

APPENDIX C

LOCHSIDE DRIVE ACTION PLAN PHASE 2

RESULTS OF OPEN HOUSE AND RESPONSE FORMS

Appendix C

Lochside Drive Action Plan - Phase 2 Results of Open House and Response Forms

Introduction:

At the Open House on June 17, there were 320 individuals who signed in at the door. Staff had printed 300 Response Forms prior to the meeting, and ran out of those after about 3 hours. A staff member went to the municipal hall to print 50 more, and those ran out as well. Staff took names and addresses from 29 more people at the Open House who couldn't get Forms, and the next day they were mailed copies of the Form, with the return date extended from Friday June 20 to Friday June 27.

Final collation of the Response Forms started on July 3, and to that time staff had received 322 Forms. Two more forms were received after the cut-off date for final processing and are not included in this report.

Response Form Analysis

Demographics:

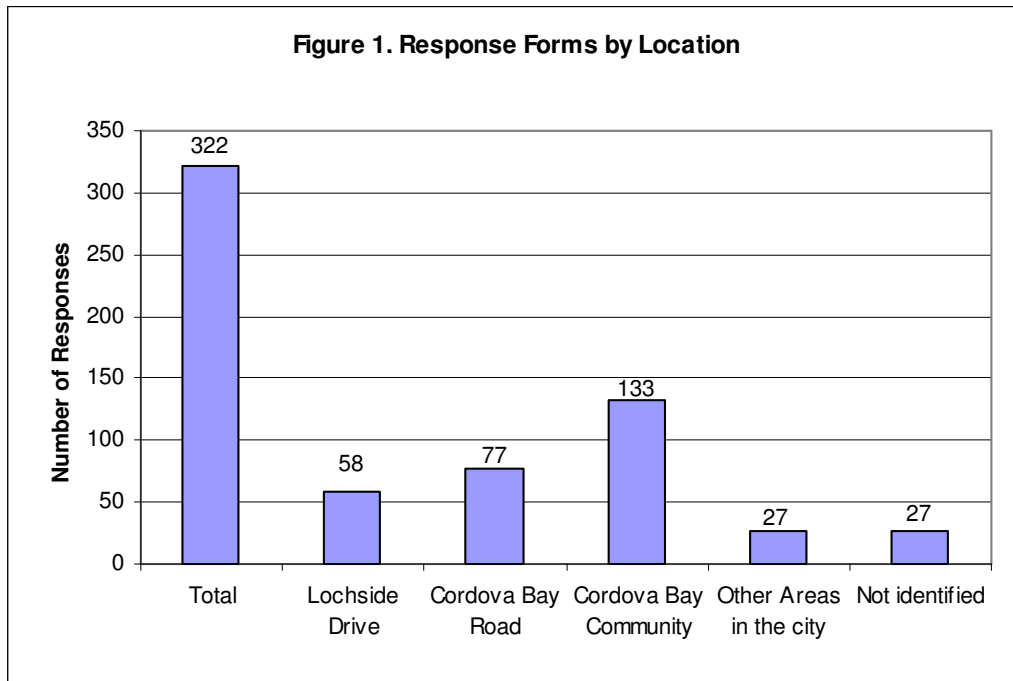
Of the 322 Forms, 203, or 63%, provided their names and addresses for future contact. An additional 19 Forms provided only an email address for contact.

Even if a person did not provide an address for future contact, they were asked to provide their postal code, and a further 92 people did so. As a result, staff were able to break down the Response Forms by location. Four locations were chosen for identification; on Lochside Drive in the section under review, on Cordova Bay Road, in the Cordova Bay Local Area, and in the rest of the city.

The summary of the Response Forms received by location is given in Table 1 and Figure 1.

Table 1. Response Forms Received - by Location

| | |
|-------------------------|------------|
| Lochside Drive | 58 |
| Cordova Bay Road | 77 |
| Cordova Bay Community | 133 |
| Other Areas in the city | 27 |
| Not identified | 27 |
| Total | 322 |



Overall Support for Option 1 or 2

The first question on the Response Form was:

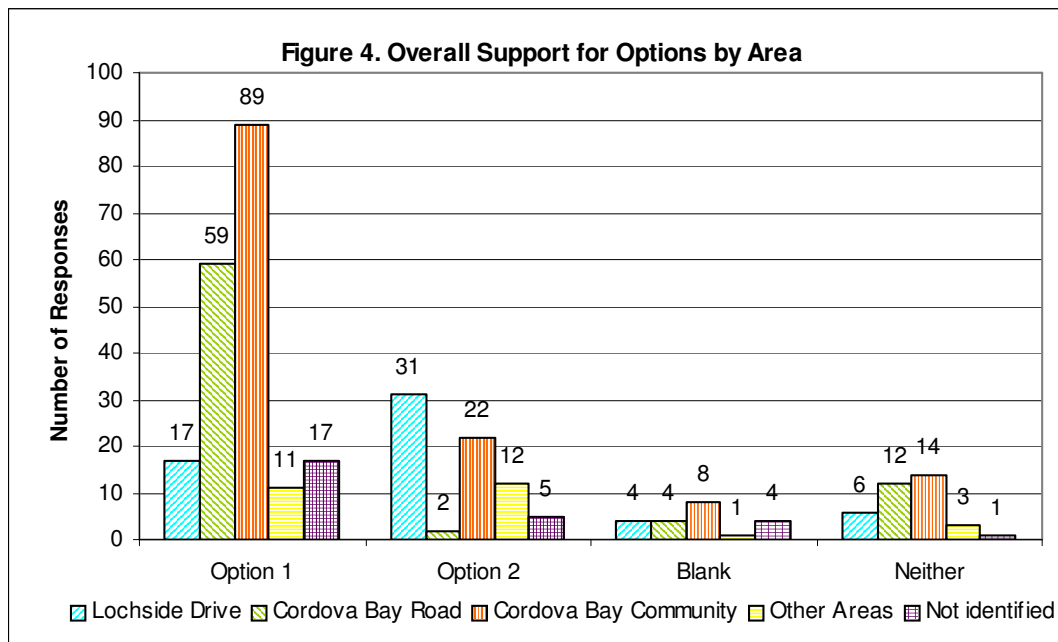
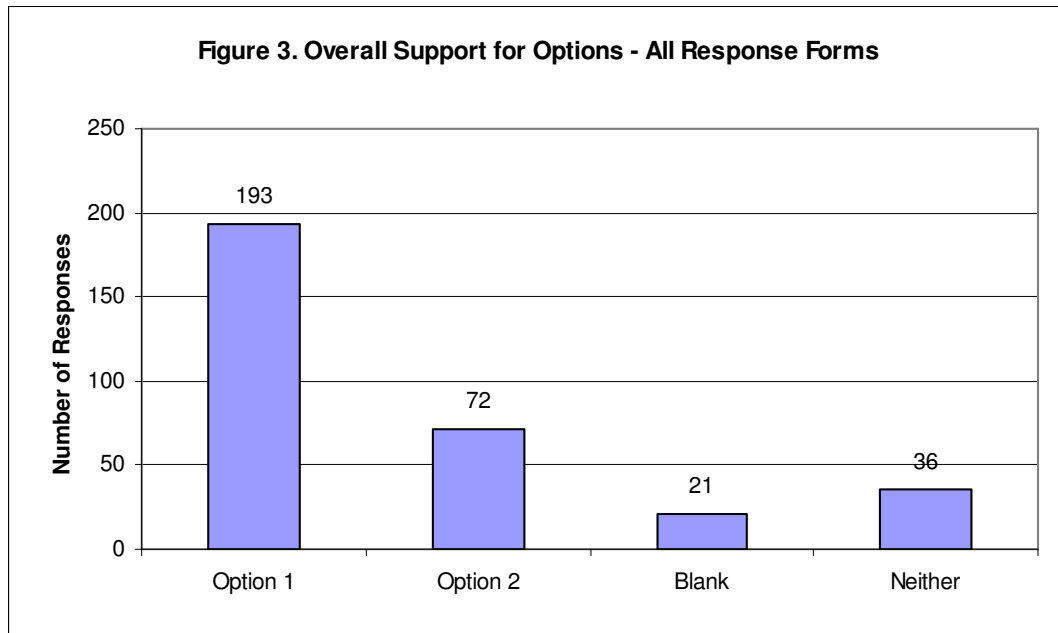
Overall, do you prefer Option 1 or Option 2 ?

