District of Oak Bay

Active Transportation Strategy

What We Learned Report

October 2025

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ENGAGEMENT, FACILITATION, COMMUNICATIONS & CHANGE

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Executive Summary

Introduction

The District of Oak Bay is updating its Active Transportation Strategy (ATS), a long-term plan to make it safer, healthier and more sustainable for people to move through the community by walking, cycling, rolling or taking transit. Building on the original 2011 ATS and subsequent technical updates in 2022 and 2024, the updated strategy aligns with Council's priorities of Livability, Climate Action and Sustainable Transportation. The current focus is on nine proposed cycling routes that form the foundations of Oak Bay's future cycling network, connecting key destinations such as schools, parks and commercial areas.

Recognizing that transportation decisions directly affect the daily life of community members in Oak Bay, Council directed a broad community engagement process to ensure the updated strategy reflects local needs and values. Engage Delaney was retained as a neutral third party to design and deliver Phase 1 engagement (September 3-26, 2025), which focused on gathering community input on the nine proposed routes, cycling habits, and priorities for improving active transportation.

The overall engagement goal was to connect with all community members and groups who use different modes of transportation, so their needs and interests help inform both the updated ATS and the new Cycling Implementation Plan. The strategy and plan will be presented to Council in early 2026. Phase 1 engagement reached 855 community members through an open online survey and three in-person workshops (September 12, 13 and 16). Nine pre-engagement interviews with local organizations and engaged community members helped shape the engagement process. Communication and outreach included print and digital materials, social media, signage, Oak Bay News ads and the Connect Oak Bay project page.

Input from this phase will help refine the proposed cycling routes and guide the development of Oak Bay's first Cycling Implementation Plan, a key step toward building a safe, connected and inclusive active transportation network in Oak Bay that reflects technical best practices and community values. Below is a summary of key engagement findings.

Summary of Key Insights

The key findings from the engagement are:

Getting Around in Oak Bay

- Walking is the most frequently used mode of transportation, with 64% of survey respondents walking daily.
- Driving is most often cited as the primary mode of transportation, with half (49%) indicating their car is how they mostly get around.
- Cycling is a regular activity for one in five (21%) respondents, with a quarter (26%) identifying it as their main mode of travel.

Walking in Oak Bay

- Walking is primarily motivated by physical health (78%), enjoyment (69%), and getting fresh air (67%).
- Virtually all (92%) respondents feel safe when walking.
- Improvements to sidewalks, traffic calming measures, and better connectivity are key to encouraging more walking.

- Safety, accessibility, and maintenance of sidewalks are top concerns.

Cycling in Oak Bay

- Cycling is driven by physical health (55%), reaching destinations (52%), and enjoyment (45%).
- While the majority (64%) feel safe when cycling, a large proportion (37%) feels unsafe.
- Better cycling infrastructure, more routes, and traffic calming measures are essential to encourage more cycling.
- Opinions are divided on protected bike lanes, particularly on physical (concrete) barriers.

Overarching Priorities

- Safety and traffic calming are the top priorities for improving active transportation.
- Education, connectivity, and infrastructure improvements are also important.

Route-Specific Feedback

In addition to seeking high-level input on active transportation, the engagement sought feedback on nine proposed cycling routes. Here's what was learned.

23% SUPPORT all proposed routes 39% SUPPORTIVE OR NEUTRAL towards all routes 8% OPPOSED to all routes	ALL routes garnered more support than opposition Most support for: Routes 8, 5 and 3 Least support for: Routes 1, 6 (a/b)

