Bring back photo radar to free up police man hours and cut down on racing and speeding, especially at night.

The safest way for a pedestrian to cross a road is a pedestrian-activated red light or an automatic red light. I support more red lights as Oak Bay and the city grows, e.g. on Cadboro Bay at Willows crosswalk, Estevan, and/or Bowker.

No indication of tactile markings for individuals with low vision or who are blind. This is important. As well wave technology in crossing areas assist not only folks with vision disabilities but individuals with limited arm use.

Oak Bay is fine the way it is! There is no more population or traffic than there was 40 years ago, we don't need to spend money on this nonsense. These so called improvements do nothing other than to confuse and distract drivers. Don't feel pressured to follow what the City of Victoria has done and ruin what was perfectly fine!

Be able to enforce whatever you do. Ensure pedestrians can see the flashing lights before they light out from the curb (not the way it is done now.) Ensure private property hedging does not impede pedestrian sidewalk traffic (not being done now!)

These are all excellent steps in making the area safer for pedestrians. Please continue to add the pedestrian-controlled blinking lights for crossings in as many places as possible.

- widen as a priority those areas that are really brutal eg outside Carleton Place across street- can barely get wheelchair through - prioritize Oak Bay Ave which has more space devoted to cars than many highways - don't look at this in isolation from need for bike infrastructure that is safe for families

I would like to see red light cameras that automatically ticket drivers, more street trees, strategic narrowing of wide residential streets and intersections (ex. Haultain at Eastdowne or Cadboro Bay and Nottingham), phase out of slip lanes, and an extension of the Bowker Creek Greenway, at least from Bee to Monteith.

Nothing more to add

I live on Runnymede Avenue, where it changes to Runnymede Place. We need speed bumps or close the street to all but local traffic, as we are being used as a shortcut. Thank you.

Please do something about the traffic on Runnymede Ave and Place.
Slow it down, reduce it, anything.

Mount Joy speed reduction and sidewalk are critical. Traffic on Runnymede Pl. should be restricted to local only as much as possible.

Poor road repairs are a particular problem- they endanger walkers, bikes & cars, as all try to manoeuvre around them, on our many narrow, sidewalk free roads. Before spending money on extras, let's get that problem fixed. Thanks for asking.

I like the fact our street DOES NOT HAVE sidewalks. It keeps it more neighbourly.

1. I'm in favor of reducing vehicle speeds *mechanically*: IE physical barriers that force drivers to slow down. Paint won't stop drivers from hitting my 7 y/o daughter on her bike. Curbs and barriers will. Slower speeds means she might survive the impact. 2. Let's make the village of oak bay *awesome* and fill it with outdoor seating, patio eating, trees and public space. I'd like to close it to cars as much as possible. 3. The current standard for oak bay side walks is just barely too narrow for two adults to walk side by side comfortably while walking a dog. I'd like side walks to get wider. 4. Global Warming means that we will *have* to reduce vehicle miles traveled and replace car trips with other forms of transportation. Let's make sure all infrastructure investments are made with a eye towards reducing fossil fuel burning and increasing love and awesomeness for residents and visitors.

Thank you, Carl Coryell-Martin

There are many streets that are 'lane like' . (Island Rd., and Linkleas near Anderson Hill, Runnymede, and Prospect Place in the Heritage Conservation Area to name a few). Modern, paved sidewalks would be out of place. Traffic slowing is more appropriate on these streets.

I am pleased to see attention to making more space (and better space) for people who are not in cars. More space should be devoted to people instead of car parking, and vehicle speeds should be curbed to encourage non-car transportation.

I would like to see a pro-active enforcement policy on trees and

bushes encroaching on sidewalks. I have reported two incidents this year already in my walking/jogging neighbourhood which have now been remedied. If nothing else you should consider implementing a trial pro - active enforcement policy for a period of one to two years.

This survey completely ignores the fact that a lot of streets have exactly zero sidewalks, nothing on either side and pedestrians alone, in groups, or with children in strollers must walk down the middle of the street. This is a completely unsafe situation. Second, there are many areas, for example King George terrace, where there is not a single pedestrian crossing for close to a km, from Foul Bay to Beach Drive. One is clearly needed at the Barkley Terrace intersection and at the Sunset Lane intersection.

With respect to traffic diversion or pedestrian walkways I would like to address the issue of back lines. My house borders on Camas Trail between Lincoln Road and Beach Drive. As such it is on the final "leg" of access to the path down to Willows Beach. As you are aware, it is shown on tourist maps as a Walking Trail. I have been keeping a rough tally of pedestrians on this stretch, over the past few weeks as we are doing a great amount of yard work, including the back lane borders. On average, anywhere between 25 and 50 people an hour use the lane. Dog walkers, kayakers, paddle boarders, walking groups, and beach lovers. It is not unusual to see two or more families together....kids running ahead or lagging behind, carrying chairs, umbrellas and coolers. Over the last 5 years, there have been changes in the traffic pattern as a result of the lane way having been widened by the removal of large hedges and, more recently, by drivers working with Google Maps or similar apps which direct them from Beach Drive up to Lincoln as an extension of Thorpe Place and therefore a designated route, rather than a back lane. Cars, trucks and delivery vans come up the lane continuously and when they do, there is nowhere at all for pedestrians, especially those with children, kayaks or chairs etc to move. Drivers get upset (I have been sworn at at least 3 times) and parents get angry. There is no garage access on the Western Section of the trail (that is from the back lane T intersection and Lincoln Road. I suggest that this section should be designated "pedestrian only" with removable centre posts as are used on other sections of the Trail. Thank you

Get it done, and fund it properly!

Asking for preference ranking of individual and somewhat unrelated options will not yield good policy options. Residents need to

understand options as an integrated package of measures. Slowing cars and ebikes everywhere by narrowing roadways physically (eg textured paving, bulbs, raised crossing points, parklets, etc) will be much more aesthetically pleasing and effective than using lots of paint and ugly signage, with more light pollution at each crossing point. Not repairing streets is also very effective in reducing speeds, as is one lane only travel ways as on Leighton Rd in the Jubilee. Please do not use ranked favourites from this survey to come up with a plan for Council's review. The approach must be much more nuanced. We want safe AND beautiful streets. This will be costly to retrofit but is definitely worth the time and expense to get it right.

Please put crosswalk with lights and Cranmore and beach. It is a very dangerous and well used crossing. Oak bay police recently stopped after an incident crossing with our 3 years old where a driver didn't see us crossing behind a parked car on beach (they noticed in time). Oak bay police stated this is a dangerous intersection

Please start doing some of these things!

Cyclists are road users, and need to be safe, but the thought that they dominate the road use is not sensible. Nor should they use sidewalks. Cycling and similar are the most annoying and aggressive users of road and sidewalks.

There is no sidewalk on the east side of Elgin Road from Mary's church right up to the municipal yard or crosswalks anywhere along Elgin Road which is a very busy road during the yard's hours of operation.

Most sidewalks in Oak Bay have sidewalks that have raised lips caused by heaving. These lips are a tripping hazard and in my view should be the number one issue to a create safe walking environment.

Make the avenue from Cobbs Bakery to Hampshire completely for pedestrians. No cars except brief merchant deliveries. Most all cities in Europe do this. In Germany they are called Fußgängerzone. Have places for Buskers to entertain, especially with music. Have ample outdoor restaurant seating . Have a weekly farmer's market , not just a short time in the summer, perhaps on the side street next to Cobbs.

Don't overdo it.

Any increased infrastructure for road users other than motor vehicles would be appreciated. It is amazing how little space is provided to pedestrians and cyclists in Oak Bay, especially considering the many commercial centres which could be bustling hubs of activity thanks to transit terminals, wide sidewalks with seating for cafes, and little to no room for cars. Your town could be even more amazing. Your current infrastructure encourages your aging population to continue using vehicles past when they physically should, and I'm certain this leads to more serious injury/fatal collisions. Thank you for including non-residents like myself in this survey as my young children, my wife, and I spend a lot of time in Oak Bay - not with our car.

Enforce the existing bylaws of ensuring that property owners do not plant on the boulevard! Why have the bylaw and not enforce it. Seriously.

Before spending a lot of money it would be helpful to do some simple steps. Steps such as ensuring homeowners cut back their trees and bushes so that the existing sidewalks are available for use. Many sidewalks in Oak Bay have broken concrete or uneven surfaces. Oak Bay is quite diligent about trying to address this issue but more could be done. Numerous streets in South Oak Bay do not have sidewalks and the street surface is at best bad for walking. Oak Bay has done good work making street corners better able to handle wheelchairs etc. More of the same could be done.

It would be much appreciated if the Municipality would concentrate more in the short term on removing encroaching vegetation over sidewalks and roadways without having to consult the property owner.

None of these justify the cost. The most important thing to increase walkability is prompt snow removal in winter, enforcement of trimming hedges and tree branches that overgrow sidewalks and for god sake fix the longstanding drainage problem at both ends of the pedestrian bridge in Bowker Creek Park where huge puddles of water accumulate with every rainfall.

I have contacted Oak Bay for over 10 years about the intersection of

Thompson, Nottingham and Cadboro Bay roads. This area had some improvements a year or so ago however, the curb was never lowered on the corner of Nottingham and Thompson making it very difficult to get a wheelchair or stroller across the road with such high curbs. This intersection is so dangerous for pedestrians to attempt to get across as cars are entering this intersection from atleast 4 different areas.

There is no crosswalk except for one that is at Thompson and Cadboro Bay road but getting to there is dangerous. When is this ever going to be rectified? Someone at the Municipality needs to try crossing at Nottingham with a stroller, walker or wheelchair.

Stop spending money. Get on with fixing the broken infrastructure including storm drains, roads and sidewalks.

Curbing motor vehicle traffic and decreasing car dependency is the most important action the District can take to mitigate the climate crisis. Making walking easier is the most basic and most important part of that process, we're all pedestrians at some point.

Prioritize key walking corridors, e.g. Hampshire Rd is the main N-S walking corridor

Please eliminate the traffic ramp on Cadboro Bay Road and Lansdowne. The ramp encourages drivers to speed up when going around the corner. One pedestrian has already had an incident with a car. Also, entering and exiting driveways can be dangerous at times as the traffic speeds around the corner and looks the other way to check for oncoming traffic.

all side streets should be 30km speed zones

Get on with it!!!

Please don't try to mix cars, bikes, scooters, walkers and mobility devices all together in the same space. Also, fixing the current horrible pavement & sidewalks would be a great first step, so people could pass each other safely.

Get rid of those ugly cones!

We walk 1 -2 miles every day. We're pretty happy with the status quo. Don't reduce parking in the village. There needs to be some enforcement of crosswalks - most folks don't stop. There isn't much speeding on the heavily trafficked streets, don't be going overboard about this.

All of the options for traffic calming are ridiculous and unnecessary in Oak Bay. I don't believe the survey, as formatted, gives participants the ability to provide true or fair feedback. The forced rankings will skew the results. Traffic circles, speed humps, raised crossing are not necessary in Oak Bay. I choose none of the above and rank them equally last. I think the 3 D crossings and lines through intersections are bad ideas which will distract and confuse drivers, cyclists and pedestrians and lower safety. Please don't paint additional and unnecessary things on our roads.

It is absolutely unacceptable and embarrassing that Oak Bay's Active Transportation study has sat on the shelf for 11-12 years and that Oak Bay has continued to fund active transportation and bike lanes in the most minimal way possible, creating only 500 m of fragmented unprotected bike ways. I walk and ride and drive throughout Oak Bay and Victoria and Oak Bay is the most dangerous area for human powered rolling transport. Traffic travels too fast and no protected lanes or traffic calming. Victoria has demonstrated that protected lane ways encourage use by all ages, young and old , with all sorts of rolling active transport. Oak Bay Councils have shown a total lack of courage and foresight on this issue.

I'd like to see residential homes, and condos be required to cut back their hedges to the edge of the sidewalk. There are many homes/condos in Oak Bay that allow their hedges, whether they be ivy, cedar, laurels, shrubs, and/or plants are growing out onto sidewalks causing inconvenience to pedestrians, strollers and those using walkers. I think the OCP states that property owners are not allowed to let vegetation obstruct sidewalks. As well commercial businesses need to be responsible for cutting back their hedges. Many project into the sidewalk by 2-3 feet. Case in point is the hedge beside Bosleys and then across the street, on OB Ave. close to the entrance to the Municipal Hall. In some areas, for example at the corner of Oak Bay and St Anne St. (Winchester Gallery/Ottavios corner) the plants extend so far over the sidewalk that it forces people to walk in the street. This is a very busy intersection with bikes/pedestrians and walkers/strollers competing for the same safe

space. There are many residential streets in Oak Bay where the hedges have been allowed to grow significantly over sidewalk space. They need to be trimmed back to the sidewalk edge. Whether this is accomplished by the home/condo owner or by Oak Bay Public Works, it needs to be done. I'd like to see more small trees planted along Oak Bay Ave. Three or four large trees were taken out last year and were replaced with smaller varieties, That tree canopy and the shade they provided will never be replaced. Along Hampshire, 2 very large trees were taken out and only replaced with 2 where at least 4 could have easily been added to this small side street. Consider ways to incorporate rain gardens and bioswales into the plan. Permeable surfaces for sidewalks, and road surfaces also should be taken into considered, and planned for in reimagining Oak Bay sidewalks . Consider pavers and grass strips. Streetscapes, not just sidewalks. This will result in a two-fold effect. One it will improve the aesthetic value of the street and two, it will help to decrease runoff during heavy storms. By filtering runoff from rain through rain gardens and bioswales it will result in less toxic flooding in Bowker Creek. I'd like to see less parking and more green infrastructure along Oak Bay Ave, especially in the Village. Thank you

Please ensure that traffic calming measures, such as widened curbs/sidewalks, do not force cyclists to merge with traffic lane, as is the case on Oak Bay ave at the moment. This is unnerving for both cyclists and drivers.

I walk Oak Bay a lot and find many of your sidewalks are in bad shape; uneven, lumpy and not pleasant to walk on. Not all areas of your municipality, but quite a few where I wander.

This survey is based on an assumption that we all wish to enhance pedestrian access etc more than it is already. Pedestrians are pretty well treated in our community, in my view. They assume they have an automatic right of way whenever they even look at crossing a street. We need more education to inform pedestrians that they need to be cautious when walking and not assume anything, like walking out before even looking to see if there is a car or bicycle. I am a bit weary of cars and drivers always being depicted as they bad guys when it comes to road usage!

I did not like that this survey required me to answer every question. In some cases, I do not know enough to be able to form an opinion, or to rank a range of options (ie, questions 9 and 14). Also, for all the questions, I would have liked to have the option to say say "I have no

opinion". My main concern about sidewalks in Oak Bay is that they should be safe and wide. For example, King George Terrace between Sunny Lane and Crescent Street is very narrow. There would be more space for pedestrians to pass if the foliage was pruned wherever it is growing over the sidewalk. Perhaps Oak Bay Staff could remind home owners that they should be pruning branches growing over the sidewalk. Also, construction companies could be expected to maintain the sidewalk in front of any house that they are working on. That is, if their construction work involves damaging the sidewalk, it would be helpful if they were expected to quickly repair it.

As someone who has a bad back and therefore limited ability to walk any real distance, sidewalks are critical. Oak Bay has put significant dips in the sidewalks for driveway access. This make it very difficult for me to use the sidewalk so I wind up walking on the street! Please reassess this policy. If the sidewalk is broken I can pick my way around it; with the dips they are not that obvious.

Please consider widening the sidewalk (so 2 couples can walk by each other without having to walk single file or on the road) from say GNS junior school to McNeill Bay Important for many reasons!

The above are all good ideas but as a number one priority we should make existing sidewalks safer and better accessible. Many of the sidewalks are obstructed by overgrowth making it very difficult to navigate for pushchairs and the mobility devices. Some of the overgrowth is also obstructing the views ahead making the sidewalks unsafe for pedestrians as well as motorists as no one can see wants going on around corners etc.,

How about implementing some of these proposed changes??

Please consider the side to side slope on a sidewalk and intersecting driveways when addressing accessibility. As a user of a mobility scooter, I often don't feel safe on sidewalks that are tapered towards the road at too steep of a grade. I would like driveways to match the slope of the sidewalk so users like me don't fear tipping sideways when transitioning from the crosswalk to a driveway. Thank you!

An additional criterion of walk-ways is "enjoyability". Safety, accessibility, and connectivity are important, but so is the sense of ease, sociability and delight in the walk. Walkways should be not only

functionary as transit, but destinations in themselves. Think of the community sense, interesting architecture and elegant lifestyle of so many international outdoor plazas and wide promenades. Cars can access parking lots on the perimeter. People should be able to stroll in relaxation along Oak Bay Avenue and other OB walkways! not dodging obstacles, cars and joggers. And no bike lanes, like the mess along Dallas road by Ogden Point. Let bikes 'take the lane' and thereby also slow traffic down. Have some 'no car' hours every day on Oak Bay Avenue, especially in the summer, and make a whole stretch a plaza of 'pedestrian and bike only.'

Oak Bay needs to become more active in bike planning and execution. Victoria is doing a good job, but Oak Bay gets an F. Pedestrian and bike planning should be integrated, not treated as separate elements.

My greatest concerns are overhanging vegetation that narrow available sidewalk space and the negative impact on traffic as I rely greatly on my car to get around. So many of the options proposed increase complexity on the road and so increase confusion. Keep it simple!

A significant impediment to pedestrian mobility in Oak Bay are hedges that are allowed to encroach over sidewalks, sometimes forcing walkers into the street. Residents should not have to complain to "city hall" before municipal staff enforce bylaw to prune hedges. Why did the suggested safety improvements not include improved overhead lighting at intersections and crosswalks? The suggested 3D feature is a really bad idea - especially at night, in the rain, it would be extremely disorienting. Crosswalks in general need better signage - the crosswalk at east end of Estevan Village a good example of a crosswalk that vehicles just race up to, race through. Someone is going to be hit sooner or later at this crosswalk. The City of Victoria roundabout at Southgate and Cook is a bad example of a roundabout - roundabouts need to have a sufficient profile (plants, decorative features, raised base) so that vehicle drivers see the roundabout for what it is, a roundabout, and slow down and yield. Proposals to raise the level of a street, e.g. speed humps, raised crosswalks need to consider the effect on bicycles, e-bikes, e-scooters - some across the region are too high and can cause a rider to be jarred and swerve. Features that narrow a street's width, e.g. pedestrian islets, need to take into account bicycle safety, and ensure that there is a safe amount of room for a bicycle and vehicle side by side. There have been, are, some bad examples across the region, where bicycles are forced into a "squeeze play" between an oncoming pedestrian

extension, and a following vehicle.

Referring back to the OB traffic speed study a few years back there was a recommendation to increase arterial road speeds to 50 on Henderson etc in order to encourage traffic to move to the main roads and off the smaller side streets. This is a valid recommendation and yet your questions here may appear to encourage traffic to move to smaller side streets if you slow down arteries. OB doesn't have a speed or traffic problem except that redesigned mess in front of OB high school. I can only hope the person responsible for that terrible design is not part of any more 'improvements'

Too many additions of signals,, signs, paint and pilons etc. add to the distractions for drivers and can overwhelm the senses. Literally preventing drivers from seeing the pedestrians. Narrowing of the roads around crosswalks is also quite dangerous for bike traffic. Forcing bikes and cars to pass an area that is not wide enough for both. I have seen a cyclist get hit at such a narrowing on Oak Bay ave. A painted crosswalk is sufficient.

My only concern with more curbs or street furniture is how it distracts drivers or creates narrowings that add risk for cycling

I encourage regular maintenance of the crosswalk / roadside guide paint - many have deteriorated and are no longer useful and/or helpful to drivers. As a senior walker, I find Oak Bay very walkable. The widened sidewalks as a consequence of the pandemic are a boon to the community. As a cyclist, Oak Bay is an easy place to cycle.

no

Pedestrians desperately need to take responsibility for crossing streets vs just walking out without looking. A lot of money that doesn't exist could possibly be spent but the issue is the lax attitude of the pedestrians as opposed to the traffic.

Great survey!!!