The response to this question is summarized in Table 2 and illustrated in Figures 3 and 4.

Table 2. Overall Support for Option 1 or 2

| | Option 1 | Option 2 | Blank | Neither |
|-------------------------|------------|-----------|-----------|-----------|
| Lochside Drive | 17 | 31 | 4 | 6 |
| Cordova Bay Road | 59 | 2 | 4 | 12 |
| Cordova Bay Community | 89 | 22 | 8 | 14 |
| Other Areas in the city | 11 | 12 | 1 | 3 |
| Not identified | 17 | 5 | 4 | 1 |
| Total | 193 | 72 | 21 | 36 |

A number of Forms left this question blank, or specifically wrote in “Neither”. No attempt was made to assign the blank forms to one option or another, as there were enough completed Forms to see where opinions lie, and the blank forms are distributed fairly evenly by location.



Residents of Lochside Drive favoured Option 2, while Cordova Bay Road residents favoured Option 1, as did those from the Cordova Bay Community. A very large number of the written comments from the Cordova Bay Road residents and the Cordova Bay Community residents expressed concerns that Cordova Bay Road is already too busy for their liking, and they weren't prepared to support any measure that would increase the traffic.

The 36 Forms marked "Neither" offered a few suggestions. Ten of them said Cordova Bay Road needed to be addressed before Lochside, five said the road should stay as is, with a pedestrian/cycling path, and one said it should be a high speed cycling commuter route.

Support for Individual Components

The next section of the Response Form asked whether people supported or didn't support the individual measures that were proposed, and the results are presented graphically in Appendix A. Of the individual components, the majority of responses were supportive for all measures, other than for the reduced road width south of Maxine Lane.

The results of the indicated support for the four way stops and the directional closures are presented in Appendix B. Not surprisingly, considering the levels of overall support for Option 1, the four way stops were supported by the majority, while the directional closures were not.

Use of Lochside Drive

The Response Form also asked people how they used Lochside Drive, for driving, walking and cycling, and how often. The results of the responses are presented in Appendix C.

The majority of the driving, cycling and walking uses of Lochside are for recreational or other uses as opposed to commuting.

The Response Form also asked:

| |
|--|
| If you answered "Seldom" or "Never" for cycling or walking, would improvements to the walking/cycling environment encourage you to walk or cycle more often? No <input type="checkbox"/> or Yes <input type="checkbox"/> . |
|--|

As shown in Appendix C, the majority of people who checked off an answer, checked "No".

Written Comments and Suggestions

The Response Forms had three areas where people were invited to make written comments; firstly in the section on the support of individual elements, secondly to make suggestions that would improve the pedestrian and cycling environments, and finally, any general comments.

More than 90% of the Response Forms included written comments. A number of people took the time to write full letters as well and attach those. Staff paraphrased the most salient points from the comments in each section, and they are listed in Appendices D, E, and F.

Based on the discussions of the Committee to date, staff went through all the written comments and marked if they contained the following suggestions:

- Recommending full closure of Lochside Drive
- Open Lochside Drive south to Royal Oak Drive
- Recommending a separate path on Lochside for either pedestrians, cyclists or both.
- Widen and improve Lochside

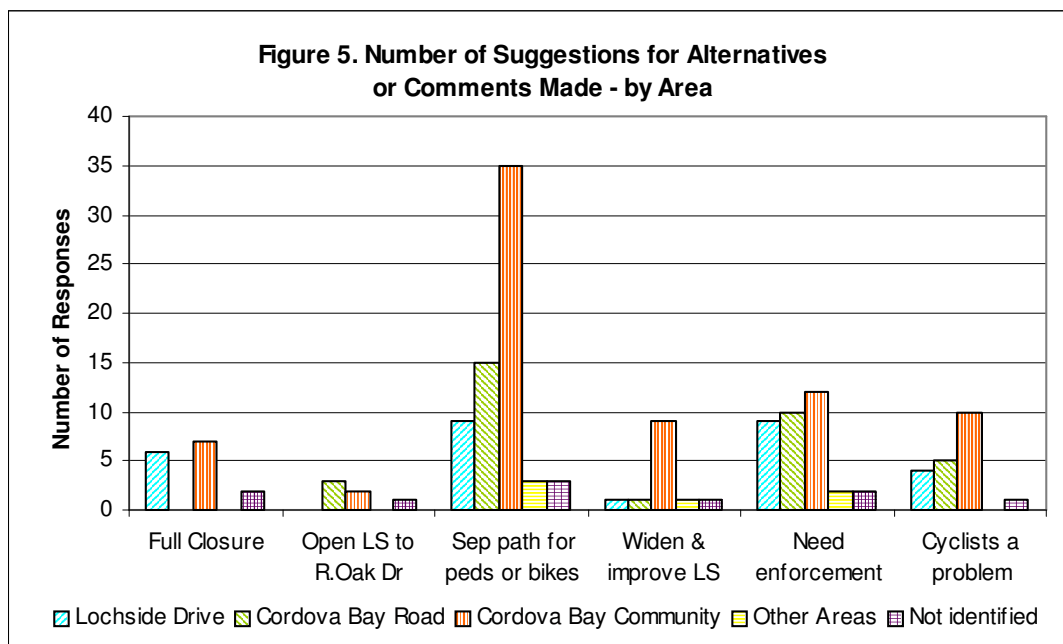
Staff also marked the Forms for two other topics, based on the high number of comments heard at the Open House regarding them:

- The comment that enforcement of the existing rules was inadequate
- Negative comments about cyclists and their behaviours.