- Route 1: Oak Bay - Beach Drive Neighbourhood Connection: *Support for connectivity and safety improvements.* There is strong support for this route, with many respondents highlighting the need for better connectivity and safety measures. However, some opposition exists due to concerns about potential disruptions to the neighbourhood.
- Route 2: Bowker Avenue Commuter Route: *Emphasis on connectivity to schools and community access.* This route has significant support, particularly for its potential to improve access to schools and community facilities. Some opposition is noted due to concerns about increased traffic.
- Route 3: Cedar Hill Cross Road Multi-Use Trail: *Focus on safety and regional connectivity.* There is broad support for this route, with many respondents emphasizing the importance of safety and regional connectivity. Opposition is minimal but includes concerns about the impact on local traffic.
- Route 4: Central Oak Bay Neighbourhood Bikeway: *Importance of safe routes for children and families.* This route is highly supported, especially for its potential to provide safe routes for children and families. Some opposition exists due to concerns about changes to the neighbourhood's character.
- Route 5: Cadboro Bay Road Commuter Route: *Regional connectivity and safety are key.* There is strong support for this route, with many respondents highlighting the importance of regional connectivity and safety. Opposition is minimal but includes concerns about potential traffic disruptions.
- Route 6: Beach Connection: *Mixed support with concerns about steep grades and traffic*. This route has mixed support, with some respondents appreciating the connectivity it offers, while others are concerned about the steep grades and potential traffic issues.
- Route 7: Lansdowne Road Commuter Route: *Safety and regional connectivity*. There is significant support for this route, particularly for its potential to improve safety and regional connectivity. Some opposition exists due to concerns about increased traffic.
- Route 8: Henderson Road/Foul Bay Road Commuter Route: *Connectivity to UVic and safety improvements.* This route is highly supported, especially for its potential to improve

connectivity to UVic and enhance safety. Opposition is minimal but includes concerns about potential disruptions to local traffic.

- Route 9: Oak Bay Avenue Commuter Route: *Safety concerns and support for local connectivity.* There is strong support for this route, with many respondents emphasizing the importance of safety and local connectivity. Some opposition exists due to concerns about changes to the neighborhood's character.

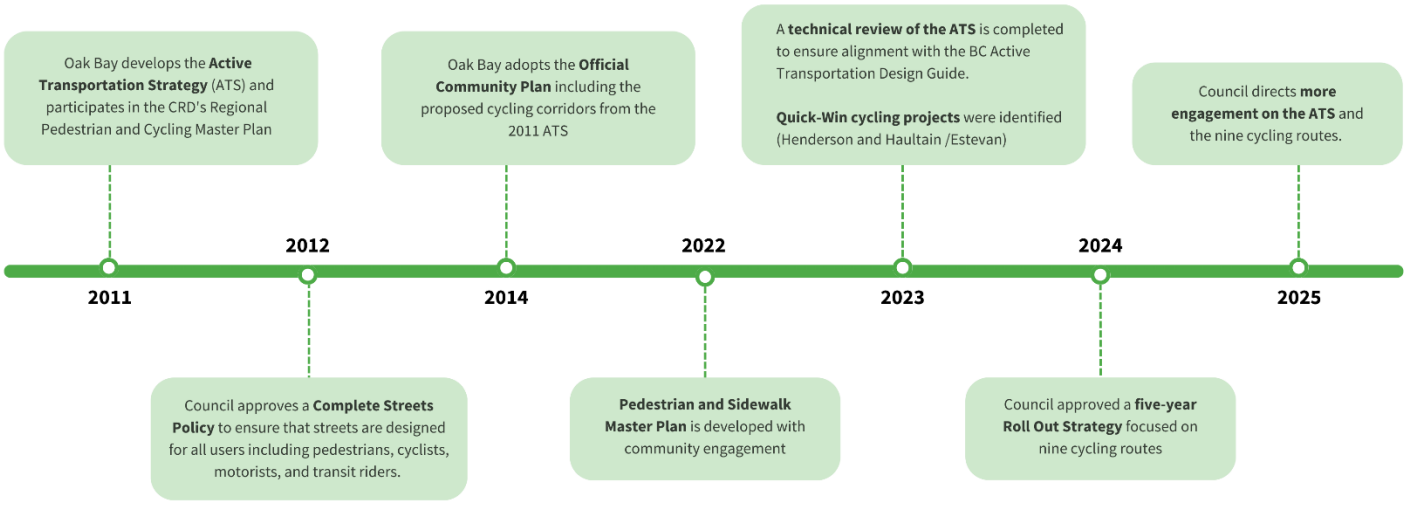
Future Engagement

- Online questionnaires and open houses are the preferred methods for future engagement.
- Detailed route maps, design concepts, and traffic impact assessments are needed for informed participation in future engagements.