Anything that helps Pedestrians cross safely on Oak Bay avenue has my vote. too many close calls . curb street racers and use of electric scooters on the road (not mobility) Stop People using Goodwin as a cut through and racing down this street. Safety on the crosswalk by Beach and Goodwin desperately needs to be addressed . People that are visiting the area are confused and race through this intersection

Do not over do it!!

Allow different material for sidewalks to create more visual interest—concrete —brushed, coloured, texture—brick ,compacted gravel,

Oak Bay population has basically not changed for decades. OB was designed to accommodate automobile usage and have sidewalks for pedestrians. Cars are now much safer than even 10 years ago let alone 20 years ago. What has brought on desires to accommodate sidewalk users at the expense of traffic convenience? How much danger is now present than 20 yrs ago considering better cars and a non increased population? How many pedestrian accidents have been recorded over the last 20 years per year? And what percentage were the driver's fault vs the pedestrian's fault? Consider: Making driving more annoying will anger motorists even more. After all, it is the motorists who pay for the roads. Why change what is working fine already? Most communities and cities spend money taking bumps out of roads. Oak Bay spends money putting bumps in! Road taxes are there to improve roads not sidewalks. Don't take away the pedestrian's rights to be aware and think protectively and defensively for their own safety. All these suggestions diminish a person's self reliability. Even the deer have trained cars to stop. Now OB wishes to install bumps and protrusions to cause cars to stop. Seriously, think about it.

I recommend considering closing Oak Bay Avenue between Hampshirite and Monterey to all vehicle traffic and making it a town square

Please do whatever it takes to make Oak Bay an inviting place for walking, biking and busing.

Very much needed in Oak Bay

I would like fewer cars in Oak Bay. I would do most of my shopping on Oak Bay Avenue if it was a pedestrian mall.

All depends specifically where !!

Fix previous problems reported in first survey.

Before council starts shoveling out an awful lot of money on this 'master plan', perhaps they should consider what a good sidewalk system presently exists and how easy it is to navigate most of the municipality on foot or with assistance and instead of dressing up a few spots with somebody's idea of improvements, selectively (with the agreement of the property owners in the areas to be affected) upgrade those areas that lack sidewalks. The signage is an expense that can probably be justified. The rest of it not so much. If indeed a street needs some traffic calming, choose the most cost effective, which I suspect are a few speed bumps.

Thank you for taking the time to seek resident input. I am surprised that there is no survey question dealing with "construction of sidewalks on streets that lack them". As a pedestrian I am constantly having to be very wary of vehicles on some of the streets I (and presumably elementary school students attending Margaret Jenkins/SMU Junior or middle school students going to Monterey MS) must frequently use to connect from my street to collector and special roads, such as Mountjoy and Falkland which connect to Beach Drive/Fairfield. Is there to be any study of actual pedestrian behaviour to examine whether sidewalks are needed to accommodate people on foot? There is, similarly, no survey question addressing the issue of installing crosswalks to assist pedestrians 'get across' streets that are increasingly busy. The questions relate to alterations to existing crosswalks, but in some instances, additional crosswalks may be needed. There are only 3 crosswalks on McNeill Avenue, for example. And only 2 on Central Avenue. Conflicts between pedestrian travel and parking are also not referenced in the survey. An example: the Demitasse Cafe currently has customer parking that occupies the *entire* width between the paved road and the property boundary and even protruding into the paved surface of Roslyn, leaving no space for pedestrian use at all, despite being a significant magnet for business including drivers, cyclists and pedestrians. Delivery vehicles are frequently parked right adjacent to or actually on the crosswalk, and I have observed school students trying to use the crosswalk having to cautiously edge out into the

street to see if the way is clear--and drivers, of course, have no ability to see the pedestrians. I personally know of a person who was struck in this crosswalk when she was a young child. Fortunately the injuries were not serious. But this can be a dangerous spot for pedestrians and is the only designated crossing point east of Foul Bay Road and west of Monterey and is frequently used by people going to the Demitasse and Oak Bay Avenue. Some additional intersections should be controlled by 4 way stop signs. San Francisco has an extensive grid-based street pattern controlled by 4 way stops at most intersections within a large part of the city--even for relatively well travelled streets. This makes the city eminently walkable, and also helps calm traffic for the benefit of cyclists. Currently, pedestrians travelling east on Windsor Avenue to reach Turkey Head must cross Newport Avenue, a busy collector street. A stop sign at Windsor & Newport would go a long way to enhancing the safety of that wide intersection and make access from Beach Drive to the shops & cafes in the village node at Windsor/Newport much safer. The present absence of stop signs along Windsor, McNeill, Central and Beach Drive encourages drivers to travel as fast as they feel comfortable, regardless of posted speed limits. At present traffic levels this isn't a serious impediment to pedestrian use (except perhaps at school arrival & leaving times) but as population and traffic grows as a result of densification plans, these issues will be aggravated. If pedestrians really are to be given some priority, then attention to their ability to cross streets safely is appropriate and this may mean looking at additional stop signs along collector streets or streets that take this kind of traffic. Some of the options contained in the survey are suitable for some situations, but not others. For example, it is impossible to endorse 'traffic circles' as an all purpose solution to intersections. They have such different applications in different circumstances. Many of the options carry with them the potential for serious consequences to the residents of other streets. I live on a collector street. Accordingly I am fully aware that closing up and 'diverting' traffic from less frequented streets onto my street will impact the safety and livability of my street. Just as closing my street would impact other streets. A perfect example of the cross-impact of closing a well-used street is the impact of the Richardson Street closures on St. Charles, Warren Gardens, Durban, Kipling, Quamichan, Runnymede, Chandler, lower Gonzales and other streets in Fairfield. On balance, my view is that dedicated public streets are for use by the travelling public, including drivers, cyclists and pedestrians, and closing off public streets merely benefits some and harms others. As for the planter boxes and 'parklets', I am frequently on foot in the Brighton Ave/Quamichan corridor of Victoria, where many of these have been installed. They are ugly, and I don't see them being used at all. They are merely intended to obstruct drivers from using Brighton Avenue. Turning Oak Bay Avenue into a "pedestrian zone" (if that is the motivation behind the question

regarding this issue) which might seem appealing to those who wouldn't be affected, would create much additional traffic, nuisance and safety issues for residents and users of Granite Street, Windsor Ave, McNeill Avenue, Monterey, St.Ann, Hampshire, Victoria, and Cranmore and other streets as drivers try to find alternate routes. Even blocking the intersection of Oak Bay and Hampshire (southwest) and turning it into a public square to eliminate an awkward intersection would intensify traffic issues for residents on other streets like Granite, Mitchell, Victoria and Monterey. Oak Bay does not have enough redundancy in its street grid to allow for extensive "pedestrian only" zones without negative impacts on residents of other streets. The District needs to proceed carefully so as not to solve one problem by creating others.

Where are the safety stats detailing the accidents and collisions and need to justify this survey proposing change? Is this change for change sake? Is so then spend my tax dollars on something else. Everything seems to be working fine, or is it? data not provided. Poorly executed survey, missing the rationale. If people and bikes are not having collisions then leave things alone. We all know the rules of the road in Oak Bay. It seems to me narrowing our roads to funnel points brings cars a lot closer to my bike and leaves me nowhere to car to avoid a car. The Victoria Bike Lanes are full are accidents. Please do not follow that crazy model where 4 billion lines are painted on the streets that draw and catch my attention, distracting me from actually looking for bikes and pedestrians. It is crazy land.

Thank you so very much for these plans to improve pedestrian access and safety!

Where is the cycling master plan?

Some of our streets are already too narrow, eg Foul Bay Road, so one has to cross the yellow line when there are cars parked on the side of the road. Only one side of the road has a sidewalk. You need to widen the road before widening the sidewalk !

Bike lanes are needed please.

The District ought to focus on repairing the frequently terrible state of sidewalks in parts of the District rather than focusing on this. For

example, much of the sidewalk on Central Avenue is in poor condition. As a walker, I want the existing sidewalks repaired before funds are spent on any of these initiatives. In other words, think hard about your priorities. There is little point in panting nice lines on some streets when residents are tripping and falling due to the poor condition of exiting infrastructure.

As a regular cyclist, I find any kind of bumps, speed bumps, bulges etc quite annoying! They force you to slow down and press you into the flow of traffic. In Oak Bay widened sidewalks and bicycle lanes or routes should be addressed.

All streets should have at least one sidewalk on one side. There are a number of streets with no sidewalks on either side forcing pedestrians to walk around cars on the roadway. This should be a high priority.

This is a great initiative. I hope some of these ideas can actually come to be. One idea I have seen in my travels is a park bench that is painted a certain color, which signifies that the person sitting on the bench doesn't mind chatting to someone else. Such a simple way for people to connect in a community should they wish to. I know this survey is mainly focused on older people and mobility but in my observation, there are many younger families and seniors who want to see safe biking. OB is completely absent/out of step with other municipalities. I know it is on someone's agenda in a year from now but there is no reason someone in planning couldn't have been proactive in anticipating simple changes that should be made to the intersection at McNeil/Foul Bay/ and Richardson. You don't need a "master plan" to change or eliminate the middle line (which is mostly faded from neglect anyway) for most of the road and prioritize/equalize cars and bikes as they flow across this intersection to connect to Richardson. As it is now...cars/trucks race bikes to the top of McNeil and squeeze them out to make a right turn. Too many cars are parked close to the intersection for bikes and cars to pass safely or see clearly. Why canada post has a mail box at the intersection is a complete mystery to me as it is unsafe to stop there. Someone from planning needs to take out a bike and cycle around Victoria to see how roads transition from predominantly traffic to a shared intersection then onto a bike safe road. Thanks

Survey doesn't allow you to change rating already keyed in. I changed my mind. Too bad! Would also like to rate choices the same. I didn't like any of the choices in the last section. They should have all been rated 4. This will surely skew results when you are forced to give a

higher rating than you want to.

I'd like to give feedback re the raised intersections/crosswalks and traffic humps. As a disabled cyclist, those actually create pain every time I go across them (like those crossing the bike lanes downtown), any kind of road hump does, the sudden change of direction vertically over a couple of feet isn't fun if you have any kind of mobility/pain/neck issue, etc. That goes for being in a cab, vehicle, bus, etc too -- the up and over is painful and jarring. Totally understand they help slow traffic and calm speeds around intersections, I'm all for that. But they also create consequences that may be unintended and actually hinder freedom of movement. Just wanted to put that perspective into the mix, as a lot of people who don't have pain or health issues don't realize those raised sections or road humps actually can be a deterrent to travel for those who are more vulnerable road users. Perhaps the other alternatives that will slow traffic could be considered as a higher priority than changing the elevation of sections of the road.

I would like to see more sidewalks in residential areas.

We want a safe environment for everyone to exist in our community. Pedestrian walking emphasis and taking control from vehicles away! Speed should be reduced on all streets and roadways including those designated as higher road use lanes. ALL routes through our community should be less speed for a walkable people oriented space for living. Centro Storico model of europe and italy should be the model. Car speed should be reduced everywhere. Thank you!

Pedestrian/sidewalk considerations should not cater to bicycles which be treated like any other motor vehicle.

I enjoy coming to obey to walk and go to the shops, but removing what little parking is already on the street would be a deterrent.

raised crosswalks slow traffic too late. By the time the car hits the speed reducing bump it also hits the pedestrian. Speed bumps should be designed so that traffic going at a reasonable speed feels nothing but speeding traffic is bumped. Nobody with a back injury should be subjected to poorly designed speed bumps. They should also be gentle enough for the small wheels of a stroller, wheelchair, scooter or walker to glide up and down effortlessly. Optical illusions and

excessive signage are distracting and confusing to drivers. Distracted drivers are hazardous to pedestrians.

Thank you for looking to improve pedestrian safety and access. While there are certainly intersections that could benefit from improved safety, I would like to see improvements / renewals to existing infrastructure (cracking, uneven concrete, lack of let downs, on sidewalks). I would also love to see a master plan for biking too! Biking safety is top of mind for me and my family as this is our primary mode of transportation. Note: We would have liked to have seen a pedestrian / bike activated signal at Cadboro Bay Road and Bowker. This is dicey for pedestrians and cyclist at busy times.

Should look at safety of crossing Monterey from bowler creek to the firehall. This is a very natural pedestrian crossing point for families going to the park and is a blind corner with no traffic calming.

The development and implementation of this plan is a total waste of municipal employee time and municipal taxpayer money. It totally bypasses and supersedes the need to get our existing sidewalks and roadways into satisfactory and safe condition, to say nothing about the other existing infrastructure in Oak Bay. It will add significant additional costs to our property tax base at a time of high inflation and slower personal income growth. Please, for goodness sake, stick to the basics. Our existing sidewalks are in very poor shape and need to be improved. They are uneven, cracked and sloped in many locations. Many asphalt sidewalks need to be replaced with concrete ones. The current practice of 2 or 3 feet of concrete repairs is ludicrous, especially when I think about the resources already being and potentially to be devoted to this "master plan". I invite Council and municipal employees to take a walk and look down at the existing sidewalks in Oak Bay. Take a look at their condition. Moreover, take a look at the proliferation of weeds emanating from the cracks and joints - what a mess throughout the community! It is apparent that the Municipality cannot even source the resources necessary to keep our existing sidewalks safe and visually enjoyable. And you want to add to the problem? I would ask the Council to give priority to the development of at least one decent, clean, accessible public washroom in downtown Oak Bay so that visitors and residents would enjoy a more relaxing and comfortable visit to the area. This makes much more sense than the subject "make-up work" master plan. In addition, I would invite the Council and municipal employees, as they walk the existing sidewalks in Oak Bay, to look up at the proliferation of signage, electric power lines and the unsightly trees around the power lines with their "hearts" cut out. I think the existing

signage should be reduced as much as possible. I believe all electric power lines should be moved underground as part of, say, a 5-year plan. All wiring to new homes and developments in Oak Bay should be required to be located underground effective immediately. As we move to electric vehicles, we must avoid adding to the unsightly electric power line mess we currently have as we increase our power transmission/distribution requirements. I recommend to Council that they consider reading a small book by Philip K. Howard entitled "The Death of Common Sense". Then, think about the need, particularly at this time, of the Pedestrian and Sidewalk Master Plan for Oak Bay.

Oak Bay has a significant number of existing sidewalks that are in poor repair (tripping hazards or difficult to navigate due to overgrown hedges/vegetation etc) which are not mentioned in the overall plan. My family walk or run everywhere in Oak Bay and we have some of the poorest maintenance in all of greater Victoria (our run routes are all over the GVA). Let's fold this key issue into the master plan please. I am happy we are undertaking this planning initiative and appreciate being able to provide input. Let's also prioritize cycling route for safe and active transportation routes and please do this in coordination with other municipalities.

Repair existing uneven sidewalks. install lighting on Beach Dr. along golf course

The survey questions are missing some huge opportunities to encourage more active transportation through walking and improving our environment and traffic calming by increasing separation of driver and walker while increasing the urban forest canopy. Large tree planting close to roads are proven methods of traffic calming, reducing pavement and heat islands as well as interrupting stormwater thus reducing storm main overflow. The Parks Dept. Staff who know all of these techniques and studies through their professional organization have obviously been shut out of the discussions in the development of this survey. For instance, instead of bare or grassed bump outs, large spreading trees could be planted in a space displacing only a single parking spot per tree creating a buffer between moving cars and pedestrians and at the same time grow the Urban Forest canopy over the remaining pavement, cool the street, slow the traffic, improve the aesthetic looking down the street, protect the cars parked between bump outs (now parking bays) and increase the comfort and enjoyment of all. Add bike lanes where the road width allows and walkers are comfortably separated from driven cars, now going slower due to the actual and perceived narrowing of the road. Lastly, these new trees are allowed to grow large by not

being close to houses, a common complaint of homeowners. Win win win.

Widening of the sidewalks and making OB core a more pedestrian friendly space, particularly in Summer. More patios, more vibrancy.

Improving safety and convenience for pedestrians is long overdue. It is important for many in the community from children to seniors in many aspects of their lives. I have been astounded for years about how run down the sidewalks are. Property taxes are high. How can there not be money for maintenance and, sorely needed improvements?

sidewalks should be for people scooters (if the user is respectful) and wheel chairs, not bikes, long boards, push scooters, or electric scooters , I've seen people of ages hit or almost by all tyes of wheeled vechiles being on sidewalks ,

Disrepair of infrastructure Please repair the existing infrastructure before paving the rest of the municipality. Upon the election of the current council, the Engineering Department ran around Oak Bay painting concrete and asphalt in disrepair with day-glo orange paint. This gave the impression of impending action to repair damaged sidewalks, curbs and concrete. Alas, the day-glo paint was allowed to fade and after four years, no action - the tripping hazards, broken concrete and uneven sidewalks remain. It would be useful for Oak Bay if the Engineering Department were to review its ambitious damage identification notes (circa 2018) and repair the existing infrastructure before deciding to build anything further. Excessive speeding by vehicles and motorcycles Speeding on routes leading to and from Saanich is out of control. Despite a police presence, drivers heading north and south have little regard for others and exceed posted speeds by 30-40 km / h. The sooner calming measures (electronic signs, reduced speed limits, speed bumps) can be introduced on these routes the better. Police and residents can help the municipality know of the problem areas if this concern is a revelation to council (or council might read the Oak Bay News Police reports for 2020- present) Requests to the Traffic Engineering department to measure excessive speeding and make recommendations to council on these routes unfortunately fall upon deaf ears. Leadership on this matter needs to come from the elected representatives. If staff resist acting, it must be in the knowledge that the leadership is indifferent to the safety issues on municipal roads.

Forced choice when one has no opinion, or doesn't understand them defeats the results of the question. Inconsistency of markings/signage (various markings for crosswalks) confuses drivers. Why not standardize signs and design?

The sidewalks in OB are largely inaccessible. All of them need to be like the mowat/ Dalhousie, with alternate colours and raised textures before the street, as well as a really gradual slope. Any piece of sidewalk or curb redone in this muni should be properly built for accessibility. Some streets should be bike priority streets - several corridors going north/south during school commuting hours should be bike and walking only. To see wheelchairs and strollers having to use the street is disgraceful, as is seeing rushed am drivers harass kids on bikes who aren't commuting "fast enough".

I have a number of concerns regarding the Sidewalk Master Plan and this survey. 1) The questions in the survey are very general but, at the same time, limited in scope. It is difficult to comment meaningfully on the applicability of any traffic adaptation without knowing anything about its specific design features, cost or feasibility. Simple, cost effective adaptations, like removal of vegetation that impinges on sidewalks (extremely common in Oak Bay) and repair of dangerously uneven surfaces on sidewalks and roadways are not considered in the survey. 2) There is a common lack of clarity among road users (and apparently road designers) around the distinction between an intersection and a crosswalk. The BC Motor Vehicle Act defines a crosswalk as: "(a) a portion of the roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface, or (b) the portion of a highway at an intersection that is included within the connection of the lateral lines of the sidewalks on the opposite sides of the highway, or within the extension of the lateral lines of the sidewalk on one side of the highway, measured from the curbs, or in the absence of curbs, from the edges of the roadway" One interpretation of this definition is that a crosswalk exists at every intersection. Some Oak Bay pedestrians adhere to this interpretation; most motorists do not. Your survey implies that intersections do not necessarily act as crosswalks. Please clarify this in the formulation of the Sidewalk Master Plan. 3) There are examples of intersections in Oak Bay that are currently problematic because of the volume of traffic and pedestrians using them combined with a shortage of understanding of, or compliance with, the rules governing these intersections by the users. I am familiar with Beach and Estevan, Windsor and Newport and Musgrave and Estevan and Thompson as examples. These problem intersections have existed for years, yet each could be easily made more safe (especially for pedestrians) by conversion to 4 way (or 5

way) stops. As a long term Oak Bay resident and tax payer, I urge you to enact simple, cost effective and effective solutions to problems -immediately.

Roundabouts near Bowker and Hampshire

Please also improve the trail system. The entrances sometimes are obscured by overgrown plants and at least one "trail" is completely inaccessible. These are public assets and should be available for use. Some intersections are far to wide and simple planters could be used to reduce the crossing distance while giving pedestrians a larger protected zone. For example, Eastdowne Rd and Neil St intersection is far to wide across in all directions. Large planters could "tighten" the intersection, making it safer for pedestrians. The intersection of Cadboro Bay Road with Thompson Rd is a nightmare for pedestrians. It should be completely reimagined.