A summary of the numbers of specific suggestions or comments by location is in Table 3 and Figure 5.

Table 3. Specific Suggestions and Comments

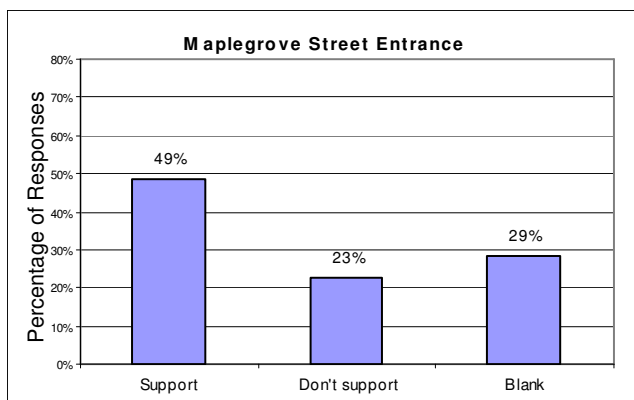
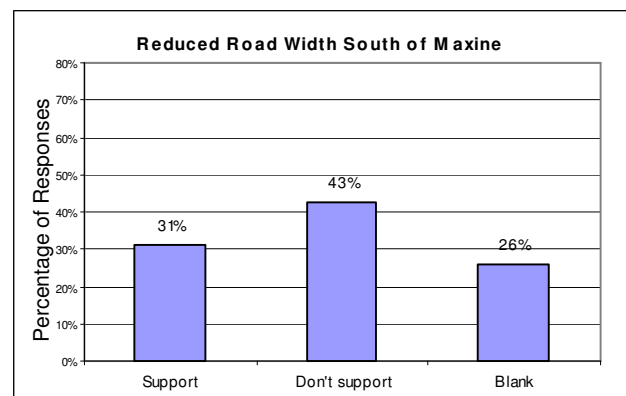
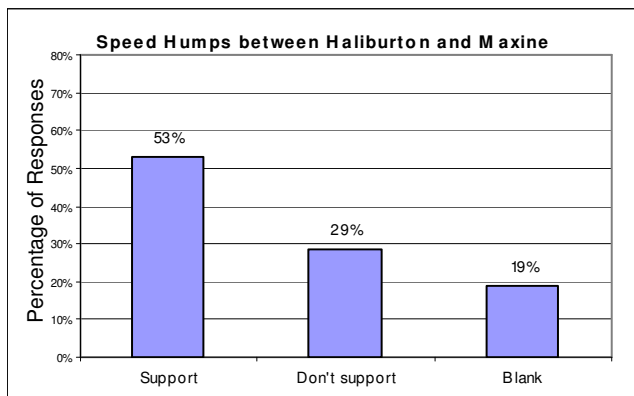
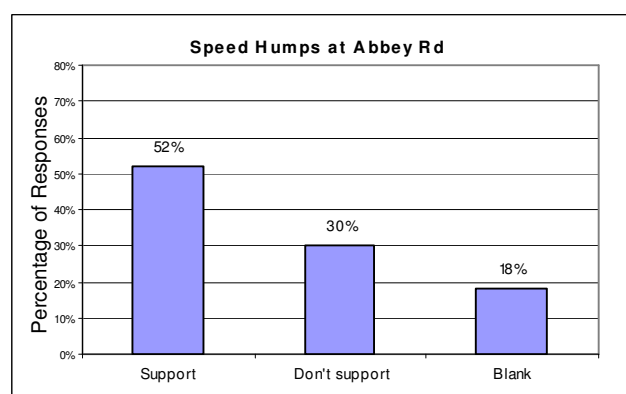
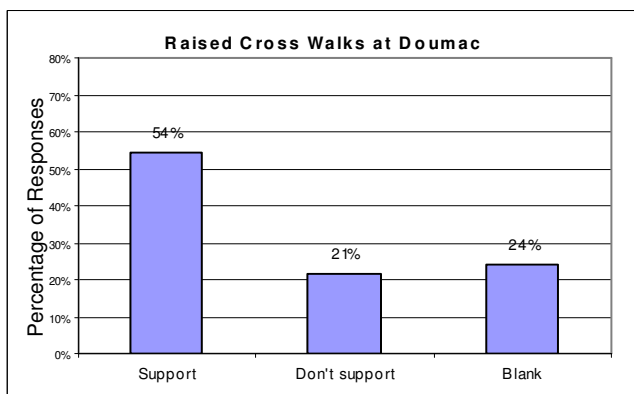
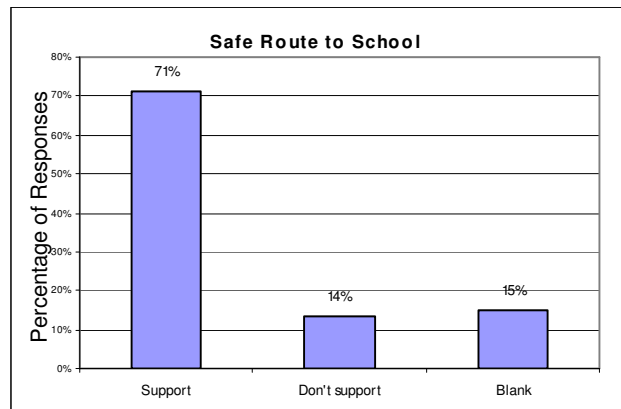
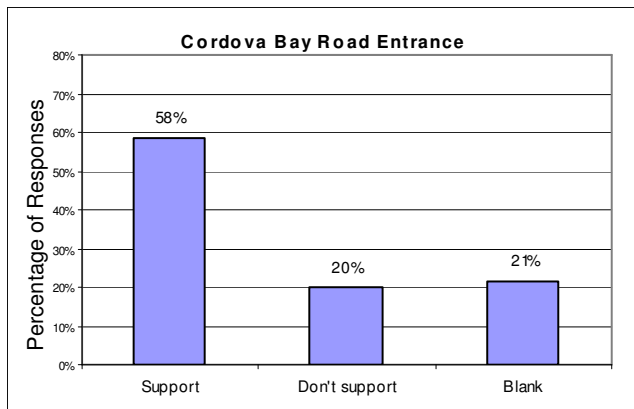
| | Full Closure | Open LS to R.Oak Dr | Sep path for peds or bikes | Widen & improve LS | Need enforcement | Cyclists a problem |
|---------------------------|--------------|---------------------|----------------------------|--------------------|------------------|--------------------|
| Lochside Drive | 6 | 0 | 9 | 1 | 9 | 4 |
| Cordova Bay Road | 0 | 3 | 15 | 1 | 10 | 5 |
| Cordova Bay Community | 7 | 2 | 35 | 9 | 12 | 10 |
| Other Areas in the City | 0 | 0 | 3 | 1 | 2 | 0 |
| Not identified | 2 | 1 | 3 | 1 | 2 | 1 |
| Total | 15 | 6 | 65 | 13 | 35 | 20 |
| Total as % of Forms Rec'd | 5% | 2% | 20% | 4% | 11% | 6% |