Project Context and Background

The District of Oak Bay is updating its Active Transportation Strategy (ATS), a long-term plan to support safer, healthier, and more sustainable ways of getting around. Active transportation includes walking, cycling, rolling, and transit—any form of human-powered or low-carbon travel that connects people to their daily needs. Investing in active transportation contributes to healthier communities, reduces greenhouse gas emissions, improves affordability, and creates safer, more connected neighbourhoods.

Oak Bay's efforts to improve active transportation have been underway for more than a decade. The District's first adopted an ATS in 2011, establishing a long-term vision for walking and cycling networks. Since then, related initiatives such as the 2022 Pedestrian and Sidewalk Master Plan and a 2023 technical review have guided progress and alignment with the BC Active Transportation Design Guide. In March 2024, Council approved an updated ATS with a technical focus. In May 2025, Council directed staff to undertake a broad, community-wide engagement process to ensure the updated strategy reflects local needs and perspectives, particularly around the nine proposed routes identified as priorities.

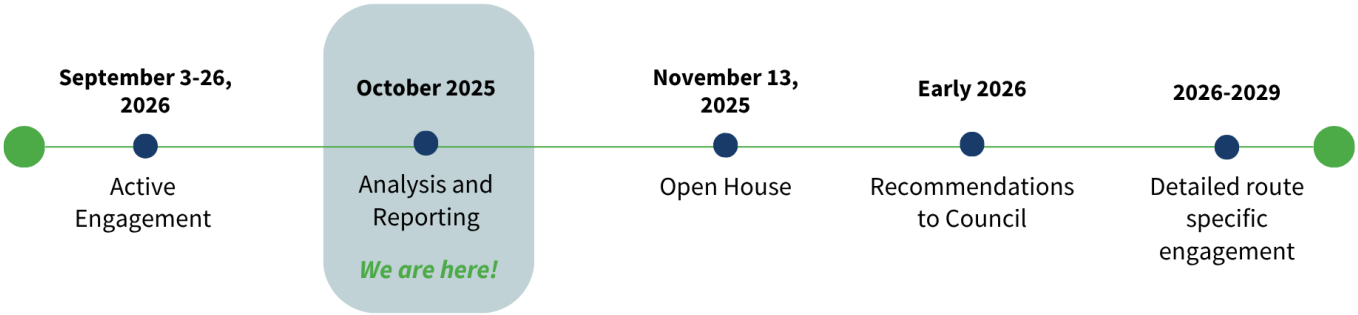


The current focus is on nine proposed cycling routes, which form the backbone of Oak Bay's cycling network. These routes are a mix of commuter connections, neighbourhood bikeways, and multi-use trails, and have been identified for staged implementation. The proposed routes are:

1. Oak Bay Avenue – Beach Drive Connection
2. Bowker Avenue Commuter Route
3. Cedar Hill Cross Road Multi-Use Trail
4. Central Oak Bay Neighbourhood Bikeway
5. Cadboro Bay Road Commuter Route
6. McNeill Avenue – Beach Drive Connection:
    a. Option 1 – Margate Avenue Beach Connection
    b. Option 2 – Currie Road Beach Connection
7. Lansdowne Road Commuter Route
8. Henderson Road/Foul Bay Road Commuter Route
9. Oak Bay Avenue Commuter Route

Recognizing that these projects will directly shape how residents and visitors move through the community, Council has emphasized the importance of early and meaningful engagement. To support this, the District retained Engage Delaney as a third party to design and facilitate Phase 1 engagement. Phase 1 engagement, running from September 3–26, 2025, reached 855 community members and focused on gathering broad community feedback on the nine routes, overall priorities for active transportation, and people's cycling needs and habits. Input from the survey, workshops, and outreach summarized in this report will help refine the proposed routes and guide the development of Oak Bay's first Cycling Implementation Plan, which will be presented to Council in 2026.

The Cycling Implementation Plan is a key next step in turning the ATS into action. It will set out how the nine priority routes should be advanced, identify relative priorities among them, and provide baseline information on cycling needs in Oak Bay. Before Council considers the plan, a community open house on November 13, 2025, will provide residents an opportunity to see how Phase 1 feedback has shaped the proposed routes and recommendations.