I would like to see Oak Bay adopt more inclusive policies regarding vulnerable road users. Residential areas with 50 km/hr speed limits are not acceptable. The lack of protected bike lanes is not acceptable. Slip lanes in residential area are not acceptable. Embedding street signs in sidewalks in residential areas is not acceptable. And restricting access to Oak Bay parks by not allowing parking adjacent to parks is not only unacceptable, it's ridiculous.

I have elementary school age children and we chose to live in Oak Bay because the location is convenient for school and activities. We wanted to live in a walkable community so that our children will have freedom when they are too young to drive. I strongly support any measures that will make our roads safer for pedestrians, even if it means that some roads become inaccessible to cars and especially if traffic speeds are reduced.

I believe that signage (including electronic speed signs) along with raised crosswalks/intersections are the two most low-impact yet effective ways to improve pedestrian safety while not affecting the flow of traffic or hindering drivers ability to get around. Widened sidewalks may be a good additional option, however I worry about what streets will have these as some streets in Oak Bay already feel too narrow for drivers to navigate as is. The 3D cross-walk is a huge no-go for me, I feel like if anything they will confuse drivers. Being cognizant of the older demographic in Oak Bay I feel like these crosswalks would actually create more problems for those who have vision loss.

I am very concerned about making streets more difficult for house moving companies such as Nickel Bros to take good houses away (versus being demolished) - see Oak Bay News June 30, 2022. Speed bumps and narrowing roads stops this moving ability so houses get demolished. Also, Richardson Street which I biked to work on for 20 years was never a problem. Now when needing my car to go to town/Rockland area/Fairfield I spend more gas and time in already high traffic street. Madness!

Whoever is planning this needs to get out in a wheelchair or mobility scooter and experience the real world of walking and rolling down the street.

This survey is misleading in that there is no choice of preference available if one finds all of the options to be unacceptable.

I particularly want to draw attention to the "blind" intersection at Neil and Eastdowne. Through traffic comes down the hill at speed around a corner to the intersection and pedestrians have to step quite far out into the road to see if any cars are coming. A roundabout, corner bulge/curb extensions and a pedestrian refuge would all help. Musgrave/Estevan/Hamiota intersection also needs attention. Also, thank you for this survey!

Sidewalks that slope to the curb are hazards for walkers, wheelchairs etc. Have the slope close to the curb, not the whole sidewalk.

The advent of E-Bikes, scooters, boards - they are silent but deadly! So many cyclists don't have bells on their bikes (which is a provincial traffic regulation!). Even for passing other cyclists - we need to know who is coming up behind us. The less sharing of space (pedestrians vs others) the better.

This is a great initiative! I would love to live in Oak Bay as I travel here for many weekly needs and errands (Rec Centre, hardware store, garden store, visiting friends, flower shop, etc). This neighbourhood could really flourish with greater urban design!! Fingers crossed!

Some of the options given are not suitable for the narrow streets in Oak Bay. Wider sidewalks on the busy scenic routes are crucial. Old crumbling weed-filled sidewalks are an eyesore as are rusty railings. Some of Oak Bay's patched and pot-holed roads are a disgrace. Speed bumps that require cars to slow to a near stop to navigate are simply annoying. Oak Bay Avenue could be made way more appealing, then maybe people would come and all the interesting shops wouldn't have to close. Bicyclists, including children, need road safety lessons to stop riding in pedestrian crosswalks and to make themselves more visible. Most cars in OB are very respectful to pedestrians and travel at a reasonable speed.

I found the instructions about ranking confusing 1 to 6 there was rarely 6. Did it mean rank each one individually 1 to 6 or choose 1 of the 4 to be #1. Choose 1 pf the 4 to be #2.

I work with seniors, many of them have fallen on Oak Bay Avenue. It would be nice to have a flat, uncluttered sidewalk, so seniors with walkers and scooters can get around without risk. I support exercise and work at Oak Bay Rec, but please no more bike lanes.

I think the very best thing for traffic to improve would be to license cyclists and ensure that they obey the rules.

I am on Crescent Rd and we are the only segment with the 6 ft white poles in the road from COVID. It would be nice to have parking returned and even residential parking due to the extreme seasonal influx of traffic from beach goers.

1. Take down those standard white poles put up beside the sidewalk. The residents do not have a place to park in home. 2. Crescent Rd in some parts has no residential parking - this will help residents 3. Signs that say NO PARKING on streets around beaches, again a problem for residents

This survey should have had more questions related to cycling. Lots of people in Oak Bay ride their bikes. Not enough cycle lanes.

I'm glad this is being done. The more we can "design out" the reliance on cars to get around, the better everyone will be.

People appear to have issues in seeing the four way stop on Bowker/Hampshire (esp. running across on Bowker). Last week I witnessed two cars who just drove right through unaware of any stop signs. This is close to my house, and I often hear the cops near the four way catching people. The same can be said for the four ways stop on Hampshire and Cranmore. The stop signs there are hard to see. The corner on Dalhousie and Musgrave by Willows school – the bushes on the school property don't allow proper visibility. The intersection at Musgrave and Estevan – is confusing and people think people traveling on Musgrave have a stop, but they don't (this is a concern if you are on a bike or in a car).

I believe that a major renewal of the crosswalks with button control flashing is desperately needed for the Oak Bay Village!!

I recently analyzed ICBC data on pedestrian deaths, age of victim and speed zone. A strong correlation between age of victim and the speed zone 30-50 km/hr. Oak Bay has an aging population. In order to protect it, the default speed limit should be 30 km/hr.

Allow wider sidewalks which are marked with a yellow line to allow for pedestrians and roller bladers and scooters and bikes while ensuring pedestrians have the right of way to all travelers.

Please consider seriously the use of traffic diverters to reduce cut-through traffic; the goal should be to make every location accessible by car but to discourage cut throughs. E.g. a diverter at MacNeill and Victoria.

I look forward to this bringing results, although I consider a cycling master plan a bigger priority

There's a group from Uvic who are mapping pedestrian issues. You should talk to them - walkrollmap

Paint is not infrastructure. Painted 3-d cross walks and the like do not reduce speeds or reduce pedestrian or cyclist deaths or injuries. Curb cuts and accessible sidewalks are needed throughout oak bay and the lack of AAA bike lanes for those who cycle or use mobility devices is unfortunate

I appreciate this survey. I am an avid walker and at least once per week, I am almost hit by a car in a hurry or not paying attention.

Put bike lanes Down secondary streets please.

This survey is difficult to answer. When I indicate that I do not support an option, I am later asked to rank it. It would make more sense to only rank options one fully or partially supports. I really like the reflective material on the poles indicating a pedestrian crossing at the corner of Beach and Estevan. These are very effective on dark rainy nights, and I hope the municipality installs more of these at pedestrian crossings.

Reduce available street parking on ALL Oak Bay streets to improve visibility and safety for pedestrians (especially children travelling to and from school, for example) and on streets where there are no sidewalks, and cyclists.

One of my MAIN concerns is the "topography" of the sidewalk experience in Oak Bay? I am referring to a change to the design of sidewalks, especially at driveways & crossing roads, to end: "the roller coaster affect along the length of the sidewalk." The [current] design forces pedestrians to constantly change levels each time they encounter a crosswalk or driveway, for example.' (Below are specific examples of what I mean.) Continuous & level sidewalks:

<https://youtu.be/9OfBpQgLXUc> City of Hamilton sidewalk design:

<https://www.raisethehammer.org/article/2549/?view=flat> In general, at a driveway over sidewalk & at a pedestrian crossing in Oak Bay, the car is presented with a comfortable full ride through that does not suggest to the car to slow down. The Pedestrian user is presented with two tripping hazards.

Improvements to our sidewalks will improve the vibrancy of our community and will build connection to others in our neighbourhoods.

Residential parking and no extended sidewalks

The bollards along Crescent Rd need to go. They are solving a problem that doesn't exist, and at the same time causing an over concentration of parking on the north side of the street, affecting

visibility. Beach goers also frequently use private driveways to turn around and back into oncoming traffic as they look for parking. This also could be solved by having residential parking only in this area.

Do something! If you don't fully support the AG's threat to supersede local zoning bylaws in favour of density.

No parking at any time on Henderson between Cedar Hill Cross Road and Camosun College. Parking at irregular hours, presently allowed, blocks bike paths and creates a hazard.

More sidewalk area for tents.

We don't need "socialization" zones on existing rights-of-way. If you want to close entire streets, just go ahead and do it. When you sought commentary on corner bulges and curb extensions at Wilmot place, I asked if there was data to justify all the white sticks and never received a satisfactory response. So it seemed to me a solution in search of a problem. All they do is create pinch zones for cyclists whom you have made absolutely no effort to accommodate. I'd appreciate "walk / don't walk" lights at crosswalks, particularly on Oak Bay Avenue. We need, at the very least, a 4-way stop at Windsor and Newport. The tall hedge at the Rudyard Kipling Co-op severely limits visibility at that corner. If you want a place where your white sticks would actually be useful, try Beach Drive along the Victoria Golf Club; there are lots of pedestrians and only one sidewalk (unlike Oak Bay Avenue) and pretty fast drivers.

As a regular walker, I want good level sidewalks that are easily accessible via wheelchair, etc. Most of the other suggestions here are irrelevant.

Making Oak Bay Ave a Pedestrian Mall from Monterey to Foul Bay Rd would be ideal! It worked extremely well during the 1996 Snowstorm! Also would no doubt save money instead of implementing some of the other suggestions!? We are a perfect village, that became evident during the Covid crisis, in that we have all the necessities nearby!

I don't believe that these sidewalk upgrades are the highest priority for Oak Bay (I think seawall and plumbing / sewage upgrades are

more important). However, I support any infrastructure upgrade that aims to reduce the number of vehicles on the road.

Signs that define right of way on sidewalks, crosswalks, etc. for scooters, pedestrians, cyclists, roller blades, etc. to promote kindness, courtesy, and safety! Do not make road ways narrower where already too narrow for size of cars, trucks, etc. Many roads need painted center lines - many people tend to drive and stay in the middle of the road where cars are parked on both sides, making it difficult to navigate (big cars). Thank you so much for doing this work. I am happy to have this opportunity of input. As you know the Oak Bay population of seniors is large and aging; safety is job one!

Please do not clutter the already crowded roads with cement barriers, planters, bulges, etc. These make the roads more difficult to navigate for cyclists all the way up to large delivery trucks and emergency vehicles. Roads are for vehicles. Sidewalks and parks are for pedestrians and people.

1. Residential Parking Only 2. Remove extended sidewalk 3. Please :)

This is a small community seems hard when thinking of differences between Oak Bay Ave and Lansdowne having some needs. Foul Bay Rd separate issue. Good luck with this!!

This would be more effective if info were provided (real data) on what's most effective in cityscapes. Sustainability and green spaces with professional implementation of pedestrian improvements are good for everyone.

It's great to see you are planning to build facilities that encourage pedestrians, bikes, and street life.

1. Take away the widened sidewalks. 2. Give the streets residential parking. 3. Give back our parking and prevent beach goers from taking our parking 4. Build a beach access on the corner of Foul Bay and Crescent Road

Please remind / inform residential and commercial property owners

that there are bylaws regarding overgrown shrubs, plants, trees, and weeds that obstruct sidewalks and impede pedestrians, especially the mobility impaired and those pushing strollers. This could be done by placing a prominent notice in the local newspaper, in the mailout with the property tax statements, in social media, radio, etc. Streets which have no sidewalks on either side should have roadways in good repair as there is nowhere else to walk! For example, on Julie Street, between Cranmore Road and Bowker Avenue, the road is in decrepit condition with potholes, cracks, and uneven surfaces. Also, on Bowker Avenue, there are no sidewalks and the road is in disrepair. We need better lighting at night at crosswalks and major streets, e.g., at Cranmore Road, which has a lot of pedestrian use. Certain traffic lights have a very short green time, which is insufficient for crossing safely. One example is at Oak Bay Ave and Monterey, crossing from RBC to Oaks Restaurant. A calming circle or a speed bump on Cranmore Road installed at Julie Street would help slow down speeding vehicles which are a danger to families and children who often use Julie Street to access Firefighter Park (because vehicles often travel at high speeds on Cranmore Road between St. Ann and Beach Drive because it's a wide road with only one sidewalk and no speed deterrents.

Re-educate drivers to understand how a "right-of-way" works.

Start dealing with irresponsible cyclists. Most of them are youngsters who do not observe basic highway code details.

Thanks for seeking input and helping to educate people about this topic. I think for surveys like this it would be helpful to include budgetary implications for each option, and a description for how it will be paid.

My main preferences: - Pedestrian priority zones - 4-way stops - Activated flashers - Corner bulges - Widen sidewalks

Do not allow parking on sidewalks - either parallel to or across (driveway too short). Traffic circles mean different things to different people.

I find park benches, where we can afford, are useful. I enjoy lanes such as the one leaving from Oak Bay Avenue to Monterey and Prospect Road. The "temporary" barriers to narrow the crossing at

Fairways is very helpful. Can the sidewalk at Ottavios be widened. Sidewalks that slope are difficult with walking stick use. Sidewalks need repairs. Good survey - happy to be able to input my opinion. Thank you :)

Better turning signage needed at foul bay and granite.

I like the 3D crossings and transverse pavement markings.

- Maintain what we have first (Paint the fading crosswalk markings) - Get rid of the white markers on OB Ave. They are not needed and dangerous for bikers. Some businesses are not accessible to those with mobility issues. - Streets are not suppose to be someone's living room.

You can't have affordable housing if you blow money on traffic measures. Plus all work done to date has made roads more dangerous. Cadboro Bay road in front of Oak Bay high should be restored before even more people are hurt. Stop spending money on things that make road safety worse just because it is optically or politically correct

conflict with affordable housing. Where does this money come from? Oak bay families have more important priorities. History shows every time Oak bay changes a road they cause more accidents.

Glad you asked!!! Yes - the biggest problem and here's some low hanging fruit - get people to cut their annoying greenery/shrubs, etc. off the public sidewalks. I am so tired of walking around my neighbourhood and having to step out onto the road or onto a soggy grass boulvard (in winter rainy season) to get around selfish people's landscaping. I have often thought of walking with garden sheers but the work would be overwhelming. I have thought about writing letters on fake District of Oak Bay letterhead warning people to cut back their encroachments or else. I have thought about walking around and jotting down all the addresses that have this issue in my neighbourhood and sending to bylaw enforcement. I have thought about asking the municipality to include a reminder with the annual tax notice (it'd fall on deaf ears I fear). Please, start small with this low cost thing and get rude people to move off public land. Start by checking out the properties that front Cadboro Bay Road near the

Uplands Golf Course (go for a walk there along full length of that sidewalk and try to take up full width with a big stroller and a dog), then go over to 2975/2875 Beach Drive area... I recall that sidewalk is a hot mess over there. Seriously. Work with what you have for a few years before biting off more. People in wheelchairs must be so annoyed.

I have concerns about the safety of the intersection between Cedar Hill cross road and Henderson road. A wall of trees on a residential property blocks visibility of pedestrians in the cross walk

Oak bay is full of ableist planners and residents. Did wheelchairs only show up in 2022? Rich losers.

Optional question (406 response(s), 190 skipped)

Question type: Essay Question

APPENDIX B

APPENDIX B Pedestrian & Traffic Data

The attached information is provided to support the agency's review process and shall not be distributed to other parties without written consent from Bunt & Associates Engineering Ltd.

04-21-0122

Pedestrian Classifications

Location: Neil & Eastdowne

Counter: MN

Date: April 12, 2022

Time: 3:15-4:15 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:15	3:30	1						2			2		
3:30	3:45										1		
3:45	4:00		2			1							
4:00	4:15					2		1					

Notes

04-21-0122

Pedestrian Classifications

Location: McNeill & Hampshire

Counter: AJ

Date: April 13, 2022

Time: 2:20-3:20 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:20	2:35		2										
2:35	2:50					1							
2:50	3:05	19	2			2		2			4		
3:05	3:20	4		1				2	4		1		

Notes

- No painted crosswalks
- need west/east crosswalk?
- no bike lanes

04-21-0122

Pedestrian Classifications

Location: McNeill & Transit

Counter: MN

Date: April 13, 2022

Time: 2:20-3:20 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid		
2:20	2:35												
2:35	2:50		2										
2:50	3:05	3	2										
3:05	3:20	2	2										

Notes

04-21-0122

Pedestrian Classifications

Location: Oak Bay Ave & Hampshire

Counter: TT

Date: April 6, 2022

Time: 4:50-5:50 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
4:50	5:05	2			2			6			5		1
5:05	5:20	2	4		2			1	6		11		1
5:20	5:35	1	5	1	4			2			5		
5:35	5:50	2	1		1			2	4		1	4	

Notes

- Several "through" movements
 - Consider raised table
- Consider banning EB/WB left turns
 - lots of activity

04-21-0122

Pedestrian Classifications

Location: St. Patrick & Beach

Counter: AJ

Date: April 13, 2022

Time: 3:30-4:30 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:30	3:45											3	
3:45	4:00				1	5							
4:00	4:15					1							
4:15	4:30												

Notes

- fast cars - don't always see peds crossing on east crosswalk

04-21-0122

Pedestrian Classifications

Location: Estevan & Beach

Counter: IL

Date: April 12, 2022

Time: 3:15-4:15 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid		
3:15	3:30												
3:30	3:45												
3:45	4:00						1						
4:00	4:15		1			3		4					

Notes

- cars using Tod Rd to turn around

04-21-0122

Pedestrian Classifications

Location: Beach & Dalhousie

Counter: AJ

Date: April 7, 2022

Time: 3:15-4:15 pm

Time														
		North Leg			East Leg			South Leg			West Leg			
Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:15	3:30													
3:30	3:45	2							2		1			
3:45	4:00	5	2			2								
4:00	4:15													

Notes

- Not a good letdown area for sidewalks
- Not very safe crossing for cyclists/kids
- crosswalk on north and east side of road

04-21-0122

Pedestrian Classifications

Location: Scenic & Beach

Counter: TT

Date: April 6, 2022

Time: 3:45-4:45 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:45	4:00												
4:00	4:15								3				
4:15	4:30								2	1			1
4:30	4:45								3				

Notes

- Recreational
- Dogwalkers
- recreational road cyclists

04-21-0122

Pedestrian Classifications

Location: San Carlos & Beach

Counter: TT

Date: April 12, 2022

Time: 2:40-3:40 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:40	2:55	2			-	-	-	-	-	-			
2:55	3:10	1	3		-	-	-	-	-	-	1	1	
3:10	3:25	38			-	-	-	-	-	-	10	4	
3:25	3:40	11			-	-	-	-	-	-	2		

Notes

- Glenlyon Norfolk School lets out at 3:10

04-21-0122

Pedestrian Classifications

Location: Cadboro Bay & Tod

Counter: MN

Date: April 12, 2022

Time: 2:00-3:00 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:00	2:15	2					1		1	1			
2:15	2:30	15	2					1			1		
2:30	2:45	14	2										
2:45	3:00	17							1				

Notes

04-21-0122

Pedestrian Classifications

Location: Musgrave & Dalhousie

Counter: AJ

Date: April 7, 2022

Time: 2:00-3:00 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:00	2:15												
2:15	2:30	29	6		4	1						4	
2:30	2:45	52	4		23			2			28	2	
2:45	3:00	14	2		10	1		1			2	2	

Notes

-30km/h (some fast cars zooming through crosswalks

-No bike lanes

04-21-0122

Pedestrian Classifications

Location: Estevan & Musgrave

Counter: AJ

Date: April 12, 2022

Time: 2:00-3:00 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:00	2:15	1	2			2			5			1	
2:15	2:30					10			7		1		
2:30	2:45		6		13	1		19	5		10		
2:45	3:00		1			4		2			2		

Notes

- Estevan West crossing is West Leg (not including the thompson crossing)
- Thompson AND north musgrave is "North Leg" (on jamar)
 - North Leg crossing is at Thompson Ave
- Driving fast and hectic (confusing, hard to signal properly)
 - lots of drivers crossing from estevan to thompson