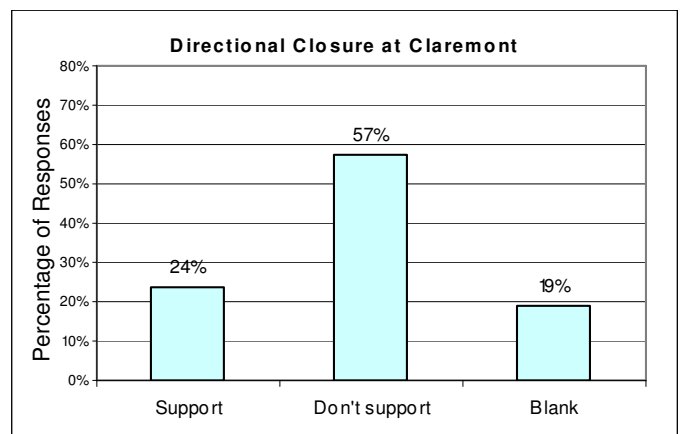
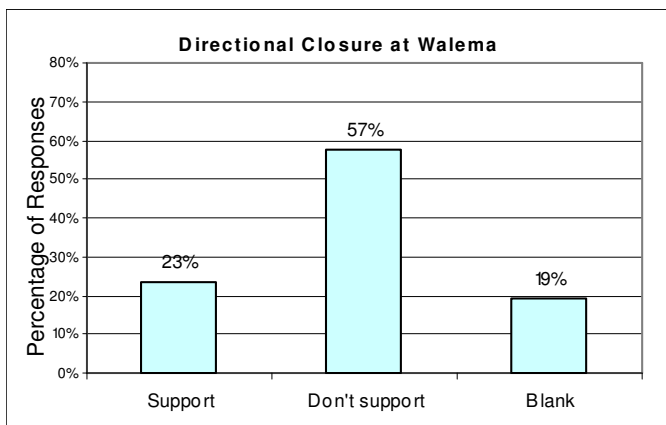
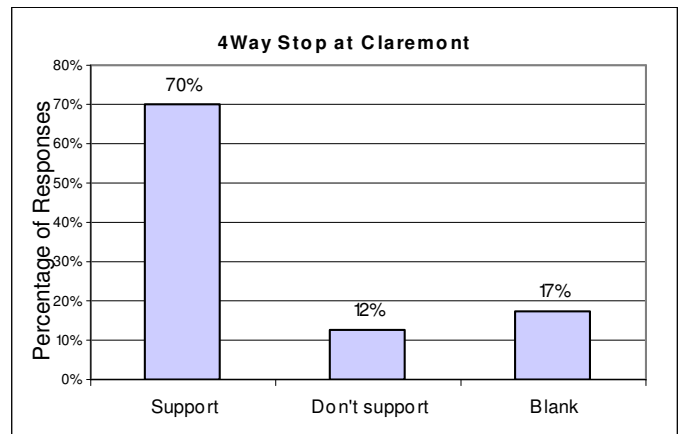
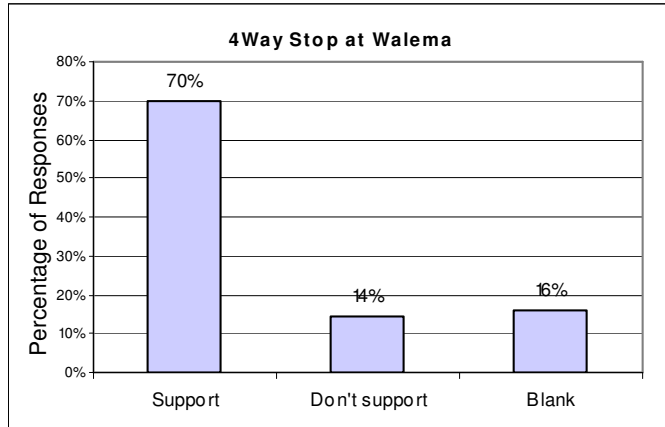
Conclusions:

1. Option 1 has more public support than Option 2, although that is reversed for those who live on Lochside Drive.
2. There is support for the individual traffic calming measures proposed, except for the proposal to narrow the road south of Maxine Lane.
3. More consideration has to be given to the reasons for the majority number of respondents who said that improving the pedestrian/cycling environment of Lochside would not encourage them to use it more for those purposes, especially in light of the relatively large number of suggestions to create separate pedestrian or cycling lanes.
4. The number of suggestions for a full closure are small, as are those to open Lochside to the south.
5. There is a fair amount of concern about non-enforcement of traffic regulations, both for vehicles and for cyclists, and the number of negative comments about the behaviour of cyclists warrant further review.