Decisions about active transportation will not be based on engagement alone. Community input will be considered alongside technical guidelines, safety and accessibility standards (with a focus on All-Ages-and-Abilities design), financial feasibility, and broader Council priorities such as livability and climate action. Future phases of engagement, planned between 2026 and 2029, will provide more detailed, route-specific opportunities for the community to weigh in on design options, trade-offs, and priorities before construction proceeds.

The updated ATS and Cycling Implementation Plan together will shape how Oak Bay invests in its streets and public spaces over the coming years, helping to build a safe, connected, and inclusive transportation network that reflects both technical best practices and the values of the community.

Engagement and Communications Synopsis

Community Engagement Goal

The engagement goal is the overarching reason for why we are engaging with the community. For this first phase of the project, our engagement goal was:

> **By the end of fall 2025, engage and connect with all community members and groups who use various modes of transportation and have an interest in Active Transportation and**

cycling infrastructure, so their needs, interests, concerns and hopes are reflected in an updated Active Transportation Strategy and the Cycling Implementation Plan.

Engagement Objectives

Engagement objectives are simple statements that articulate specifically what the engagement process will achieve. The following objectives have been crafted based on the International Association for Public Participation (IAP2) Spectrum of engagement (Appendix A).

1) To listen and learn from participants about their modal use, preferences and needs. Specifically, to understand the frequency of different modal types and motivations.

2) To explore what improvements could be made to increase active transportation options and use in Oak Bay.

3) To invite dialogue on what the community and interested parties believe should be the District's priorities to improving active transportation options in the community.

4) To invite broader input into initiatives and priorities that could enhance the access, safety and convenience of cycling in Oak Bay.

5) To listen and learn from participants about their expectations for Phase 2 engagement, including how they want to engage, the level of detail they are hoping to comment on, what information they need to fully engage, and how to ensure the engagement is as inclusive as possible.

6) To receive feedback on the nine identified priority routes, including opportunities for improvement, concerns, and identifying relative priority amongst the routes for implementation.

7) To receive feedback on the level of support for beautification and amenities that support the implementation of the nine proposed routes.

Engagement Approach and Reach

Phase 1 of the Active Transportation Strategy engagement was designed to reach a broad cross-section of the community and provide multiple ways for people to participate. The goal was to gather high-level feedback on the nine proposed cycling routes, overall priorities for active transportation, and cycling needs and habits. In preparation for Phase 1, Engage Delaney also conducted 10 pre-engagement interviews with representatives of community organizations, neighbourhood groups, and advocacy networks between August 7 and 14, 2025. These conversations helped identify early insights, opportunities, and concerns to inform the design of the broader engagement process.

Participants emphasized the need for mixed formats (surveys, workshops, and small group sessions) to ensure inclusive participation, and they stressed the importance of clear and transparent information, especially on what has already been decided, what remains open for input, and how engagement results will be used. These insights directly shaped the design of Phase 1 engagement activities, ensuring they were responsive to community needs and built on lessons learned.

Through an online survey and three in-person workshops, we reached 855 community members in this phase of the engagement.

Approach	Participants
Online Survey	763
September 12 Workshop	32
September 13 workshop	25
September 16 workshop	35
Total	855

Online Community Survey: An open online survey ran from September 3–26, 2025, and served as the primary tool for collecting broad input from residents, visitors, and interested and affected parties. The survey invited participants to share their experiences and preferences around walking, cycling, and rolling, as well as their perspectives on each of the nine proposed cycling routes. It also gathered input on priorities for improving active transportation in Oak Bay and preferences for how community members would like to be engaged in the future.

Community Workshops: Three in-person workshops were held on September 12, 13, and 16, 2025. Each session was two and a half hours long and open to up to 50 participants. The workshops combined a short presentation on the ATS with small group dialogue and a World Café format, where participants could move between tables focused on different routes. At each table, flipcharts were used to record what participants liked about a proposed route, what they would like to see changed, and any other priorities or concerns. This format encouraged collaboration, allowed participants to share perspectives directly with others, and generated detailed feedback on specific routes.