04-21-0122

Pedestrian Classifications

Location: McNeill & Monterey

Counter: IL

Date: April 13, 2022

Time: 2:30-3:20 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:20	2:35	-	-	-				2					
2:35	2:50	-	-	-		1							
2:50	3:05	-	-	-	63	2		2					
3:05	3:20	-	-	-	32	7		3					

Notes

04-21-0122

Pedestrian Classifications

Location: Epworth St & cadboro

Counter: AJ

Date: April 5, 2022

Time: 2:30 - 3:30 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:30	2:45		3					1					
2:45	3:00							2					
3:00	3:15	1	2	1							2	5	
3:15	3:30	1											

Notes

- traffic gets back up past the crosswalk so visibility is poor

04-21-0122

Pedestrian Classifications

Location: Elgin & Milton

Counter: AJ

Date: April 5, 2022

Time: 2:30-3:30 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:30	2:45		1		-	-	-				1	7	1
2:45	3:00				-	-	-				2		
3:00	3:15				-	-	-		1			1	
3:15	3:30				-	-	-		2			6	2

Notes

-fast cars (no stop signs, just yields)

-some mobility aid issues with the sidewalk (bigger curb)

04-21-0122

Pedestrian Classifications

Location: Musgrave & Tod

Counter: IL

Date: April 13, 2022

Time: 2:00 -3:00 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
2:00	2:15				-	-	-						
2:15	2:30				-	-	-				4		
2:30	2:45	2			-	-	-				36	1	
2:45	3:00				-	-	-				1		

Notes

- cars using Tod Rd to turn around

04-21-0122

Pedestrian Classifications

Location: Foul Bay Rd & Haultain

Counter: AJ

Date: April 5, 2022

Time: 3:45 - 4:45 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:45	4:00							1					
4:00	4:15								1				
4:15	4:30								1				
4:30	4:45								1				

04-21-0122

Pedestrian Classifications

Location: Thompson/Neil/Nottingham Counter: AJ

Date: April 12, 2022

Time: 3:15-4:15 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:15	3:30												
3:30	3:45												
3:45	4:00												
4:00	4:15					1							

Notes

- Fast drivers
- line up @ lane turning left onto Cadboro (bit awkward)
 - wide 2?1 lanes going north onto cadboro
- bus takes up a lot of the LT lane going onto cadboro bay
 - long crosswalk on west leg

04-21-0122

Pedestrian Classifications

Location: Cadboro/Thompson/Neil/Nottin| Counter: TT

Date: April 12, 2022

Time: 3:50-4:20 pm

Time													
		North Leg			East Leg			South Leg			West Leg		
		Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:50	4:05												
4:05	4:20					1							
4:20	4:35	-	-	-	-	-	-	-	-	-	-	-	-
4:35	4:50	-	-	-	-	-	-	-	-	-	-	-	-

Notes

- West, Southwest, North Approaches

04-21-0122

Pedestrian Classifications

Location: Thompson/Neil/Nottingham Counter: AJ

Date: April 12, 2022

Time: 3:15-4:15 pm

Time														
		North Leg			East Leg			South Leg			West Leg			
Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid	Children ≤12 yrs	Seniors ≥65 yrs	Person with Mobility Aid
3:15	3:30	3	1		1				2			4	2	
3:30	3:45		1		2	5			3			4		
3:45	4:00	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00	4:15	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes

-Assume drivers coming the West estevan leg or south

musgrave is the "South Leg" (on jamar)

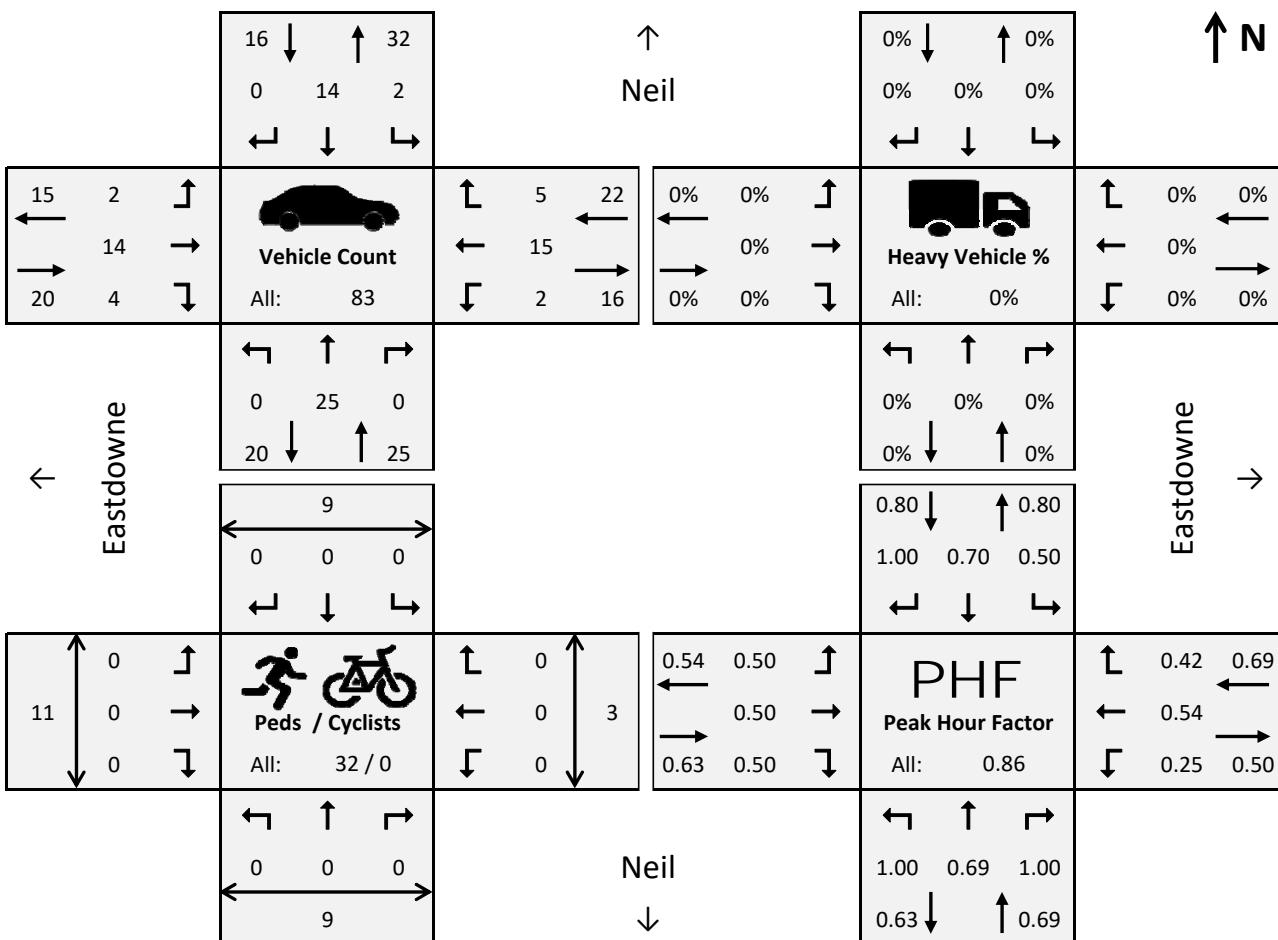
- west leg is thompson and east estevan is east leg and

north musgrave is north leg

Eastdowne @ Neil – Oak Bay, BC

Project#: 04-21-0122 Weather:
Date: Apr 12, 2022 (Tue) Road Cond:
Notes:

Analysis Period: 15:15 - 16:15
Intersection Peak: 15:15 - 16:15



McNeill @ Hampshire – Oak Bay, BC

Project#: 04-21-0122

Weather:

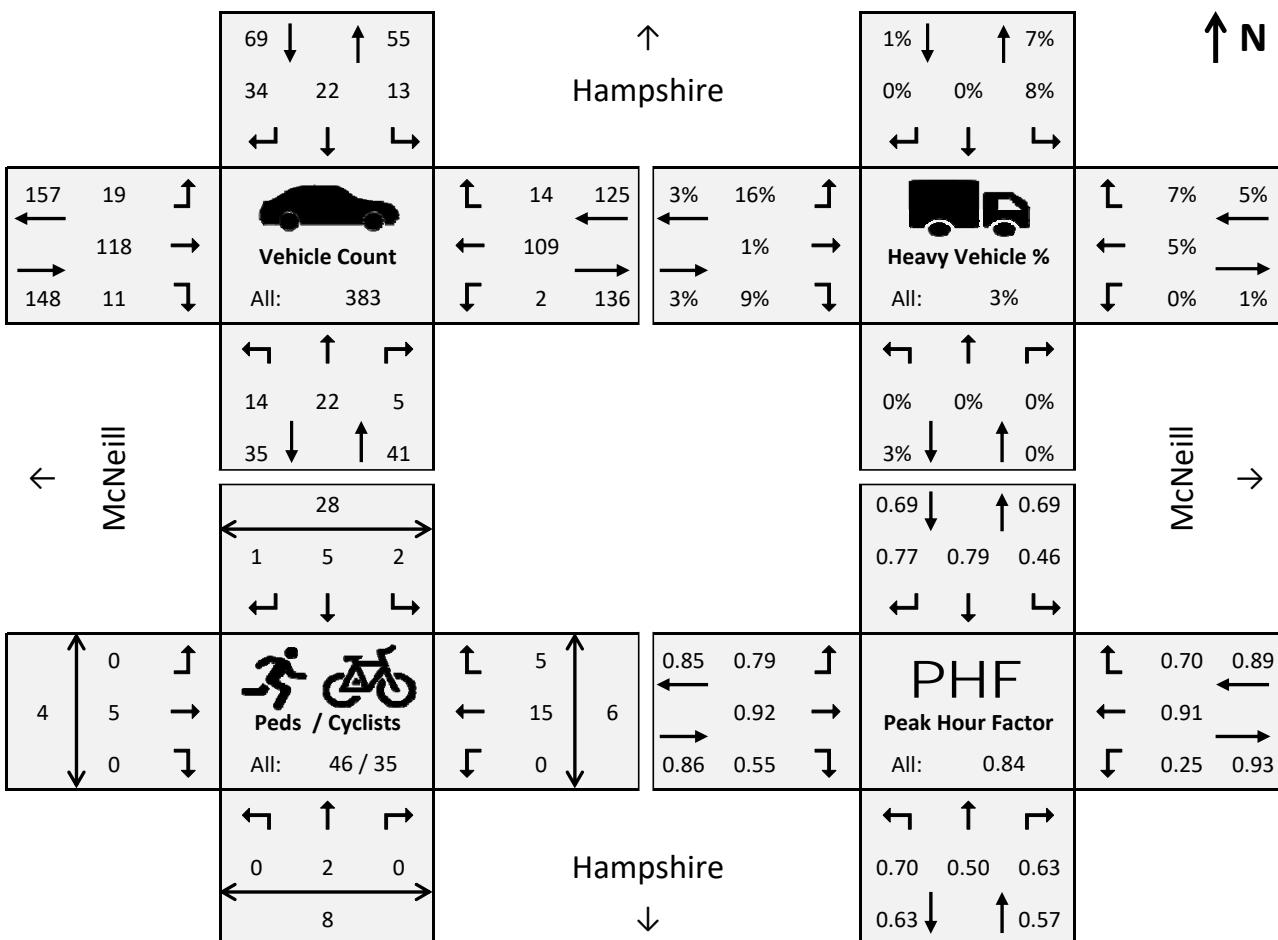
Analysis Period: 14:15 - 15:15

Date: Apr 13, 2022 (Wed)

Road Cond:

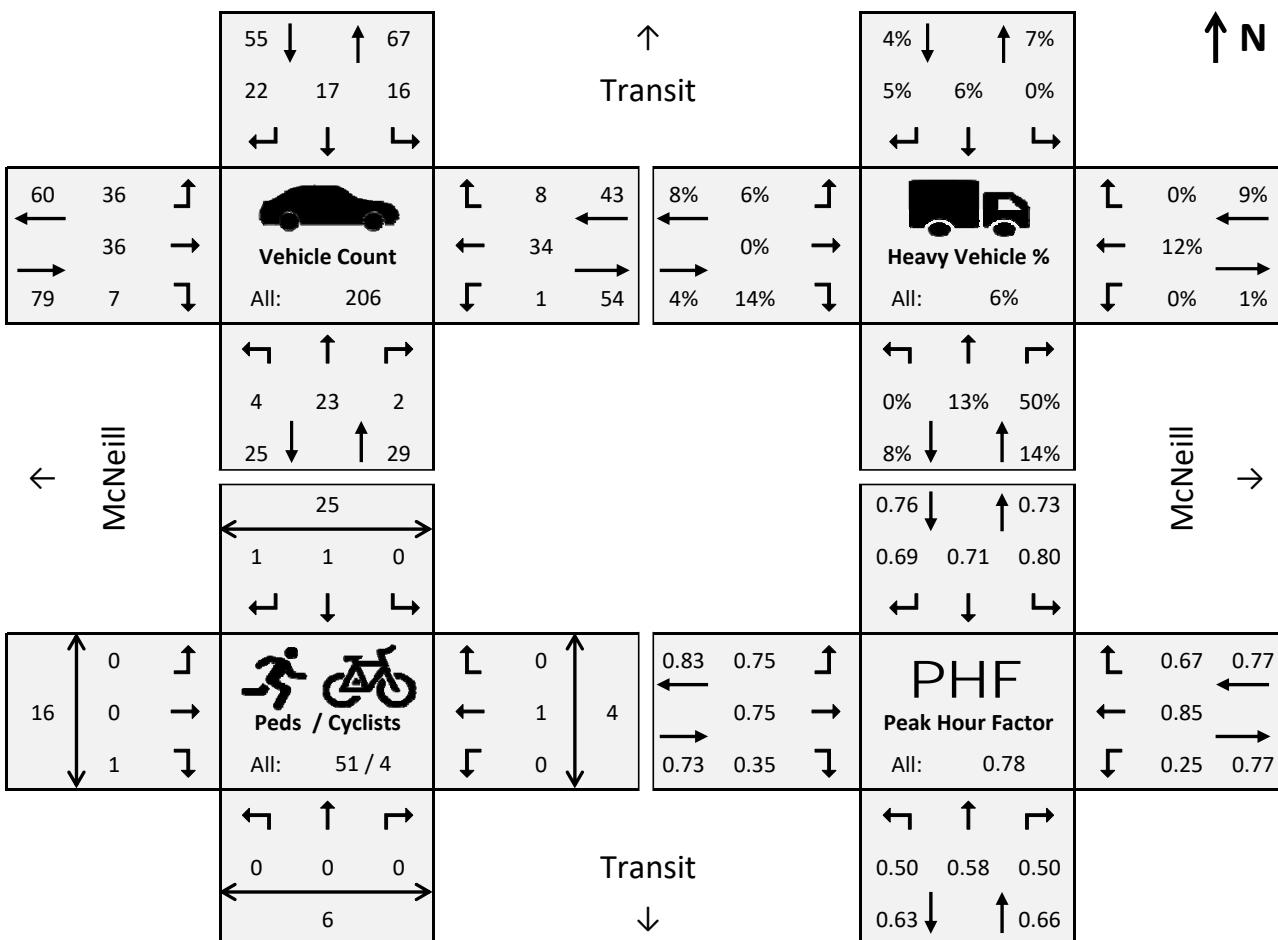
Intersection Peak: 14:15 - 15:15

Notes:



McNeill @ Transit – Oak Bay, BC

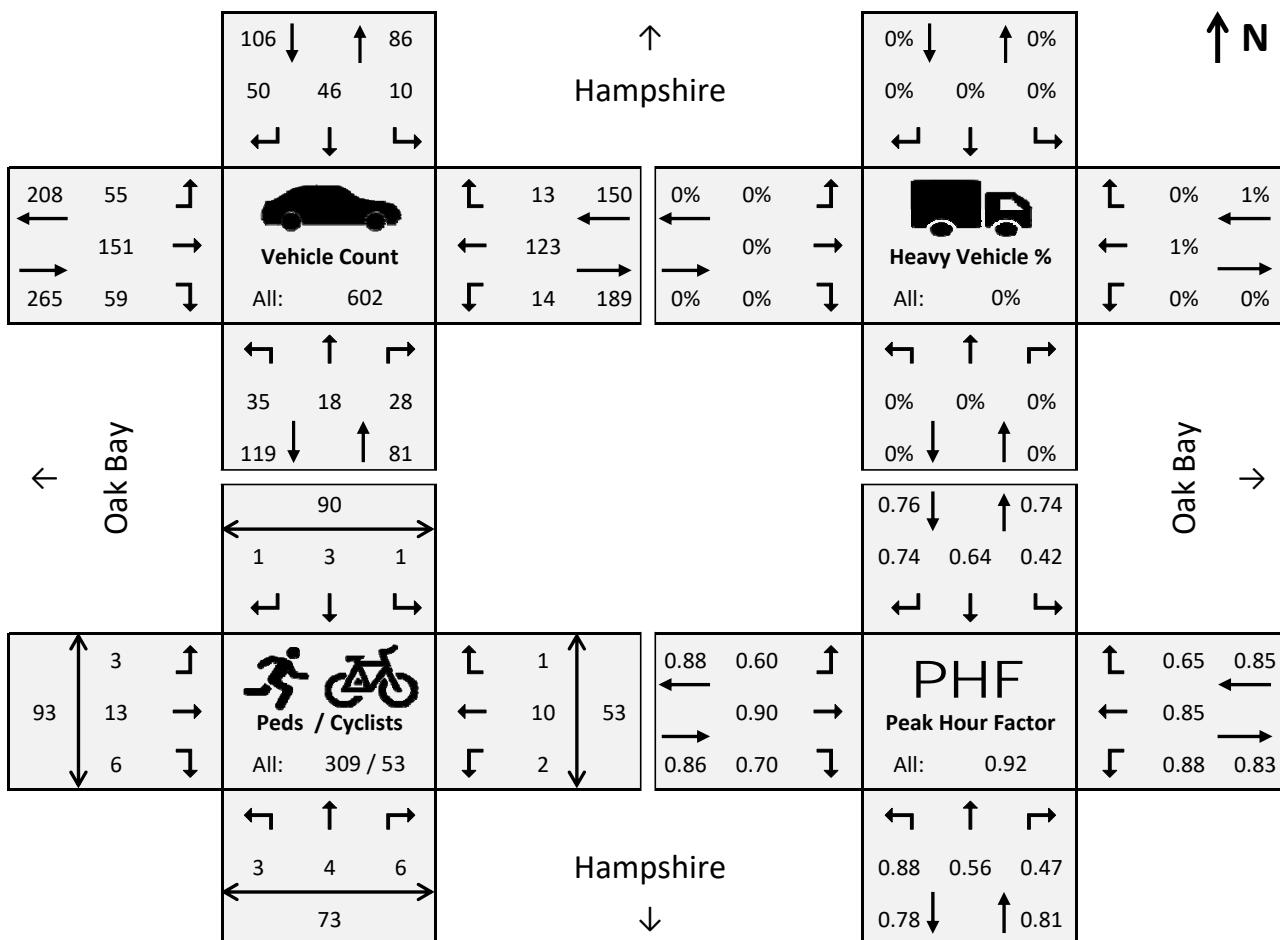
Project#: 04-21-0122 **Weather:** Analysis Period: 14:15 - 15:15
Date: Apr 13, 2022 (Wed) **Road Cond:** Intersection Peak: 14:15 - 15:15
Notes:



Oak Bay @ Hampshire – Oak Bay, BC

Project#: 04-21-0122 **Weather:**
Date: Apr 06, 2022 (Wed) **Road Cond:**
Notes:

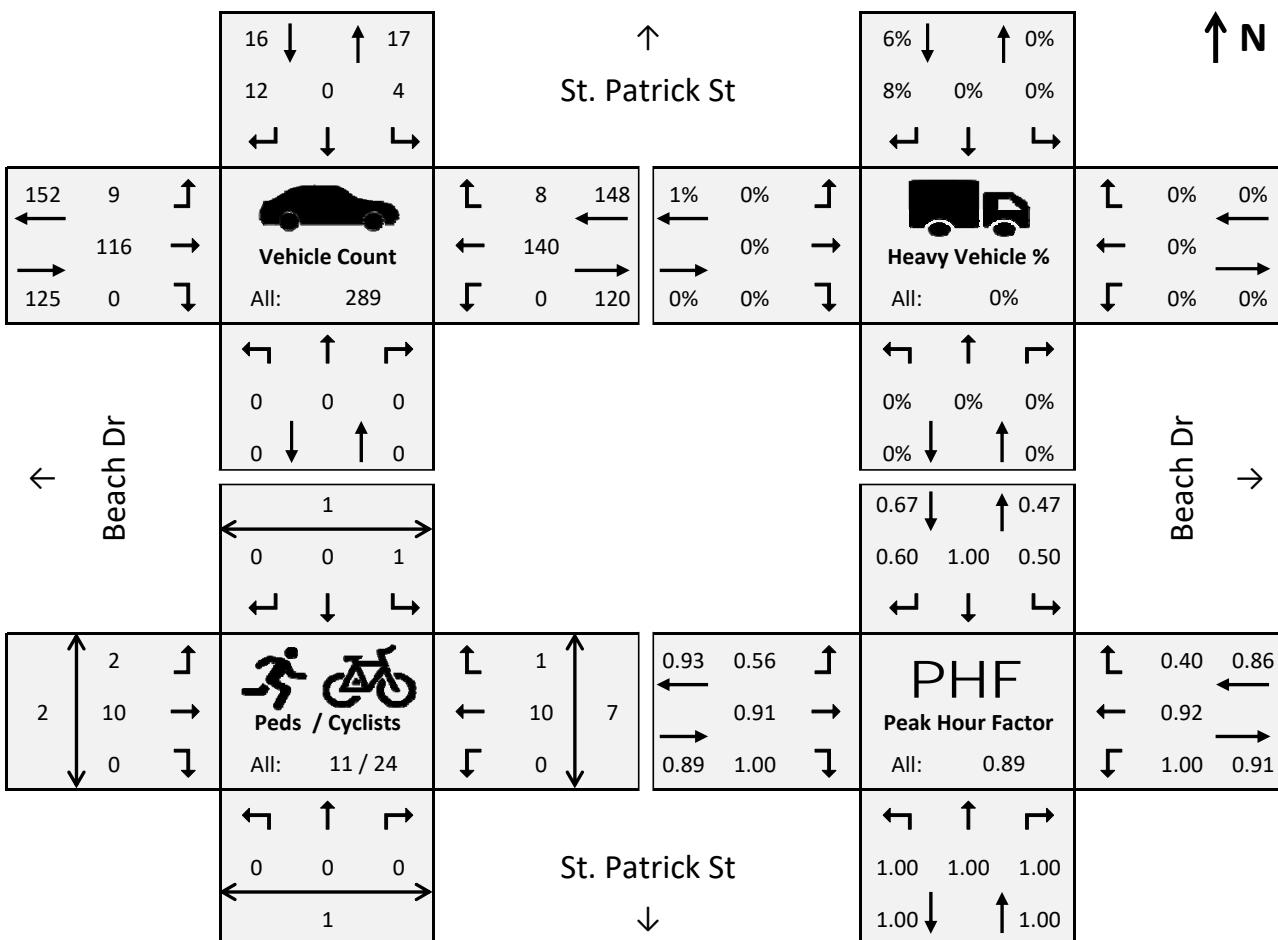
Analysis Period: 16:45 - 17:45
Intersection Peak: 16:45 - 17:45



Beach Dr @ St. Patrick St – Oak Bay, BC

Project#: 04-21-0122 Weather:
Date: Apr 13, 2022 (Wed) Road Cond:
Notes:

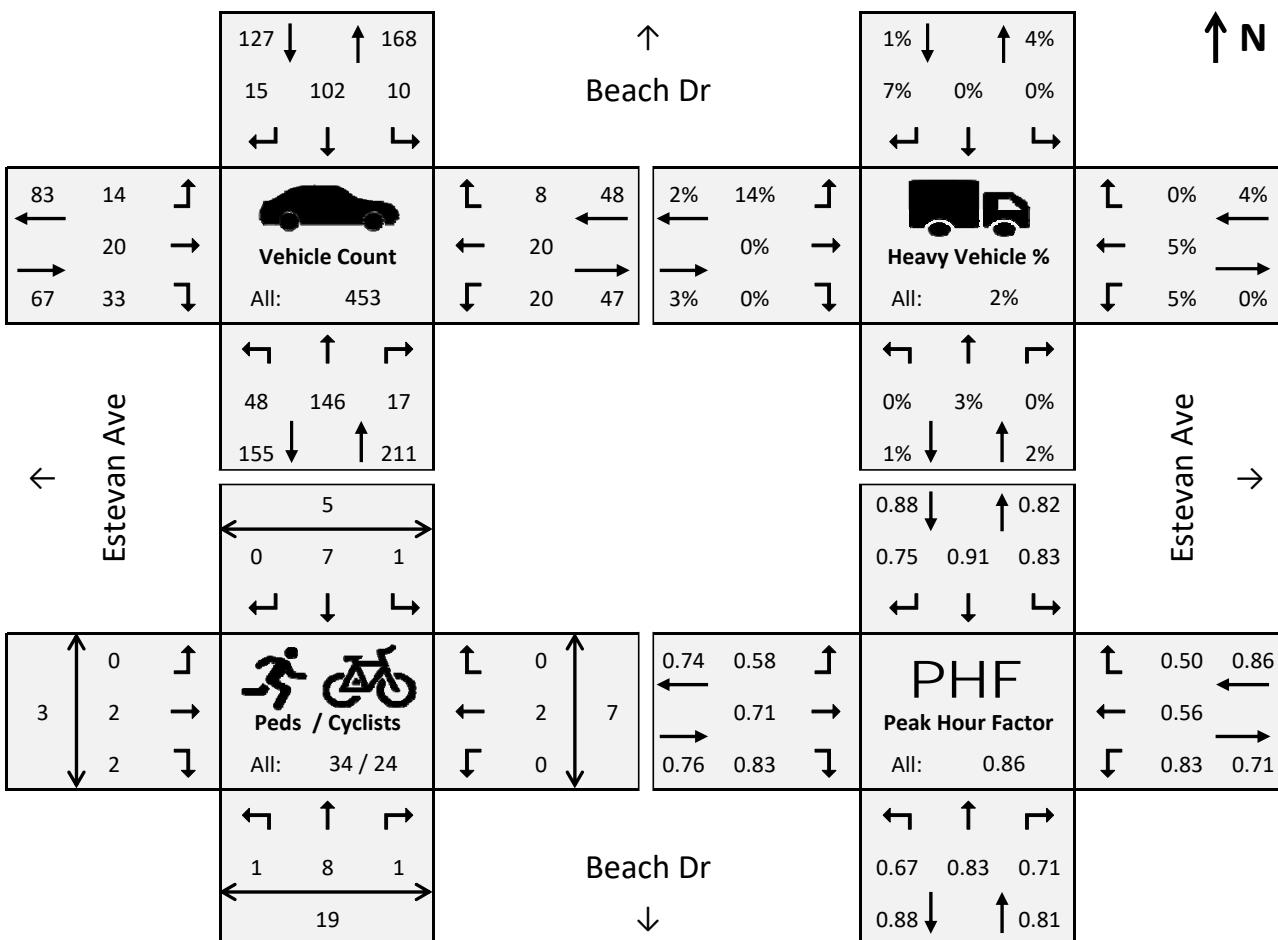
Analysis Period: 15:15 - 16:15
Intersection Peak: 15:15 - 16:15



Beach Dr @ Estevan Ave – Oak Bay, BC

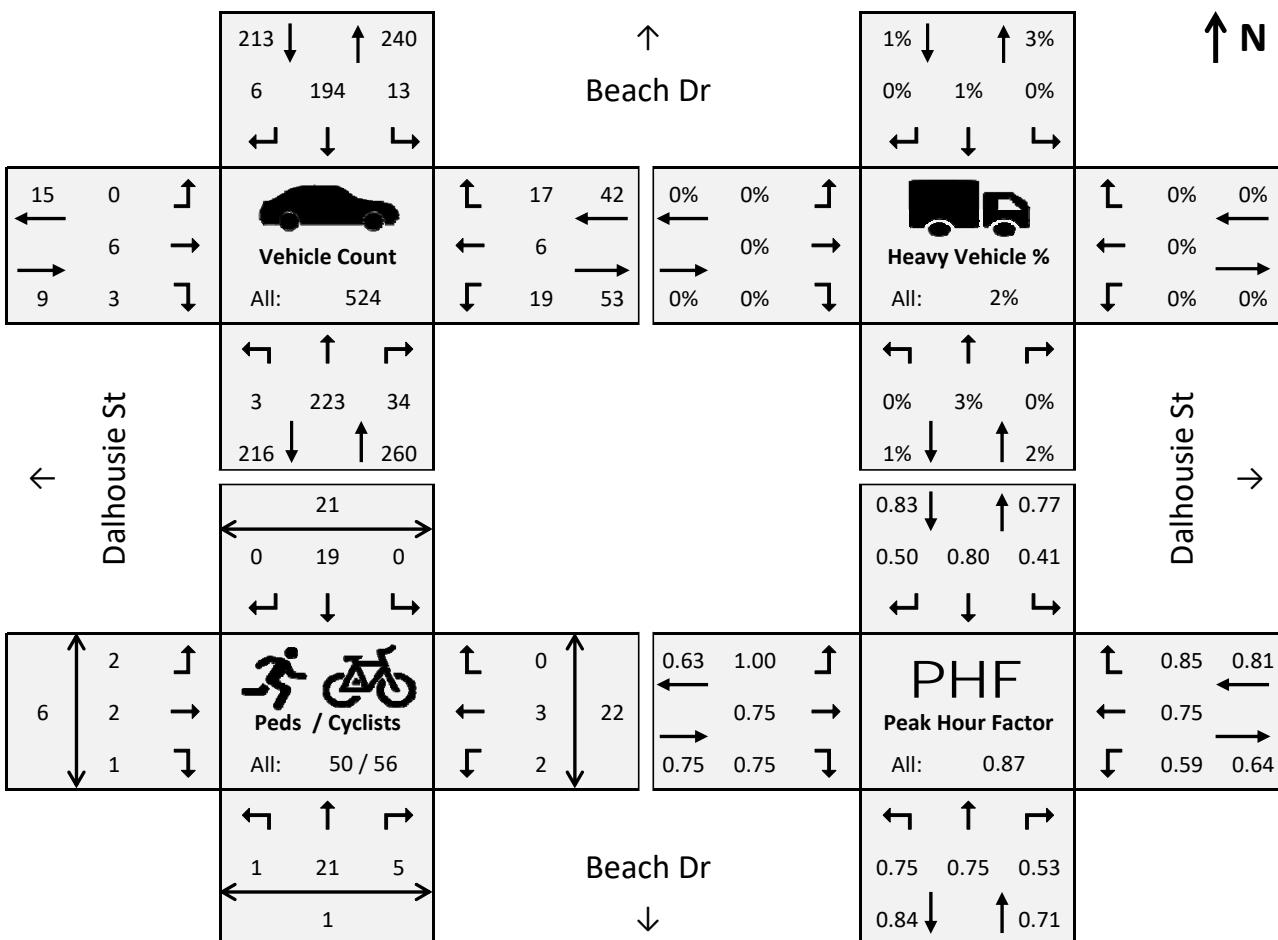
Project#: 04-21-0122 Weather:
Date: Apr 12, 2022 (Tue) Road Cond:
Notes:

Analysis Period: 15:15 - 16:15
Intersection Peak: 15:15 - 16:15



Beach Dr @ Dalhousie St – Oak Bay, BC

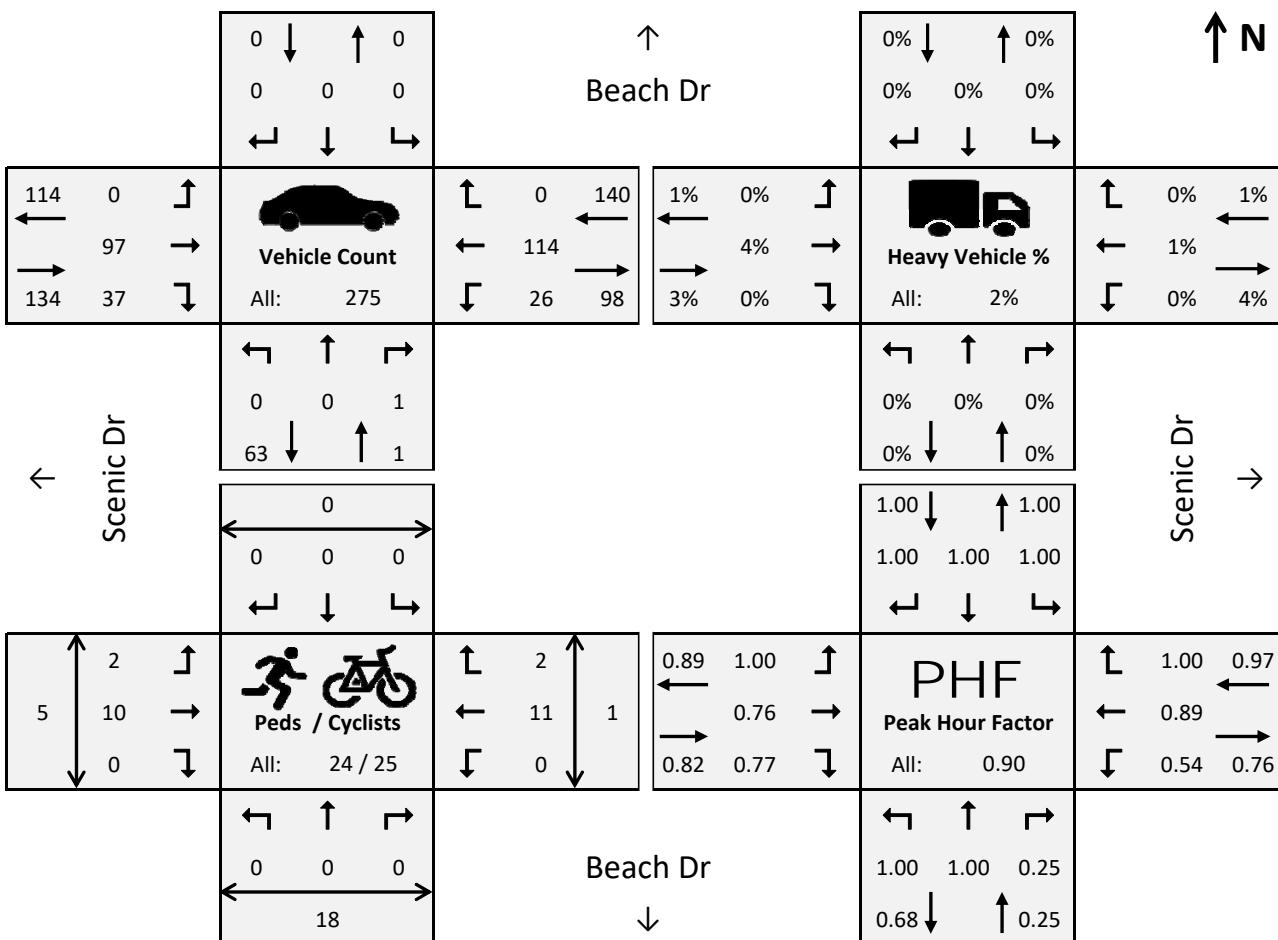
Project#: 04-21-0122 **Weather:** **Analysis Period:** 15:00 - 16:00
Date: Apr 07, 2022 (Thu) **Road Cond:** **Intersection Peak:** 15:00 - 16:00
Notes:



Beach Dr @ Scenic Dr – Oak Bay, BC

Project#: 04-21-0122 **Weather:**
Date: Apr 06, 2022 (Wed) **Road Cond:**
Notes:

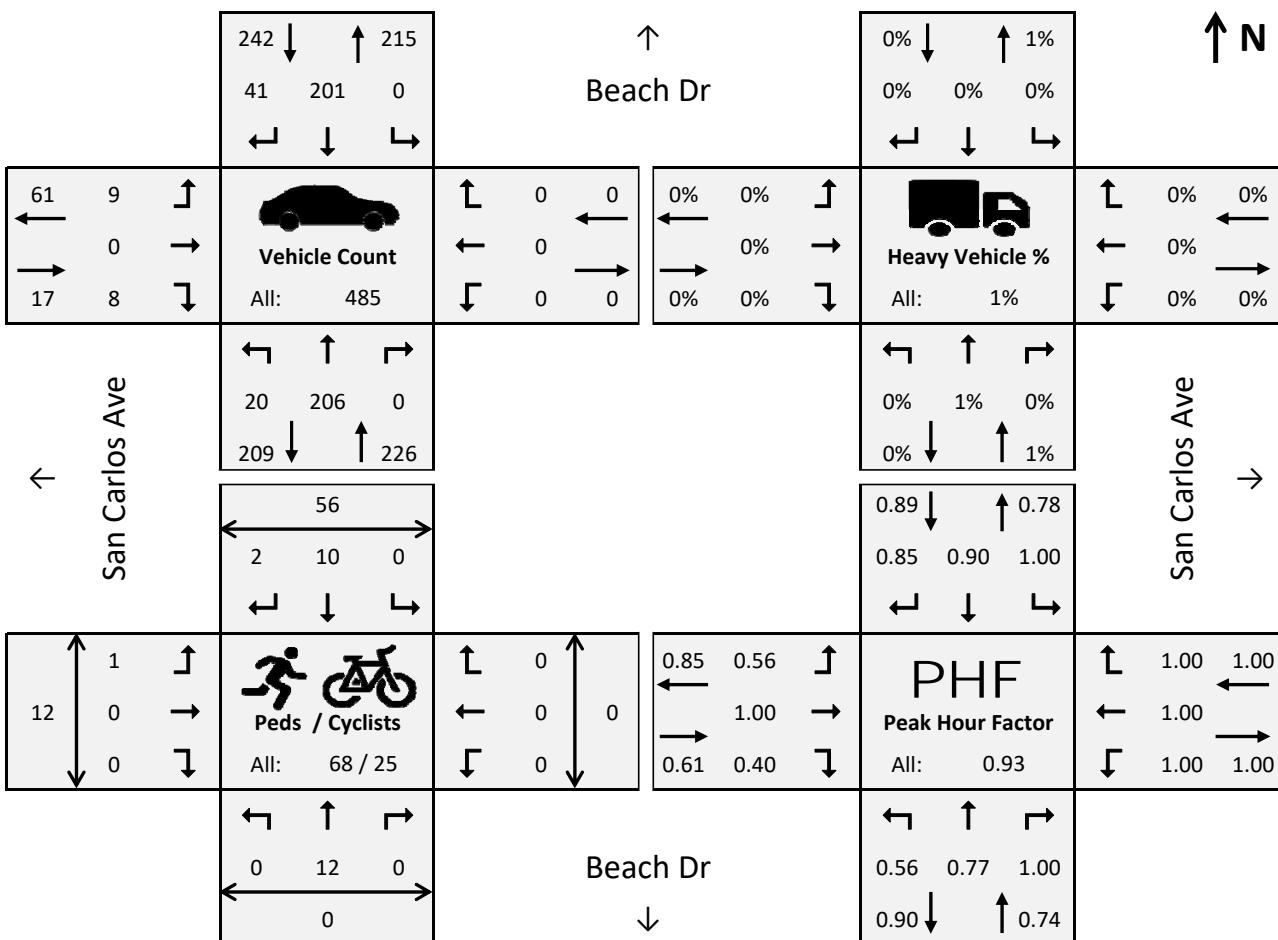
Analysis Period: 15:45 - 16:45
Intersection Peak: 15:45 - 16:45