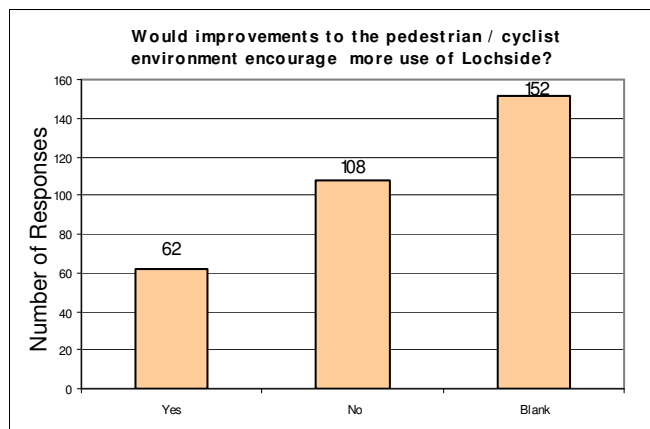
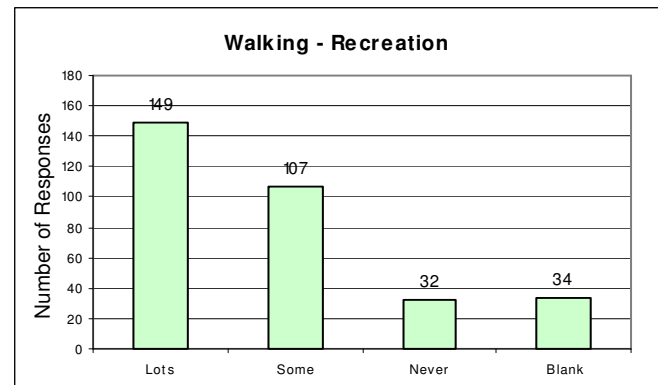
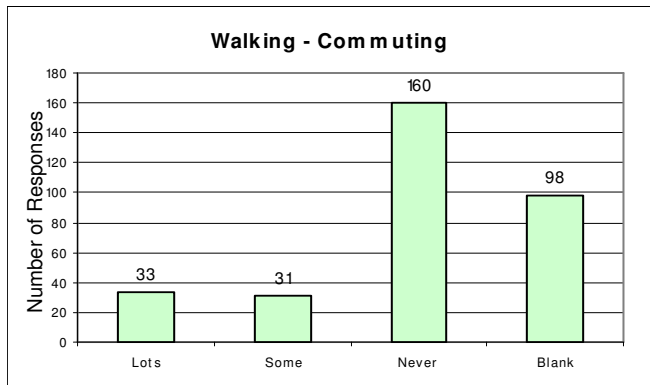
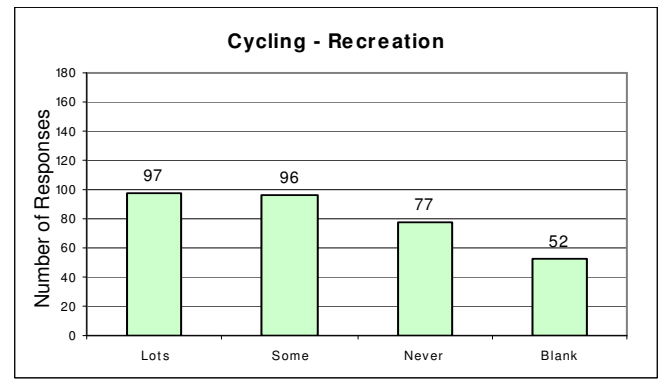
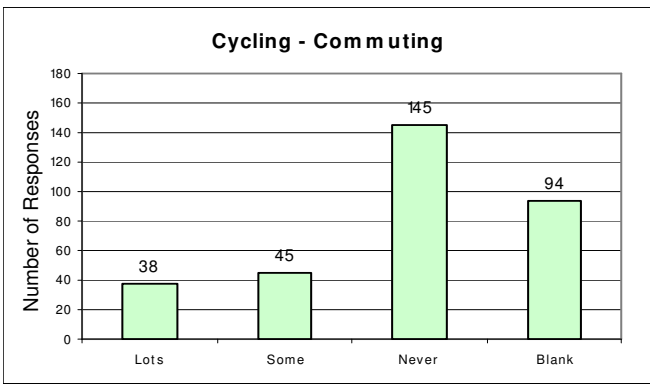
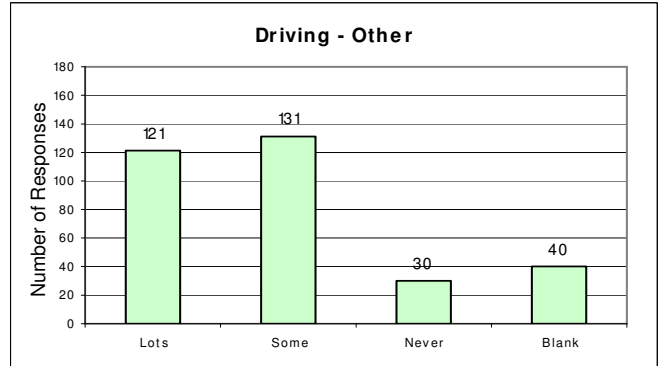
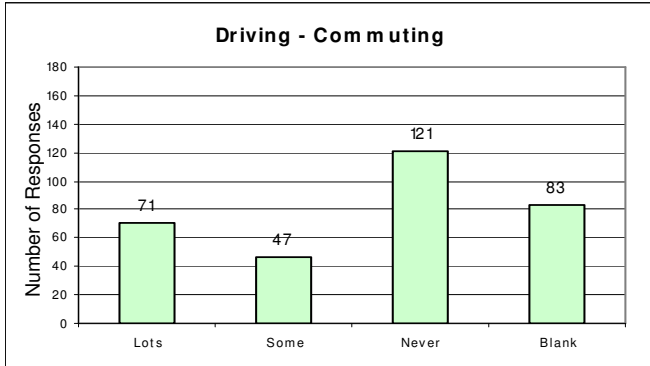
Appendix A. Support for Individual Traffic Calming Measures