Communications Goal

The following is the overarching communications goal for the project:

> **By early September, share fact-based information on the ATS project, including nine proposed routes, so that interested community members and parties are motivated to participate and have the information they need to engage.**

Communications Objectives

Specific communications objectives (at the INFORM level of the IAP2 spectrum) to achieve the goal were:

1) To share information about why active transportation is important, regardless of how a person connects to work, life and home.

2) To share information about the ATS, its goals, intended outcomes and how it aligns with broader Council and District priorities.

3) To clearly articulate what parts of the ATS have been decided and will not change versus those elements of the ATS which are open to change as a result of engagement.

4) To share information about how the engagement findings will be used to support staff's recommendation to Council, including other key considerations that will be used to finalize their recommendation.

Communications Approaches

In order to ensure the community members had all the necessary information to meaningfully engage in the process, the following communications approaches were utilized:

1) Connect Oak Bay website: The District of Oak Bay Engagement project page hosted project information, contact information, timeline and engagement and communication materials, as well as online engagement opportunities.

2) Project emails: Email updates were shared with approved District distribution lists and community groups, to share information and encourage the public to participate in the engagement process. Additionally, emails were sent to individuals who signed up through Connect Oak Bay to receive emails on engagement opportunities related to Active Transportation.

3) Direct email outreach: Local community organizations and groups were informed of the process and opportunities for them to engage directly.

4) Postcards and Flyers: Distributed at District facilities and through partner organizations, print materials were available in limited quantities to support those who may not engage online. We also mailed flyers with quarterly utility bills and distributed them during walkabouts to local businesses.

5) Oak Bay News: Weekly ads in the Oak Bay News (paper and online) were published to promote the engagement opportunity, focused on the survey.

6) Neighbourhood Signage: Promotional signage about the engagement opportunity was installed in key intersections and greenways.

7) Social media: Regular updates about the project and the engagement opportunity were posted on:
    a. Facebook
    b. Instagram
    c. LinkedIn

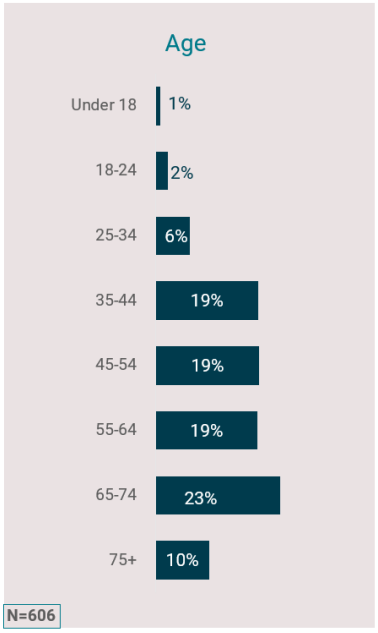
Questionnaire: Who Responded

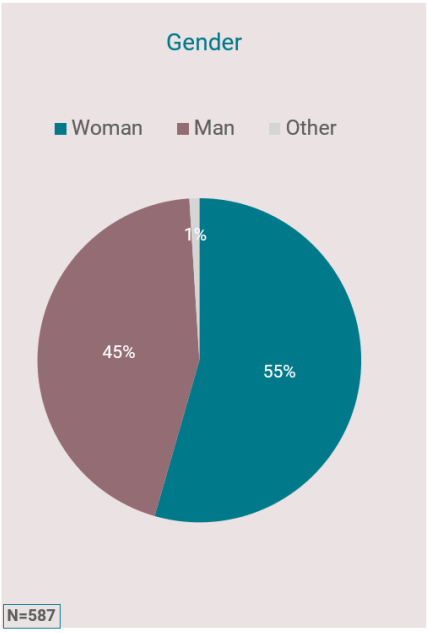
A total of 763 community members participated in the online questionnaire. Questions were optional, and the number of responses per question varied (noted as "N = xx" on the graphs throughout this section).