Beach Dr @ San Carlos Ave – Oak Bay, BC

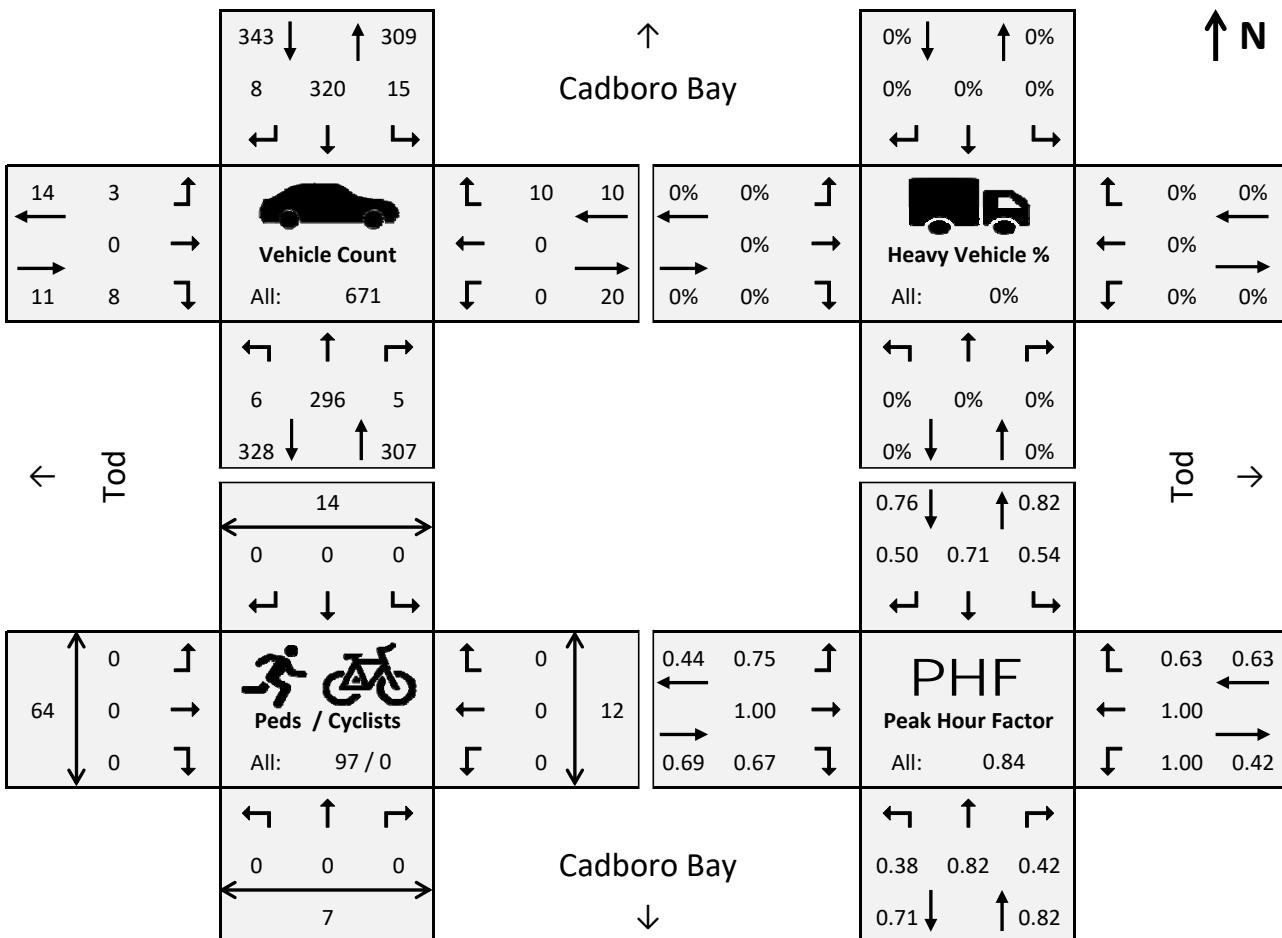
Project#: 04-21-0122 Weather:
Date: Apr 12, 2022 (Tue) Road Cond:
Notes:

Analysis Period: 14:30 - 15:30
Intersection Peak: 14:30 - 15:30



Cadboro Bay @ Tod – Oak Bay, BC

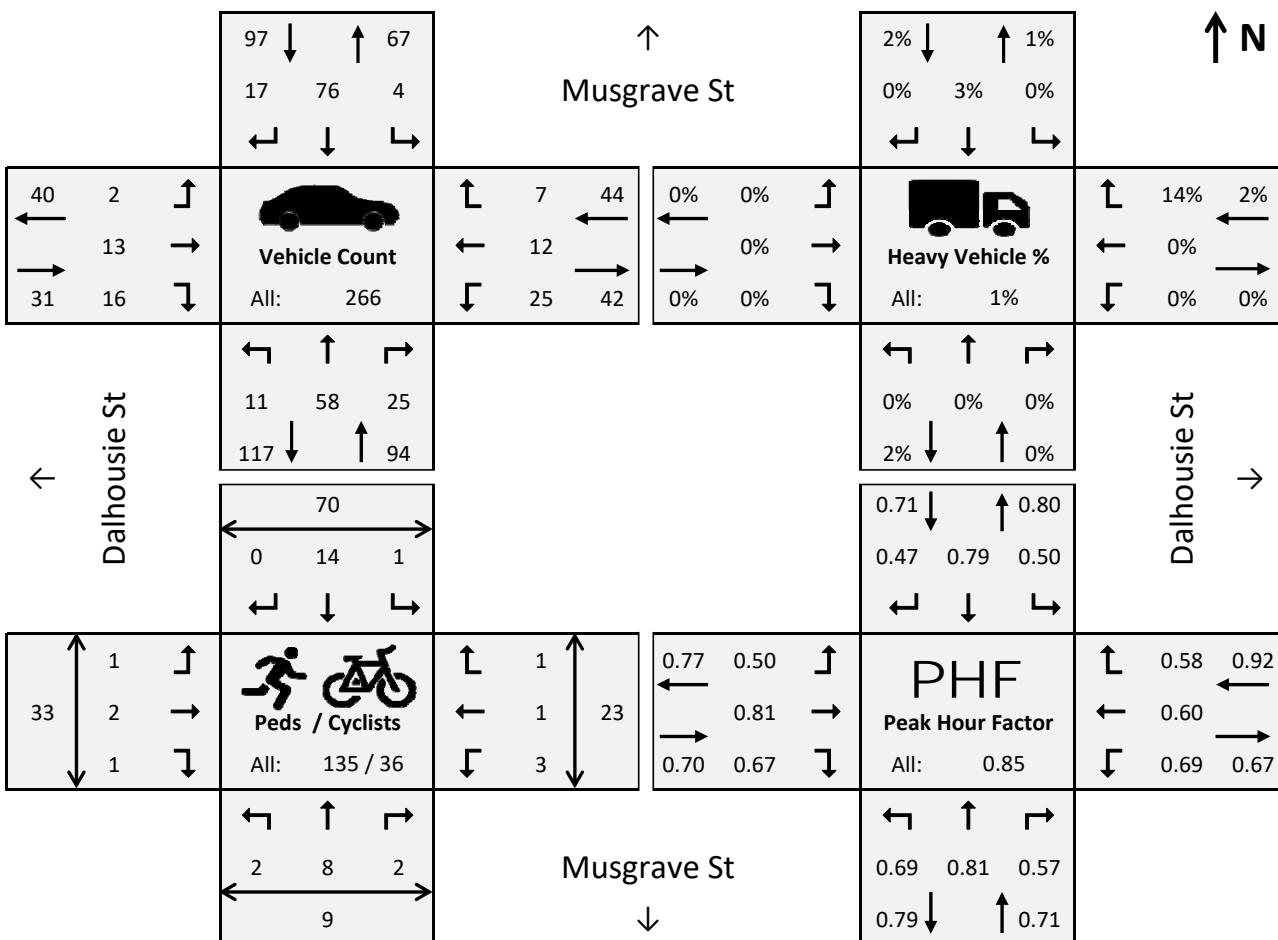
Project#: 04-21-0122 **Weather:** **Analysis Period:** 14:00 - 15:00
Date: Apr 12, 2022 (Tue) **Road Cond:** **Intersection Peak:** 14:00 - 15:00
Notes:



Musgrave St @ Dalhousie St – Oak Bay, BC

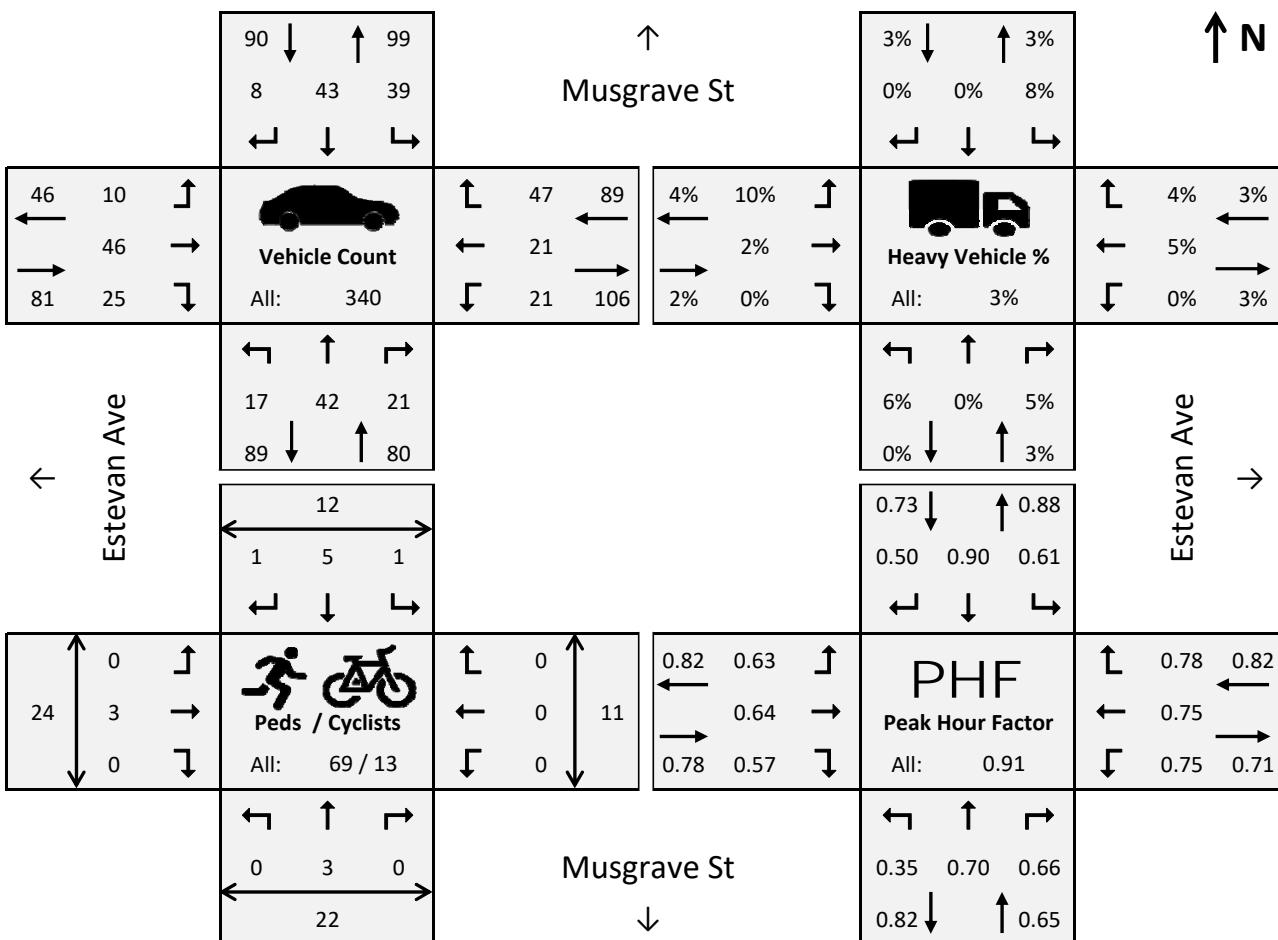
Project#: 04-21-0122 Weather:
Date: Apr 07, 2022 (Thu) Road Cond:
Notes:

Analysis Period: 14:00 - 15:00
Intersection Peak: 14:00 - 15:00



Musgrave St @ Estevan Ave – Oak Bay, BC

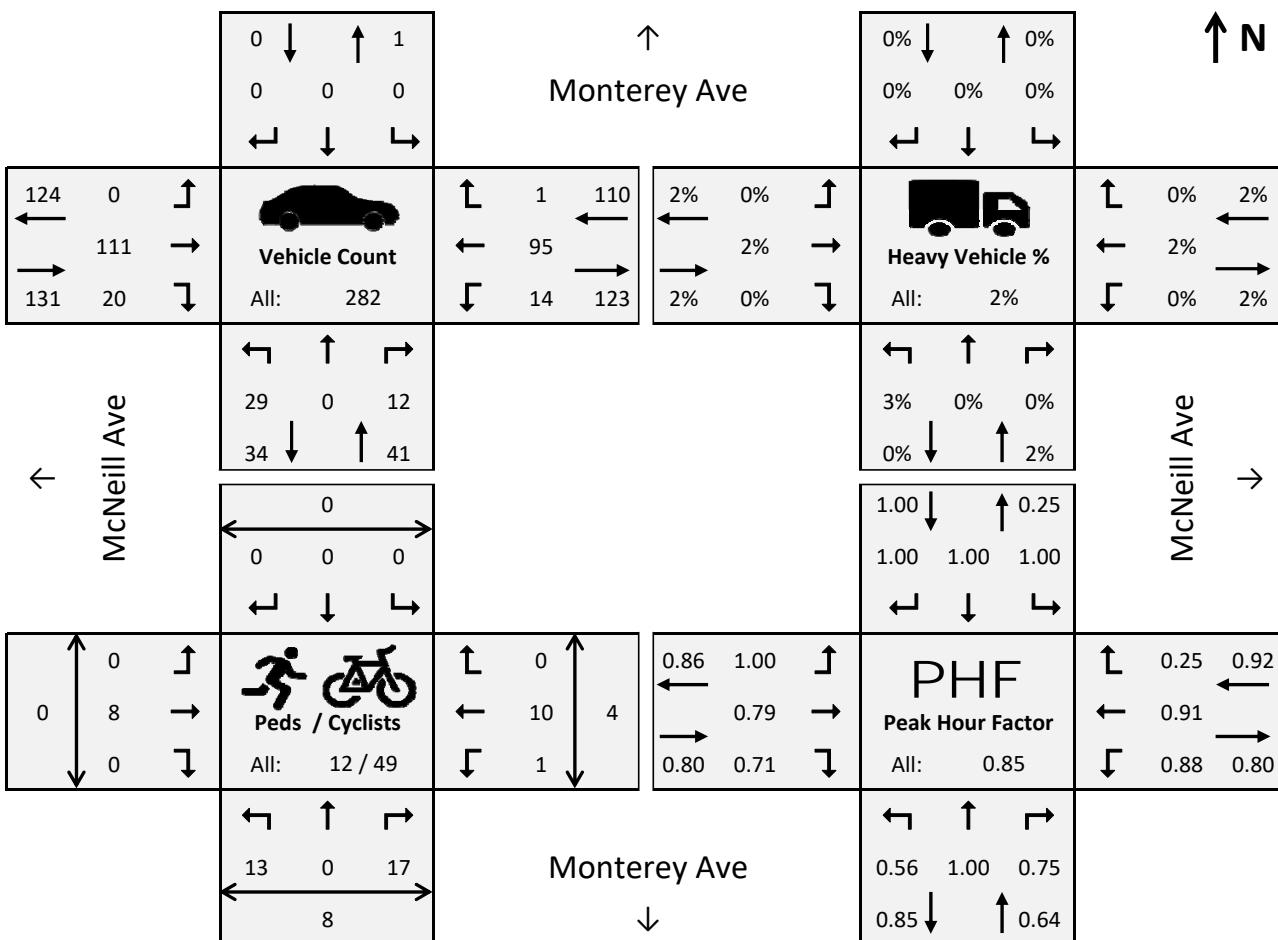
Project#: 04-21-0122 **Weather:** **Analysis Period:** 14:00 - 15:00
Date: Apr 12, 2022 (Tue) **Road Cond:** **Intersection Peak:** 14:00 - 15:00
Notes:



McNeill Ave @ Monterey Ave – Oak Bay, BC

Project#: 04-21-0122 Weather:
Date: Apr 13, 2022 (Wed) Road Cond:
Notes:

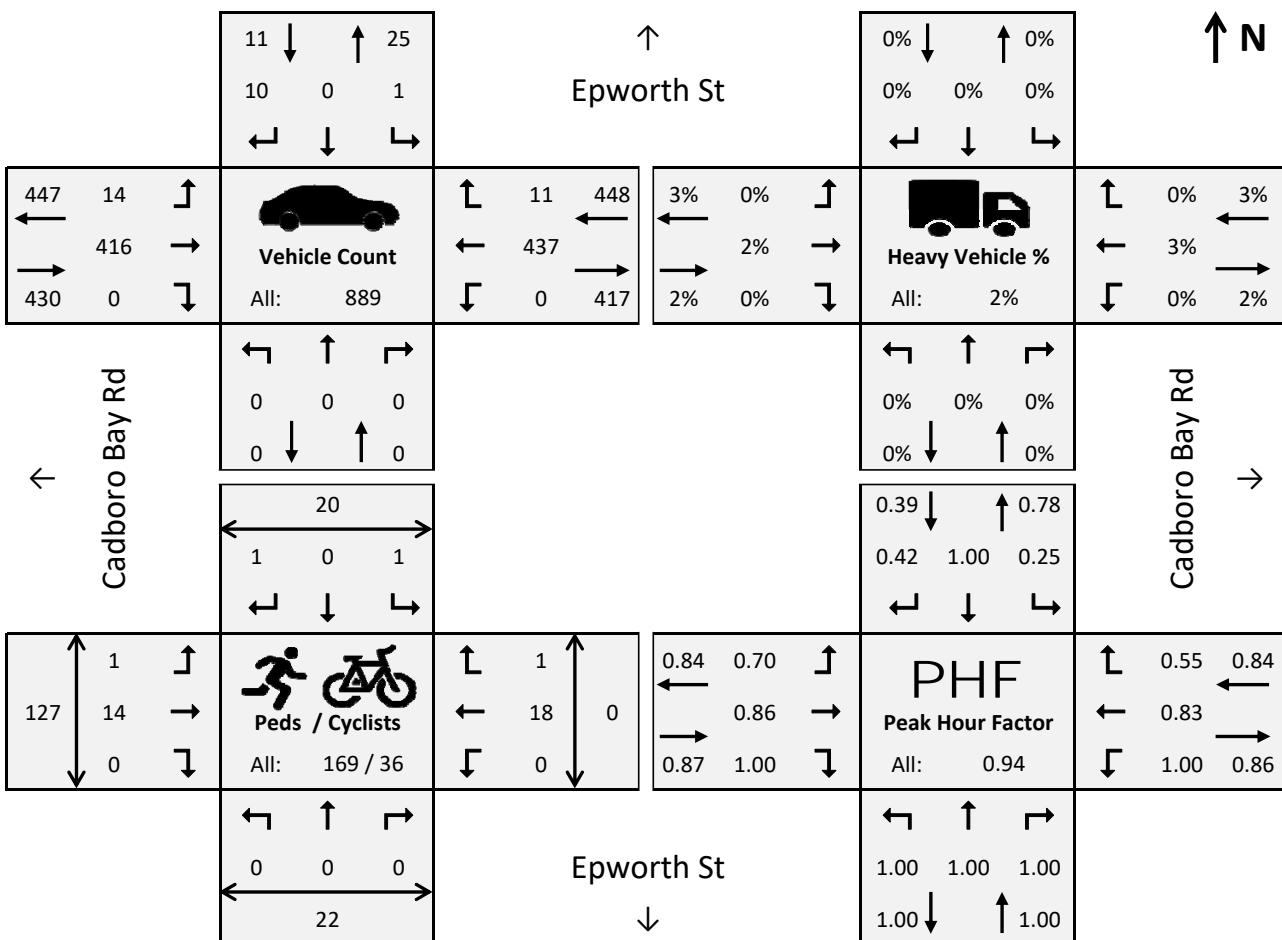
Analysis Period: 14:15 - 15:15
Intersection Peak: 14:15 - 15:15