Appendix B -Support for Four Way Stops and Directional Closures



Appendix D - Use of Lochside Drive



Appendix D - Comments from First Section of Response Forms

Typical Abbreviations

4W or 4WS - Four Way Stop
DC - Directional closure
LS - Lochside

CBR - Cordova Bay Road
SRTS - Safe Route to School
SW - Sidewalk

Comments

| | |
|--|---|
| 4W @ Claremont dangerous | DC's will direct more traffic onto CBR |
| 4W @ Claremont has helped | DC's would be unfair to Lochside Residents |
| 4W @ Claremont is wonderful. | DC's would make it feel like the city. |
| 4W @ Claremont not safe | Directional closures as a last resort |
| 4W @ Claremont overdue. | Don't need a path, LS is a trail already |
| 4W @Walema wd be a problem for Beckton /Polson res | Don't plant new trees - visibility. |
| 4W at Claremont works well | Don't slow down cycle traffic |
| Absolutely no Directional closures | Don't support DC |
| Add more paths. Bikes don't pay attention | Don't want LS divide into more sections |
| Ask LS residents about DC, not general public | Don't want more tfc on CBR |
| Can't support DC | Flashing light at 4WS |
| Cars ignore 4W @ Claremont | Full comments for each item. |
| CBR improvement a priority | Island @ south end an obstacle to cyclists |
| Close LS at Doumac | It is a road. Bike path entire length |
| Closures will impede emergency vehs | Jersey must be closed. CBR should be main artery. |
| Comments for each item | Leave room for bikes at SHumps |
| Conditional support for Option 1 | Leave room for bikes at SHumps |
| Cul de sac at Doumac | Lochside needs to take its share of traffic |
| DC a very bad idea | Lots of comments on each item. |
| DC at Claremont wd divert HS kids | Lots of comments. |
| DC costly, inc tfc on CBR. | LS shd be upgraded all the way with SW and bike lane |
| DC just pushes the traffic to another area | Ltr supporting speed humps and 4WS |
| DC not a good idea. CBR already too busy | Must not let DC happen |
| DC not needed | Need a full community plan |
| DC puts more pressure on CBR | Need a Xwvk on CBR at Lochside |
| DC should be at Haliburton | Need a Xwvk on CBR at Lochside |
| DC unacceptable | Need an alternative route to CBR |
| DC will allow for painted bike lane | Need bike lanes |
| DC will inc tfc on CBR Need ped path al the way | Need enforcement |
| DC will inc tfc on Maxine. | Need more speed humps |
| DC will inc tfc unfairly on CBR | Need more speed humps |
| DC will increase traffic on CBR | Need ped walkway all the way |
| DC will increase traffic on CBR and be inconvenient. | Need proper walkways & bike paths. Speed humps on DelMonte noisy. |
| DC will increase traffic on CBR. | Need raised Xwvk at Walema |
| DC will increase traffic on CBR. | Need sep ped walkway |
| DC will increase traffic on CBR. | Need sometHing for children S of Haliburton |
| DC will increase traffic on CBR. | Need spd humps all the way. No DC's |
| DC will increase traffic on CBR. | Need spd humps on CBR |
| DC will increase traffic on CBR. | Need SRTSchool |
| DC will increase traffic on CBR. | Need stop signs at Maplegrove |
| DC will increase traffic on CBR. | Need stop signs at Maplegrove |
| DC will increase traffic on Walema | Need to enforce 4WS at Claremont |
| DC will increase traffic on Walema | Need to spend \$ on Falaise trail. |
| DC will increase traffic on Walema | Needmore enforcement instead of humps |
| DC will lead to inc speed on LS | Not in favour of DC |
| DC wld help ambience & reduce tfc | Notes for each item |
| DCat Walems is too specific. 4 way better | Nvr a problem until Andrew Petter ruined the neighbourhood |

One way tfc will inc speed of vehs
Oppose any inc in tfc on CBR
Prefer DC at Haliburton
Priority shd be given to cyclists
Raised 4W at Walema to force cyclists to stop.
Rds are for cars and peds and bikes
Real prob is disrespect.
Remove 4WS at Claremont
S of Maxine is only safe place on LS
Sep SW or path all the way
Shd finish CBR streetscape too
Spd humps hard on cars, bad for environment.
SRTS is a hypocritical sol'n
SRTS not needed. Not enough kids walk to school
SRTS first priority
SRTS not necessary for the few kids.

SRTS will reduce vehs.
SRTS won't get used. Cul de sac at Doumac
SRTS should be full length of LS
Stongly oppose DC's
Stop parking at Hanover & LS
Strongly oppose Dir Closures
Strongly oppose Dir Closures
Strongly oppose any closure of Lochside
Tfc light at CBR & Claremont
Totally oppose DC's
Vehs shld use CBR
Widen LS with curb, gutter and SW
Widen road
Widen road
Will need to close Haliburton too

Appendix E - Comments from Second Section of Response Forms

See Appendix D for typical abbreviations.

| | |
|--|--|
| 30kmh with enforcement | Need sep bike path |
| Add pedestrian footpath. Retain Lochside as is. | Need sep ped path |
| Basically OK now, path would be nice. | Need separate trail |
| Bike lanes both sides, SW one side, one way t/c | Need speed humps on CBR |
| Both plans inc t/c on CBR | Need SW's |
| Btr pvmnt, less impediments to cyclists | Need to encourage trail use of CBR |
| Car t/c must be reduced | Need to improve CBR |
| Cars shld not be discouraged. Need enforcement | Need to improve walking |
| CBR is better for walking/cycling - views and commercial amenities | Need walkways. Bikes need to use bells. |
| Close LS at Doumac | New sidewalks, widen road |
| Close LS before a child is killed | No SW. Educate cyclists |
| Close off Jersey Rd & LS int'n | Okay as is. |
| Control speed rather than closure | Okay as is. need enforcement |
| Control t/c on LS fm ROak Dr | Okay as is. Signage would help |
| Create a space for people | Open Lochside to south. |
| Cycling path only to encourage commuting | Open Lochside to south. |
| Cycling should be encouraged | Open LS to south and widen it. |
| Cyclists inconsiderate. Need sep path | Opt 2 without speed humps |
| Cyclists never stop at Claremont | Path for school children |
| DC would inc t/c on CBR. Already a problem. | Paved bike paths |
| Don't spoil CBR | Paved separate ped/bike lanes |
| Don't use LS because of dangers from cyclists | Pedestrian/cyclist path |
| Don't walk on LS any more because of belligerent cyclists | Peds and cyclists are a huge problem |
| Enforce speed limits | Poor surface for cycling |
| Enforce speed limits | Rd narrowing shld incl more pkg bays |
| Enforcement for cyclists | Rd widening + SW one side |
| Enforcement of existing regs | Retain road as is. Add pedestrian footpath |
| Excessive speeds on Maxine | Retain road as is. Add pedestrian footpath |
| Fix CBR first | Retain road as is. Add pedestrian footpath |
| Footpath alongside road | Retain road as is. Keep access to Pat Bay Hwy |
| Footpath the whole length | Retired. Wld prefer gravel pathfor walking |
| I cycle fast, so want peds off the road. | Seems fine as it is. |
| Improve CBR to accept more t/c. | Sep path for peds. |
| Improve safety for cyclists | Sep path for peds and bikes, same of CBR. Open LS to RODrive |
| Install graded gravel shoulders | Sep ped path |
| Keep LS as a cycling/ped trail | Sep ped path |
| Keep LS open for vehicles | Sep pedpathwherever possible |
| Leave as-is | Sep vehs, peds, bikes |
| Leave it alone | Sep walkway |
| Leave it as it is | Separate bike/ped path |
| LS residents being selfish | Separate bike/ped path |
| LS should be left as is for cars and bikes. Add ped path | Separate cycling lane |
| LS too dangerous for kids to walk on. Cyclist just as bad as cars | Separate ped path |
| Make cyclists ride single file | Sidewalk |
| Marked bike lanes. | Sidewalk from CBR to Doumac plus bike path |
| Must retain ambience. SW would be awful | Sidewalk, slow down traffic |
| Need 4W stops on CBR | Sidewalks |
| Need a walking path on LS | Signage. Improve road condition. |
| Need footpath on Lochside | Signs and speed humps |
| Need paved path for wheelchair | Slow down cars, make path |
| Need paved path for wheelchair | Slow down motorists |
| Speed humps and signs | Traffic on Lochside is not a problem |
| Speed humps and SRTS only. | Traffic on Lochside not a problem. |
| Stop parking at Hanover & LS | Use whole RW to build adequate facilities |
| Strictly enforce 40kmh | Veh speeds are a concern |

SW fm Claremont to CBR
SW or separate lane
SWs and bike lanes
There are better places to walk
Too dangerous to walk at night
Too old to walk or cycle there

Walkin on LS is unsafe
Walking is safer thancycling
Walking safe now
Widen rd to make it safer
Widen rd, bike lanes

Appendix F - Comments from Third Section of Response Forms

See Appendix D for typical abbreviations.

4 wayat Claremont is great.
4W @ Claremont is good. Strongly support DC
4W at Claremont is great. Want to retain ambience of Lochside
Access off the ridge is already hard enough. Quit catering to a select few.
Att'd ltr proposes full closure at Doumac
Bad drivers are HS kids. Cyclists are main problem.
Bench at Claremont a waste of money.
Both options compound problems on CBR. CBR should be upgraded
Both options mean more t/c on CBR
Both plans fail to accommodate fast commuter cycling.
Canopy should not take priority over safety.
Can't support Opt 2 unless CBR improved.
Cars speed on LS and don't stop @ Claremont
CBR and LS should share the traffic
CBR is already busy enough.
CBR needs to be considered too.
CBR needs to be considered too.
CBR needs to be considered too.
CBR needs to be widened and improved so more cars can use it. Raise speed limit.
CBR should be the priority
CBR too busy
Close Lochside at CBR and at Haliburton
Close LS to t/c other than residents.
Closing LS will cause too much congestion on CBR
Cordova Bay area needs more than one exit route.
Cordova Bay Rd dangerous and not being addressed
Cyclist abuse the road. It needs to be widened.
Cyclists never stop.
Cyclists should be made to obey rules of the road
Cyclists should be made to obey rules of the road
Cyclists taking over. Need sep lane or closed road.
Dangerous situation needs to be addressed now.
DC will increase t/c on CBR. Need LS open for emergencies
DC will increase traffic on CBR
DC will increase traffic on CBR
DC will increase traffic on CBR and Santa Clara.
DC will increase traffic on CBR.
DC will increase traffic on CBR.
DC will increase traffic on CBR. LS shld not be closed
DC will ve a problem in emergency on CBR
DC would inc t/c on CBR. Need to improve CBR now.
DC would put too much t/c on Walema. Keep LS open, make it safer.
Debate has gone on too long. Get on with it.
Designate LS a "special road"
Discourage use of Lochside as a through motor vehicle route.
Do not cut trees. Lochside is not unsafe for children.
Doesn't think either option is a solution.
Doesn't want more traffic on CBR
Doesn't want more traffic on CBR
Doesn't want more traffic on CBR
Doesn't want more traffic on CBR
Doesn't want more traffic on CBR

Doesn't want more traffic on CBR. Lochside should be opened to south.
Don't need bench at 4990 Lochside.
Don't put any extra tfc on CBR, Gloria, Abbey etc.
Don't put any more traffic onto CBR
Don't put extra tfc on CBR. LS not a problem now.
Don't support DC's. Enforce tfc laws for cyclists.
Don't support parking bay at Maxine
Don't support speed humps or closures
Don't want add'l traffic in Sunnymead. Want Lochside opened to south. Cyclists need to be enforced.
Don't want any extra tfc on CBR
Don't want any landscaping to impact their home.
Don't want any landscaping to impact their home.
Enforce 40k on CBR and install speed humps. Thanks to the Committee.
Enforce tfc regs for peds and bikes. 4w at Claremont good
Everyone shares now, and it's okay. Keep it a street as well as a trail.
Existing situation is unacceptable.
Finish CBR Streetscape first.
Finish CBR streetscape plan first
Fix up CBR and put speed at 50kmhso drivers will use it instead of Lochside
Full closure at Doumac is the only way to go.
Full closure only option. No stats given on tfc accidents or speeding. All Saanich shld be 30kmh
Glad to see something happening. Speeding is dangerous.
Good presentation.CBR Streetscape needs to be done and extended south of Gloria.
Have to address needs of CBR
Have to look at all roads in Cordova Bay
I love this area
If Opt 2 chosen, need speed humps on Walema
Impact on CBR of DC would be too great
Increase enforcement. Put in more impediments to speeding.
Int'ns of CBR and ROak & McMorran at ROak poor. Inc tfc in Sunnymead a problem
Island @ Maplegrove would be dangerous for cyclists
Keep LS open.
Keep LS open. Important route for farm equipment from Blenkinsop Valley or Martindale Valley
Keep LS open. Important route for farm equipment from Blenkinsop Valley or Martindale Valley
Leave LS as it is, with a footpath. Cut no trees
Leave our road alone. CBR should share some of this tfc
Likes Opt 1, bu not Opt 2
Lochside is a great community asset.
Lochside needs to be made safer for pedestrians, evenat expense of tree canopy
Lochside should stay in use as an alternative to CBR
Lots of suggestions to improve CBR
Lots of suggestions to improve CBR
LS and CBR shd both be one way, or else speed humps on CBR
LS as local traffic only
LS can't be botha trail and a road
LS has to share tfc instead of putting it on other streets
LS is a great asset for the cycling community
LS is a street, not a trail. Trim trees, too dark. Cyclist need enforcement.
LS is dark in winter, needds more lights
LS is road, not a trail. Pandering to LS residents. Waste of money
LS is unsafe for walking
LS needs to be repaved. in sections
LS needs to stay open as emergency route.
LS residents are selfish. should move some of the tfc off CBR to LS