Cadboro Bay Rd @ Epworth St – Oak Bay, BC

Project#: 04-21-0122 Weather:
Date: Apr 05, 2022 (Tue) Road Cond:
Notes:

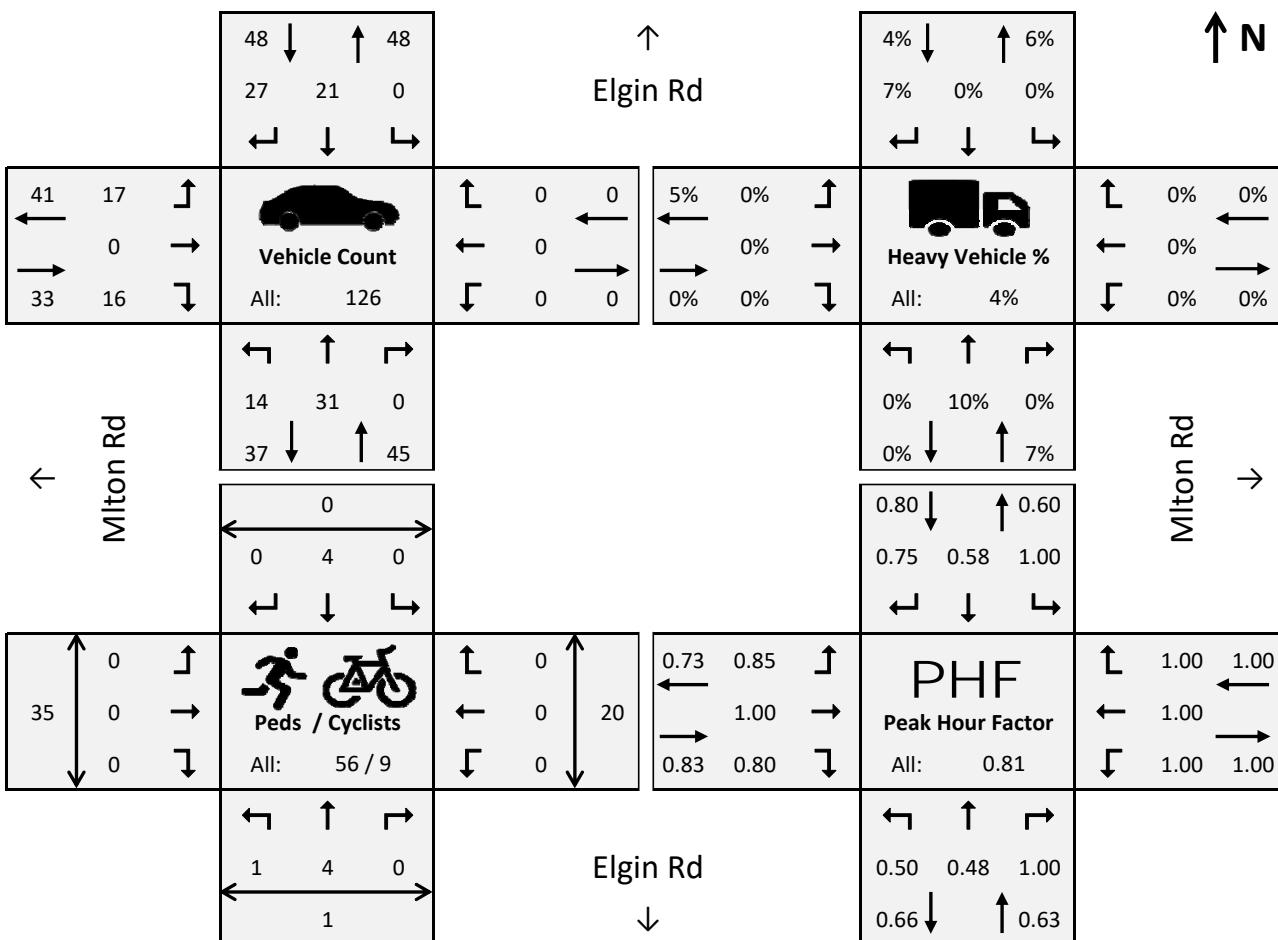
Analysis Period: 14:15 - 15:15
Intersection Peak: 14:15 - 15:15



Elgin Rd @ Milton Rd – Oak Bay, BC

Project#: 04-21-0122 Weather:
Date: Apr 06, 2022 (Wed) Road Cond:
Notes:

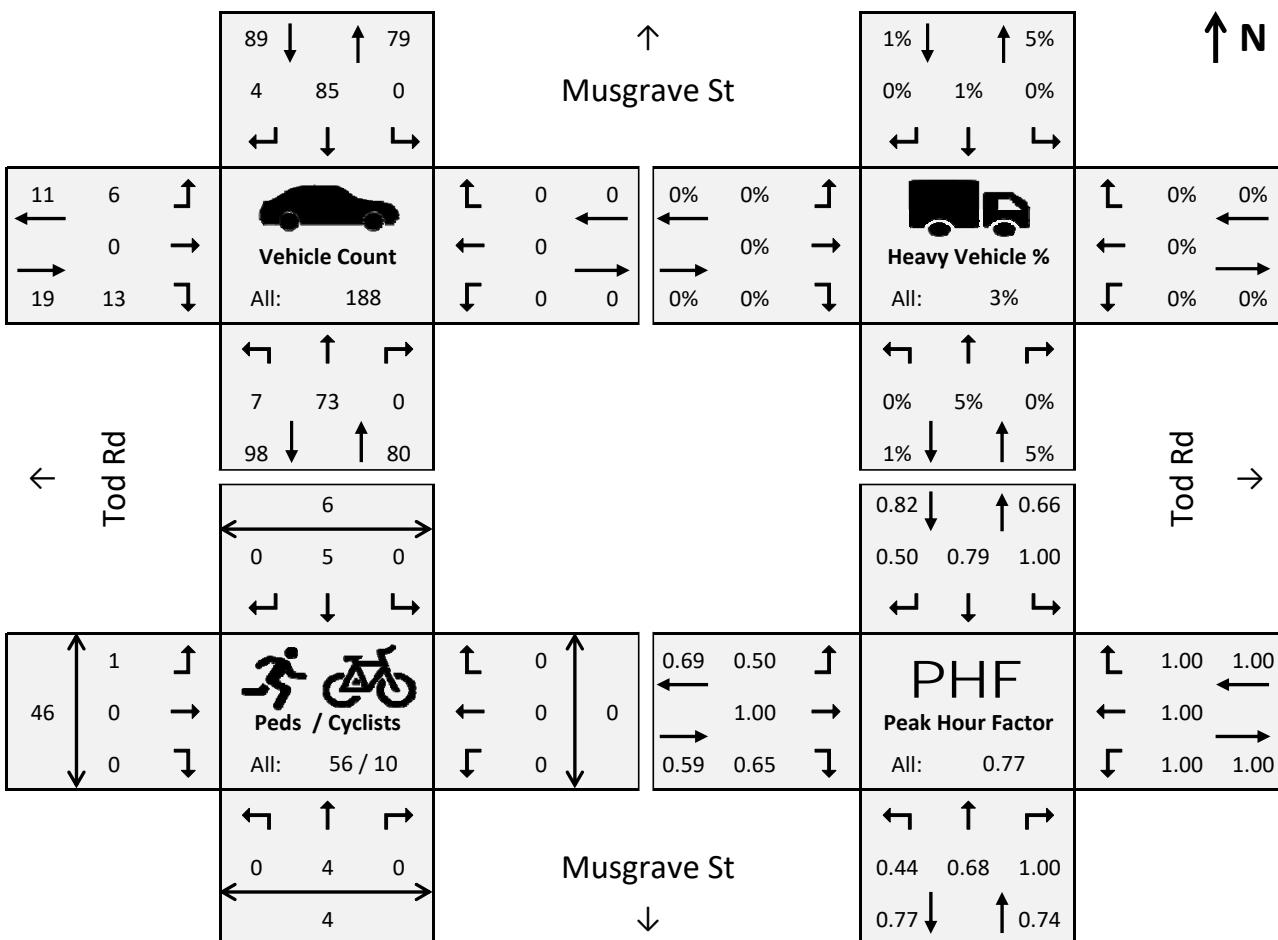
Analysis Period: 14:30 - 15:30
Intersection Peak: 14:30 - 15:30



Musgrave St @ Tod Rd – Oak Bay, BC

Project#: 04-21-0122 Weather:
Date: Apr 12, 2022 (Tue) Road Cond:
Notes:

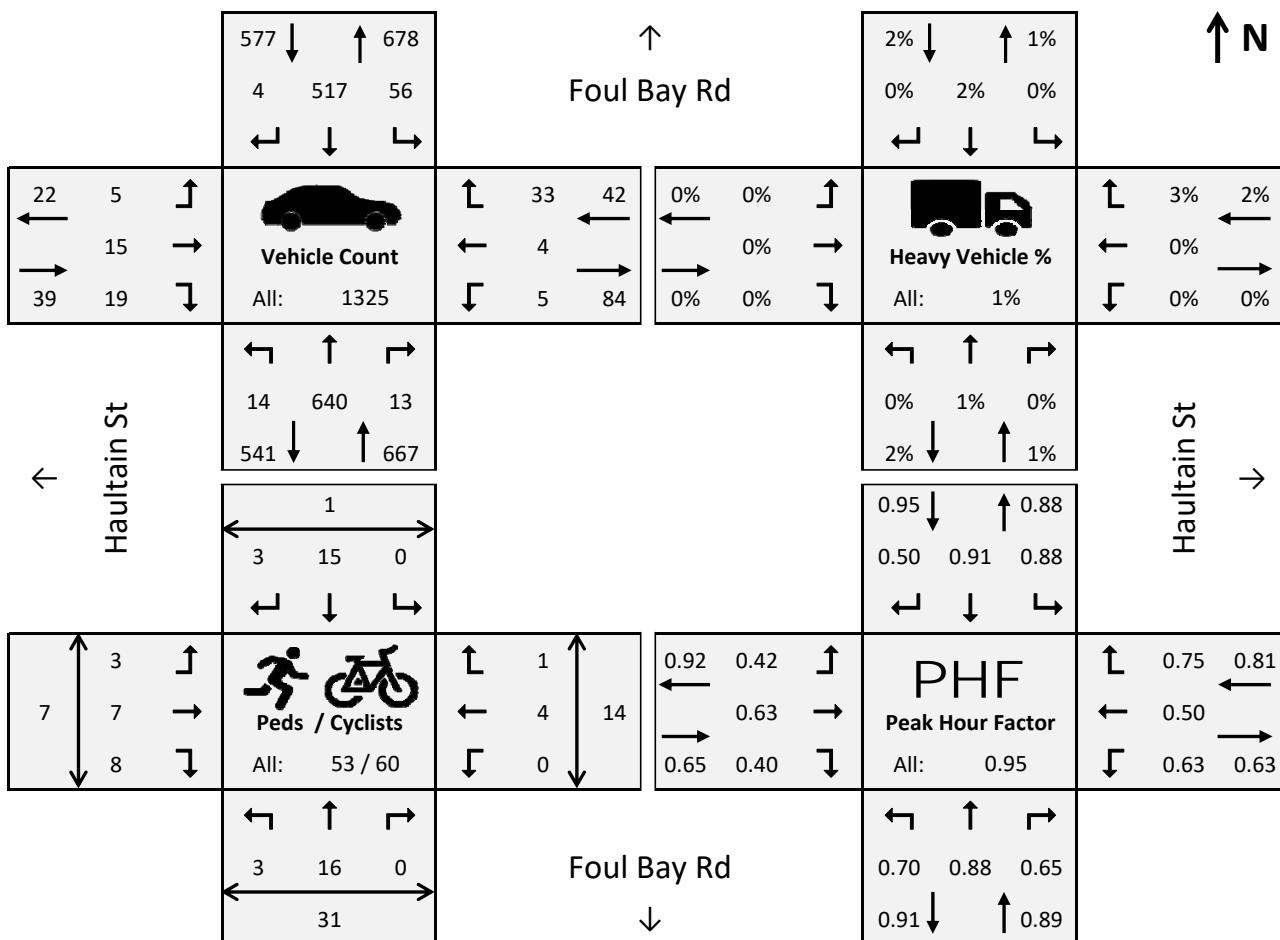
Analysis Period: 14:00 - 15:00
Intersection Peak: 14:00 - 15:00



Foul Bay Rd @ Haultain St – Oak Bay, BC

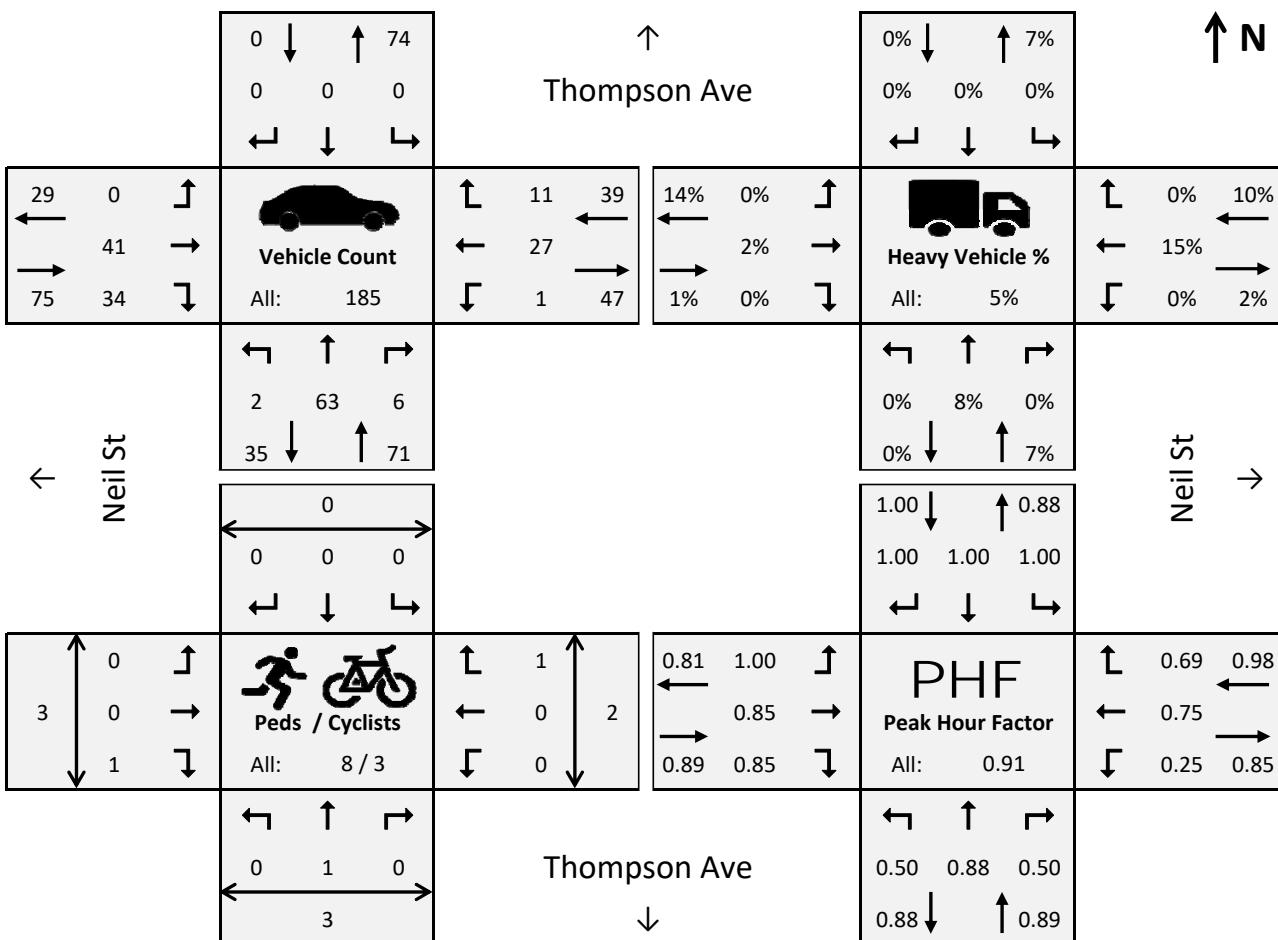
Project#: 04-21-0122 Weather:
Date: Apr 05, 2022 (Tue) Road Cond:
Notes:

Analysis Period: 15:30 - 16:30
Intersection Peak: 15:30 - 16:30



Thompson Ave @ Neil St – Oak Bay, BC

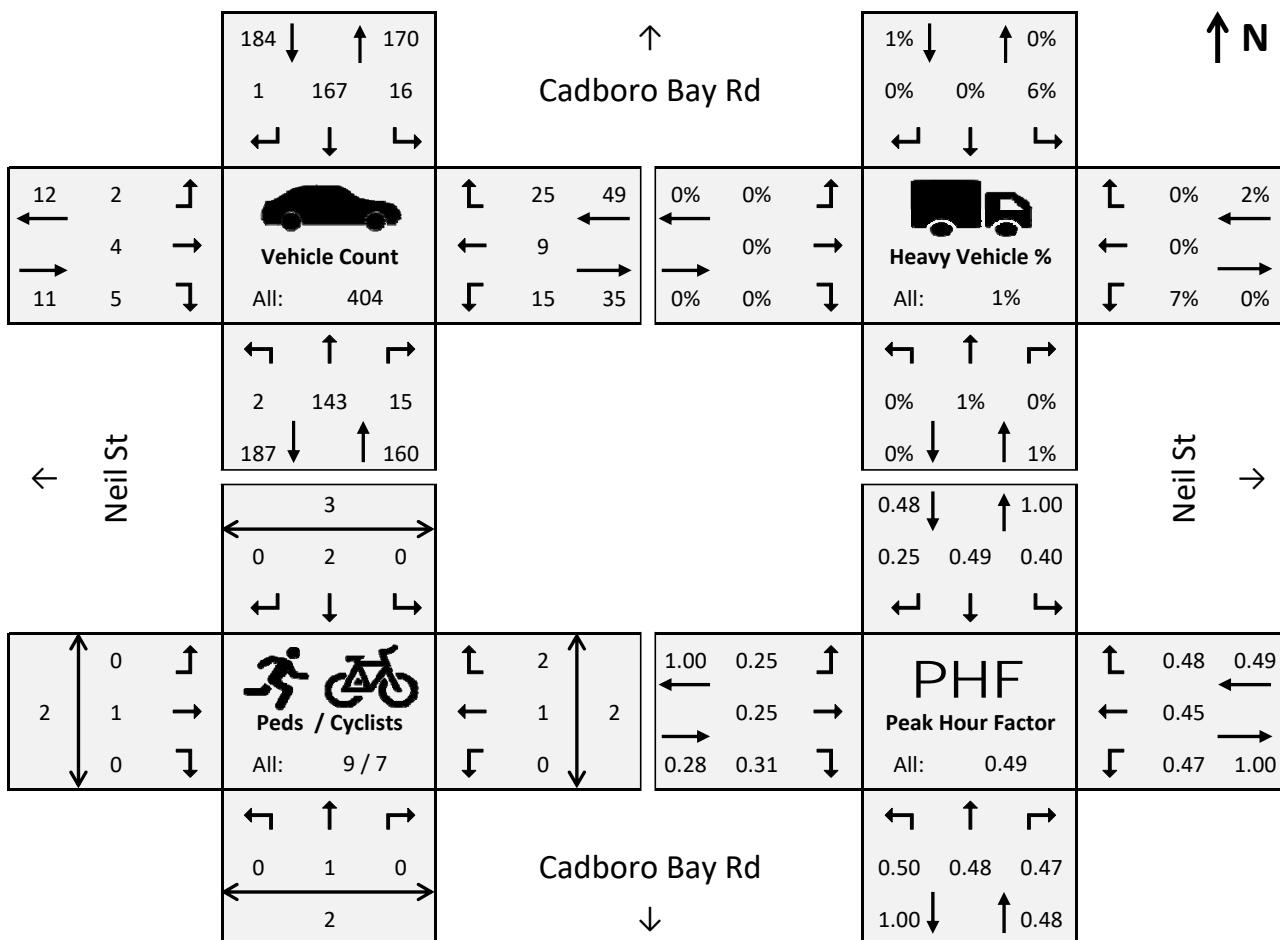
Project#: 04-21-0122 **Weather:** **Analysis Period:** 15:15 - 16:15
Date: Apr 12, 2022 (Tue) **Road Cond:** **Intersection Peak:** 15:15 - 16:15
Notes:



Cadboro Bay Rd @ Neil St – Oak Bay, BC

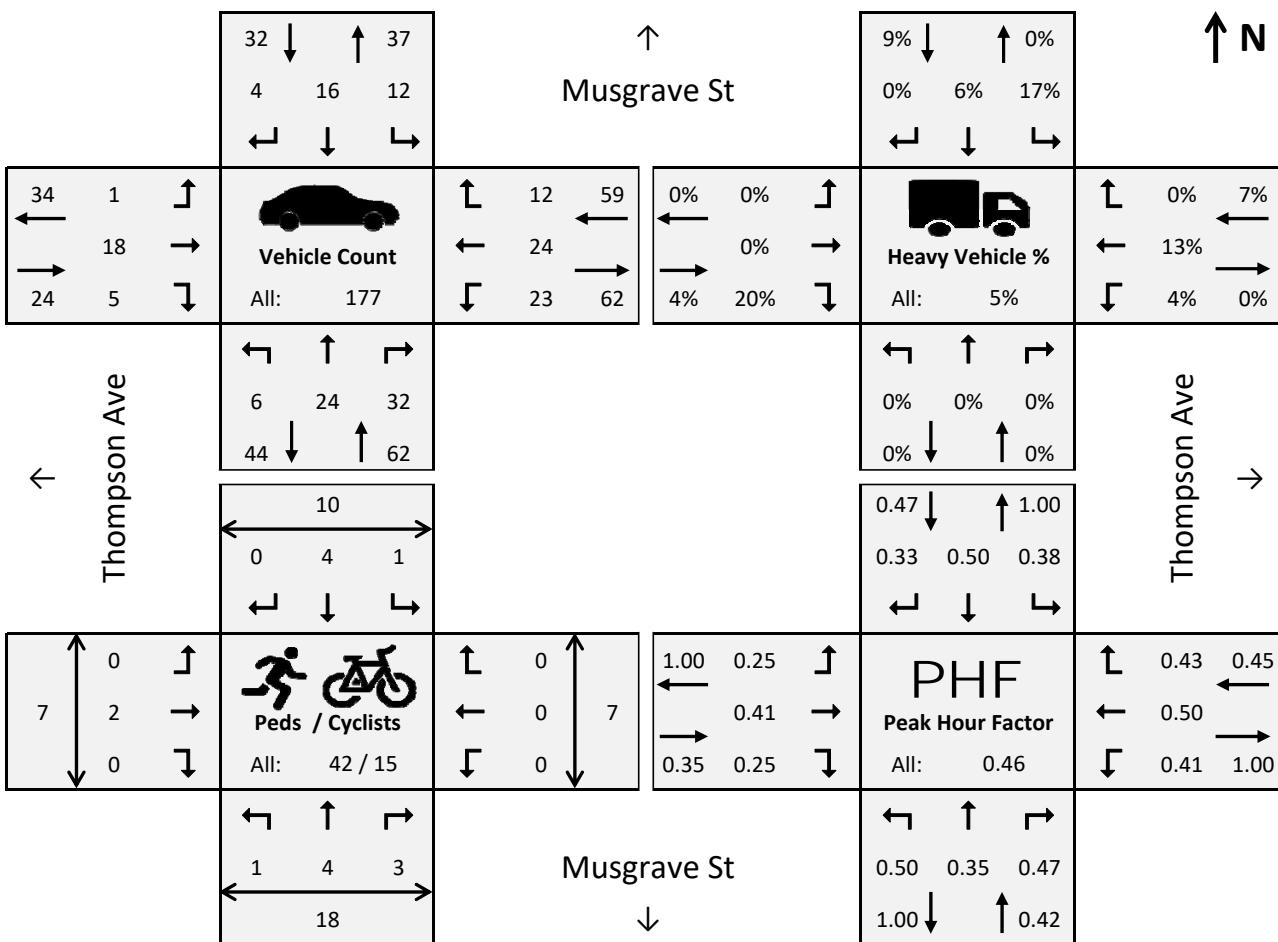
Project#:	04-21-0122	Weather:
Date:	Apr 12, 2022 (Tue)	Road Cond:
Notes:		

Analysis Period: 15:45 - 16:45
Intersection Peak: 15:45 - 16:45



Musgrave St @ Thompson Ave – Oak Bay, BC

Project#: 04-21-0122 **Weather:** **Analysis Period:** 15:15 - 16:15
Date: Apr 14, 2022 (Thu) **Road Cond:** **Intersection Peak:** 15:15 - 16:15
Notes: East is Estevan east, south is estevan west/musgrave south



APPENDIX C

APPENDIX C

Pedestrian Crossing Warrant Analysis - Reference Tables

The attached information is provided to support the agency's review process and shall not be distributed to other parties without written consent from Bunt & Associates Engineering Ltd.

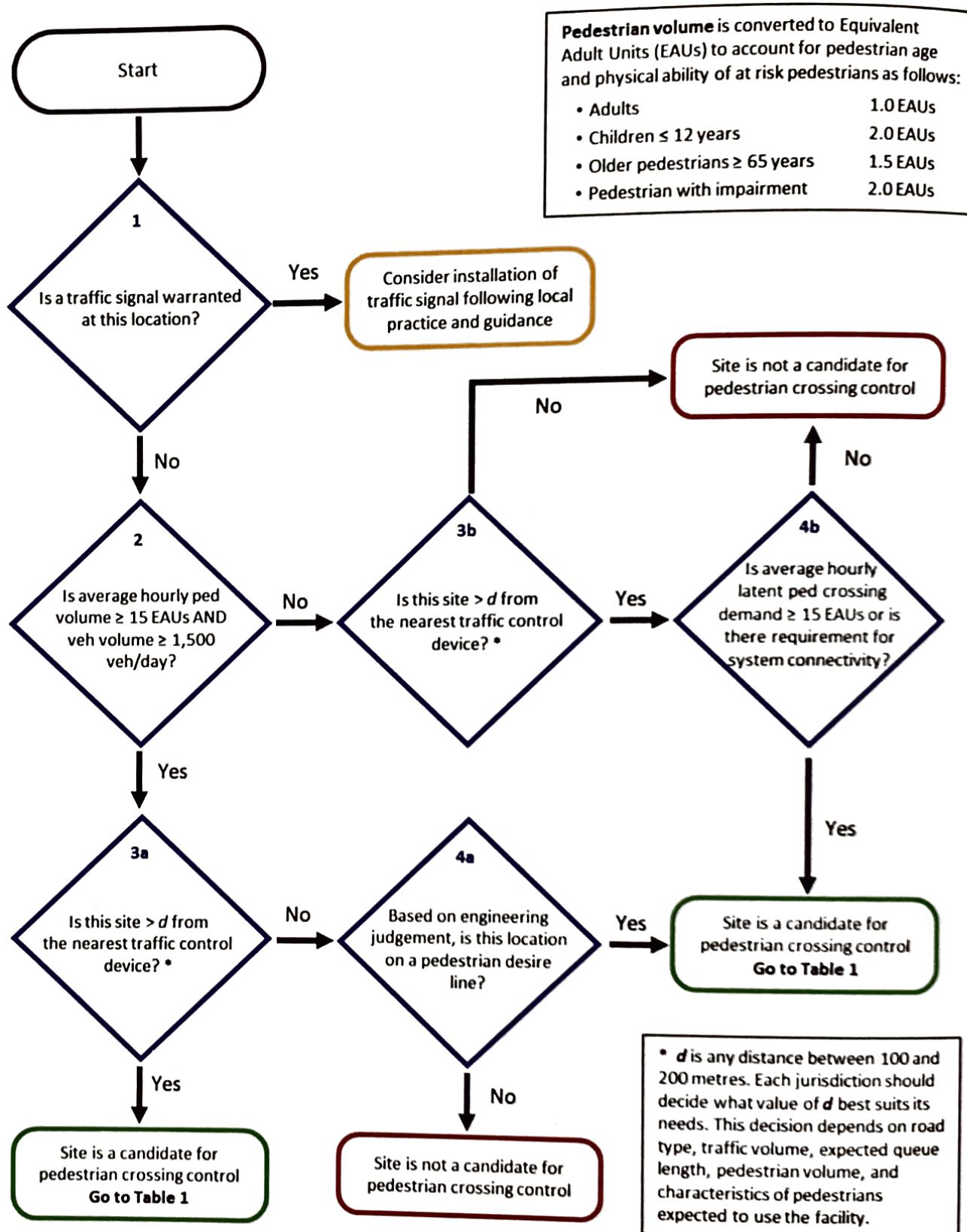


Figure 8: Decision Support Tool – Preliminary Assessment

Table 1: Decision Support Tool – Treatment Selection Matrix

Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
< ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

¹ The total number of lanes is representative of pedestrian-exposed crossing distance. The following can help determine the applicable number of lanes for a given roadway:

- Travel lanes, two-way left turn lanes, other turning lanes, and part time parking lanes should each be considered as one lane.
- Full time parking lanes on one or both sides of the roadway should be considered as one lane. Curb extensions may be constructed to reduce the total crossing distance and hence, the number of lanes.
- Engineering judgement based on local conditions should be used to determine the lane equivalent associated with bicycle lanes.

² At roundabouts, the maximum design speed of entering or exiting vehicles is often lower than the approaching roadway speed and can be used in place of the roadway speed limit.

³ If three lanes per direction use OF.

Additional notes:

Treatment systems are hierarchical (GM → GM+ → RRFB → OF → TS). Higher order treatment systems may be substituted for lower order treatment systems. The rationale for substituting higher order treatment systems should be consistent throughout the jurisdiction. Remain consistent in application of DESIRABLE components of the GM+ system as best as possible.

Raised refuge may be a pedestrian refuge island or raised median. Raised refuge should be a minimum of 2.4 metres wide to accommodate groups of pedestrians, bicycles, and mobility aids such as wheelchairs and scooters.

A TS treatment system should be selected: (1) for cross-sections with greater than six lanes where a raised refuge is present; (2) for cross sections with greater than four lanes where no raised refuge is present; and (3) for speeds greater than 70 km/h.

Always ensure adequate sight distance at the site as per the TAC Geometric Design Guide for Canadian Roads, and if it is insufficient, create it by applying available tools.

A crossing location with a very wide (7m or more) pedestrian refuge area between opposing directions of traffic may be considered to divide the crossing into two independent sections and may be treated as two separate crosswalks. This may occur at locations with a wide raised refuge or offset crosswalk.

Passive crossing treatment systems		Active crossing treatment systems		Traffic signal systems
GM Go to Table 2	GM+ Go to Table 3	RRFB Go to Table 4	OF Go to Table 5	TS go to Table 6 (pedestrian signal) or Table 7 (full signal)

Table 2: Crosswalk with Side-Mounted Signs (GM) Components

Recommended Components		Desirable Components	Optional Components
General Case		General Case	General Case
<ul style="list-style-type: none"> Side-mounted signs (RA-4); mounted back to back on both sides of an undivided roadway or one on the right side and one on the median for a roadway with raised refuge. Twin parallel line crosswalk marking Advanced warning sign (WC-2) where visibility is limited Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing Passing restrictions on single lane approaches Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<ul style="list-style-type: none"> Zebra Crosswalk markings Advance Yield to Pedestrians Line on multiple lane approaches Yield Here to Pedestrians Sign on multiple lane approaches Raised refuge island for road cross-sections with more than two lanes and two-directional traffic Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing 	<ul style="list-style-type: none"> Crossing guards Offset crosswalk arrangement for crossings with raised refuge island. Curb extensions for road cross-sections with full-time on-street parking. Curb corner radius reduction Raised crosswalk 	
School Areas	School Areas	School Areas	School Areas
<p><i>Same as General Case except with the following modifications:</i></p> <ul style="list-style-type: none"> Side-mounted signs (RA-3) Zebra Crosswalk markings Advanced warning sign (WC-16) where visibility is limited 	<p><i>Same as General Case except with the following modifications:</i></p> <ul style="list-style-type: none"> Zebra Crosswalk markings are recommended components rather than desirable. 	<p><i>Same as General Case except with the following additions:</i></p> <ul style="list-style-type: none"> In-Street School Crosswalk sign 	

Note 1: The GENERAL CASE applies to every situation other than school areas.

Note 2: If a practitioner determines that a crossing outside the designated school area is influenced by school activities, a school area crossing treatment may be applied.

Note 3: Advance Yield to Pedestrians line markings should not be used in advance of crosswalks that cross an approach to or departure from a roundabout

Table 3: Enhanced Crosswalk with Side-Mounted Signs (GM+) Components

Recommended Components		Desirable Components	Optional Components
General Case		General Case	General Case
<ul style="list-style-type: none"> Side-mounted signs (RA-4); mounted back to back on both sides of an undivided roadway or one on the right side and one on the median for a roadway with raised refuge. Zebra Crosswalk markings Advanced warning sign (WC-2) where visibility is limited Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing Passing restrictions on single lane approaches Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<ul style="list-style-type: none"> Additional overhead mounted signs (RA-4) on both sides of the road Advance Yield to Pedestrians Line on multiple lane approaches Yield Here to Pedestrians Sign on multiple lane approaches Raised refuge island for road cross-sections with more than two lanes and two-directional traffic Curb extensions for road cross-sections with full-time on-street parking Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing 	<ul style="list-style-type: none"> Crossing guards Offset crosswalk arrangement for crossings with raised refuge island. Curb corner radius reduction Raised crosswalk 	
School Areas	School Areas	School Areas	
<i>Same as General Case except with the following modifications:</i>	<i>Same as General Case</i>	<i>Same as General Case except with the following additions:</i>	
<ul style="list-style-type: none"> Side-mounted signs (RA-3) Advanced warning sign (WC-16) where visibility is limited 		<ul style="list-style-type: none"> In-Street School Crosswalk sign RRFB treatment system 	

Note 1: The GM+ Treatment System should be enhanced by at least one of the desirable components. If none of the desirable components are provided the practitioner should consider installing the RRFB treatment system to enhance the crossing conspicuity.

Note 2: The GENERAL CASE applies to every situation other than school areas.

Note 3: If a practitioner determines that a crossing outside the designated school area is influenced by school activities, a school area crossing treatment may be applied.

Note 4: Advance Yield to Pedestrians line markings should not be used in advance of crosswalks that cross an approach to or departure from a roundabout

Table 4: Rectangular Rapid Flashing Beacon (RRFB) Components

Recommended Components	Desirable Components	Optional Components
General Case	General Case	General Case
<ul style="list-style-type: none"> RRFB and side-mounted signs (RA-4); mounted back to back on both sides of an undivided roadway or one on the right side and one on the median for a roadway with raised refuge. Zebra Crosswalk marking Pedestrian pushbutton with sign (ID-21) at each crossing beginning Advanced warning sign (WC-2) where visibility is limited Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing Passing restrictions on single lane approaches Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<ul style="list-style-type: none"> Advance Yield to Pedestrians Line on multiple lane approaches Yield Here to Pedestrians Sign on multiple lane approaches Raised refuge island for road cross-sections with more than two lanes and two-directional traffic Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing Active indicator on pushbutton to confirm to pedestrians the RRFB is in operation 	<ul style="list-style-type: none"> Crossing guards Offset crosswalk arrangement for crossings with raised refuge island. Curb extensions for road cross-sections with full-time on-street parking Curb corner radius reduction Raised crosswalk Additional overhead mounted signs (RA-4) on both sides of the road
School Areas	School Areas	School Areas
<p><i>Same as General Case except with the following modifications:</i></p> <ul style="list-style-type: none"> Side-mounted signs (RA-3) Advanced warning sign (WC-16) where visibility is limited 	<p><i>Same as General Case</i></p>	<p><i>Same as General Case except with the following additions:</i></p> <ul style="list-style-type: none"> In-Street School Crosswalk sign

Note 1: The GENERAL CASE applies to every situation other than school areas.

Note 2: If a practitioner determines that a crossing outside the designated school area is influenced by school activities, a school area crossing treatment may be applied.

Note 3: Advance Yield to Pedestrians line markings should not be used in advance of crosswalks that cross an approach to or departure from a roundabout

Table 5: Special Crosswalk (OF) Components

Recommended Components		Desirable Components	Optional Components
General Case		General Case	General Case
<ul style="list-style-type: none"> Internally illuminated overhead mounted signs (RA-5) with alternating amber flashing beacons and down lighting mounted so that a driver faces two signs on each approach. Side-mounted signs (RA-4); mounted so that a driver faces two signs on each approach. Pedestrian pushbutton with sign (ID-21) at each crossing beginning Zebra Crosswalk marking Advanced warning sign (WC-2) Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing Passing restrictions on single lane approaches Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<ul style="list-style-type: none"> Advance Yield to Pedestrians Line on multiple lane approaches Yield Here to Pedestrians Sign on multiple lane approaches Raised refuge island for road cross-sections with more than two lanes and two-directional traffic Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing Active indicator on pushbutton to confirm to pedestrians the OF is in operation. Additional side-mounted flashing amber ball beacons. 	<ul style="list-style-type: none"> Crossing guards Offset crosswalk arrangement for crossings with raised refuge island. Curb extensions for road cross-sections with full-time on-street parking Curb corner radius reduction Raised crosswalk 	
School Areas		School Areas	School Areas
<i>Same as General Case except with the following modifications:</i> <ul style="list-style-type: none"> Side-mounted signs (RA-3) Advanced warning sign (WC-16) 		<i>Same as General Case</i>	<i>Same as General Case except with the following additions:</i> <ul style="list-style-type: none"> In-Street School Crosswalk sign

Note 1: The GENERAL CASE applies to every situation other than school areas.

Note 2: If a practitioner determines that a crossing outside the designated school area is influenced by school activities, a school area crossing treatment may be applied.

Note 3: Advance Yield to Pedestrians line markings should not be used in advance of crosswalks that cross an approach to or departure from a roundabout

Table 6: Pedestrian Signal (TS1) Components

Recommended Components	Desirable Components	Optional Components
General Case	General Case	General Case
<ul style="list-style-type: none"> • Twin Parallel Line crosswalk markings • Stop lines • Pedestrian signal indications • Primary signal heads • Secondary signal heads • Pedestrian pushbutton with sign (ID-21) at each crossing beginning • Stop sign on cross street (RA-1) where not at a mid-block location <p>Install as per applicable local practice</p>	<ul style="list-style-type: none"> • Raised refuge island for road cross-sections with more than two lanes and two-directional traffic • Accessible pedestrian signals • Pedestrian countdown signals (instead of pedestrian signal indications) with Pedestrian Countdown Signal Information sign (ID-18) 	<ul style="list-style-type: none"> • Zebra Crosswalk markings • Curb corner radius reduction • Curb extensions for road cross-sections with full-time on-street parking
School Areas	School Areas	School Areas
Same as General Case	Same as General Case	Same as General Case

Table 7: Full Traffic Signal (TS2) Components

Recommended Components	Desirable Components	Optional Components
General Case	General Case	General Case
<ul style="list-style-type: none"> • As per MUTCD • Pedestrian signal indications • Pedestrian pushbutton with sign (ID-21) at each crossing beginning • Twin Parallel Line Crosswalk markings <p>Install as per applicable local practice</p>	<ul style="list-style-type: none"> • Raised refuge island for road cross-sections with more than two lanes and two-directional traffic • Accessible pedestrian signals • Pedestrian countdown signals (instead of pedestrian signal indications) with Pedestrian Countdown Signal Information sign (ID-18) • Automatic recall of pedestrian phase 	<ul style="list-style-type: none"> • Zebra Crosswalk markings • Walk phase extension • Curb corner radius reduction • Curb extensions for road cross-sections with full-time on-street parking
School Areas	School Areas	School Areas
Same as General Case	Same as General Case	Same as General Case