LS shd be a Trail. CBR shld be for vehicles
LS shd be left as-is. No more tfc on CBR
LS shd be made safe, but not DCs which will inc tfc on CBR. Need tfc light at Claremont and CBR
LS shd be open for all users.
LS shld be kept as residential and trail.
LS should be opened south to Royal Oak.
LS should be used for Rail Traffic
LS should be widened to have bike/ped paths
LS works reasonably well now, why change it? Need LS as an alternate rte to CBR
Ltr attached. DC will inc tfc on CBR and don't work.
Ltr att'd re need for holistic sol'n and lack of need for SRTS
Ltr att'd with suggestions to improve CBR and encouraging shard use by both roads.
Ltr att'd. Overall okay as-is. Enforce tfc regs. No 4WS at Walema. Grav path Walema to Claremont
Maintain LSD as it is.
Make changes incrementally
Make cyclist share the road
Make people obey the laws.
More connector roads.
More enforcement on CBR. Ped Xwlks on CBR. Gloria & CBR dangerous.
Must actively discourage cut through tfc. Modify motorists behaviour.
Must enforce speed limits
Narrow road and good signage is adequate.
Need 3 way stop at CBR and Claremont
Need 3 way stop at Gloria and CBR
Need 3W stop at Gloria and CBR
Need enforcement on CBR
Need enforcement.
Need enforcement. Cul de sac LS at Doumac. Don't need SRTS.
Need enforcement. Too much tfc calming will discourage cycling use.
Need improvements and enforcement on CBR
Need more speed bumps
Need more speed humps, then don't need a path
Need more SW's. Need light at CBR @ Claremont
Need paths for bikes and pedestrians.
Need paths on CBR.DC will increase tfc on CBR
Need sep cycle path
Need sep ped path all the way
Need separate bike path
Need separate trail
Need sidewalk and DC's
Need speed bumps on CBR btwn Gloria and Claremont
Need speed humps.
Need SW's, even if it means cutting trees.
Need to address CBR as well as LS. Speeding and parking major problems
Need to close LS at Doumac. DC will still allow NB highschool kids.
Need to consider all roads in the community, not just LS
Need to consider CBR too, esp through cutting.
Need to curtail car use and speed and educate for courtesy
Need to do the same things for Tattersall
Need to dosomething before someone is hurt.
Need to enforce 40kmh on CBR
Need to enforce tfc laws for cyclists. Need speed humps on CBR
Need to get people out of their cars
Need to improve CBR and open LS.

Need to improve CBR. Oppose Opt 2. Build sep trail/path.
Need to improve safety on all roads
Need to improve safety on LS from Sea Ridge to R.Oak Dr
Need to keep all roads accessible.
Need to keep alternative to CBR for NS traffic
Need to keep LS open for emergencies
Need to preserve LS as a regional trail.
Need to preserve this section as a trail. Need to reduce car speeds and vlumes.
Need to reduce number and speed of vehicles
Need to reduce vehicle speeds
No closures. Build a separate path for peds/bikes.
No more tfc on CBR.
No roads should be closed.
Not enough options
Not really a problem. A sidewalk would help, as well as a 4 way stop at Walema
One-lane 2 way street. Cycling Advisory Committee member.
Open Lochside to south.
Open Lochside to south. Improve CBR
Open LS to RODrive. Need lts at CBR & Claremont.
Open LS to south. Sep paths for peds and bikes
Opt 2 will only promote speeding NB on LS
Other than safe route to school, okay as-is.
Pave trail at McMinn Park. Close Maplegrove at Sunnygrove Terr. Make it 30kmh. Reclaim country lane environment.
Ped safety is the priority.
PEd Xwlks essential. Chip trail all the way.
Poor shoulders
Prefer local residential use only or full closure at Doumac.
Presentation good
Problem drivers ar HS kids
Problem is cyclists. If road closed, will sue.
Problem is kids being driven to school. Islands will be dangerous at night.
Process was flawed and info provided will be skewed
Proposals will only increase taxes for local residents
Put sep bike path on LS and speed humps on CBR
Rd looks rural now. Don't put in speed humps.
Rd narrowing at Maplegrove instead of island.
Rd should be closed to southbound traffic. Cyclist should ride single file only.
Rec'l users should be the priority
Reduce speed on LS to 30kmh
Reduce speeding, more sidewalks. Educate cyclists and walkers.
Regional trail, shd be local tfc only.
Safe walk routes a priority. Don't support 4WS at Claremont. Need safe walk routes on CBR too.
Safety should take priority over trees. Don't close Lochside without looking at other streets.
Section of LS north of CBR needs tfc calming too
Sep bike/ped path
Sep SW or path all the way
Should be able to share the road
Should have been a Sunnymead rep on the committee
Signage for traffic reg'ns and enforcement.
Signage for traffic reg'ns and enforcement.
Special signage needed. Slow vehicles down. Speeders are high school kids or parents of elementary students.
Speed zone ineffective. Need enforcement
Speeders are parents and high school kids. Need more speed humps
Stop parking at Hanover and LS

Streets are for cars, need SWs for people.
Strongly against road closure. for speed humps and paved bike lanes
Strongly oppose DC
Strongly oppose DC
Support full closure at Doumac and at Maxine
Tfc calming shd not be a risk to cyclists
Tfc on both CBR and LS shld be slowed down. Keep LS open
Tfc on Lochside at Haliburton a problem.
Tfc volumes don't warrant closure. DC will inc tfc too much on other streets
Thanks for considering cyclists.
Thanks for your work and patience.
Thanks to Committee. Need same level of effort on CBR
These plans are unfair to CBR residents
Thanks to the committee. Stop sign at Maplegrove?
Too many peds to allow anything but local traffic
Trail users shd have priority over cars. Discourage thru tfc, local only. More raised X walks
Trees on the edge are a hazard to cyclists
Try option 1 before using option 2
Use other means to discourage other traffic on CBR
Vancouver Island Cycle Tourism Alliance
Vehicles are speeding and inconsiderate.
Want 4 way stop at Cordova bay Rd and Claremont
Want a walkway the whole way. Need to address problems on CBR
Washrooms shld be provided at McMinn Park
Washrooms shld be provided at McMinn Park
Waste of money.
Well done.
Widen LS and pave a path, switching from side to side.
Widen LS for a sidewalk
Widen LS on west side for a walking /cycling path
Widen LS to keep extra tfc off CBR
Widen rd. Make bike lanes. Trees will grow back.
Will have to close LS to cars in future anyway, why not do it now
Would rather see full closure. CBR streetscape needs to be done now. Committee work has been stalled by Engineering