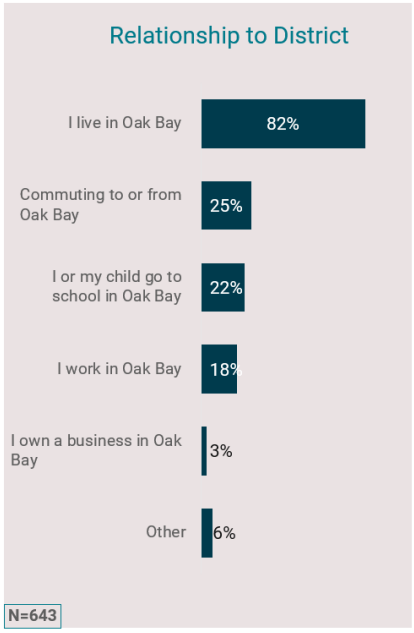
Respondent Demographics:

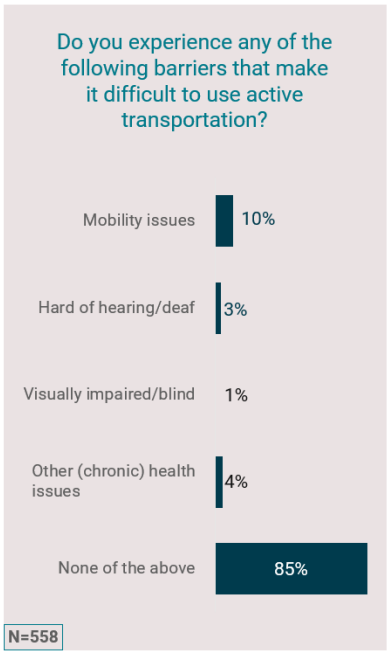
Survey participants represented a diverse cross-section of Oak Bay residents and community members.

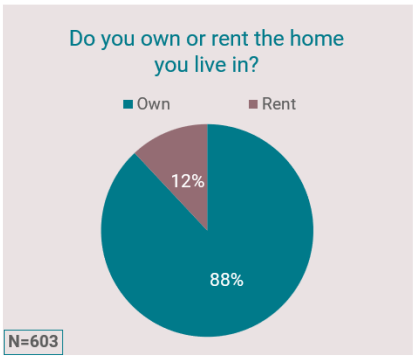
- More than half of respondents identified as women (55%), 45% identified as men, and 1% selected other.
- Participants ranged in age from under 18 to over 75 years old, with the largest groups aged 65–74 (23%), 55–64 (19%), 45–54 (19%), and 35–44 (19%).
- Most respondents (82%) reported that they live in Oak Bay, with additional participation from those commuting to or from Oak Bay (25%), parents or guardians of students attending school in the community (22%), and those who work in Oak Bay (18%). A small number indicated they own a business (3%) or have another relationship with the community (6%).
- In terms of neighbourhood representation, responses were received from across the municipality. The largest shares came from South Oak Bay (31%) and North Oak Bay (20%), followed by those living outside Oak Bay (15%), Estevan (13%), and Henderson (9%). Smaller proportions lived along Oak Bay Avenue (7%), in Uplands (3%), or Harling Point (1%).
- The majority of respondents (88%) were homeowners, while 12% identified as renters.
- Over one-third (38%) reported having children under 18 years of age in their household.
- Most participants (85%) indicated that they experience no barriers that make it difficult to use active transportation. Among those who did, 10% identified mobility issues, 4% mentioned other chronic health conditions, 3% identified as hard of hearing or deaf, and 1% as visually impaired or blind.

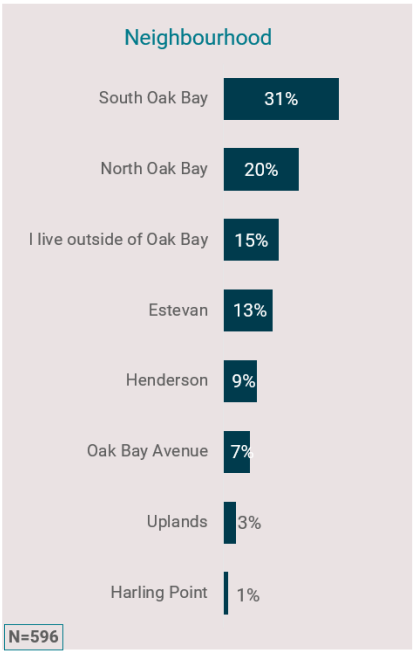










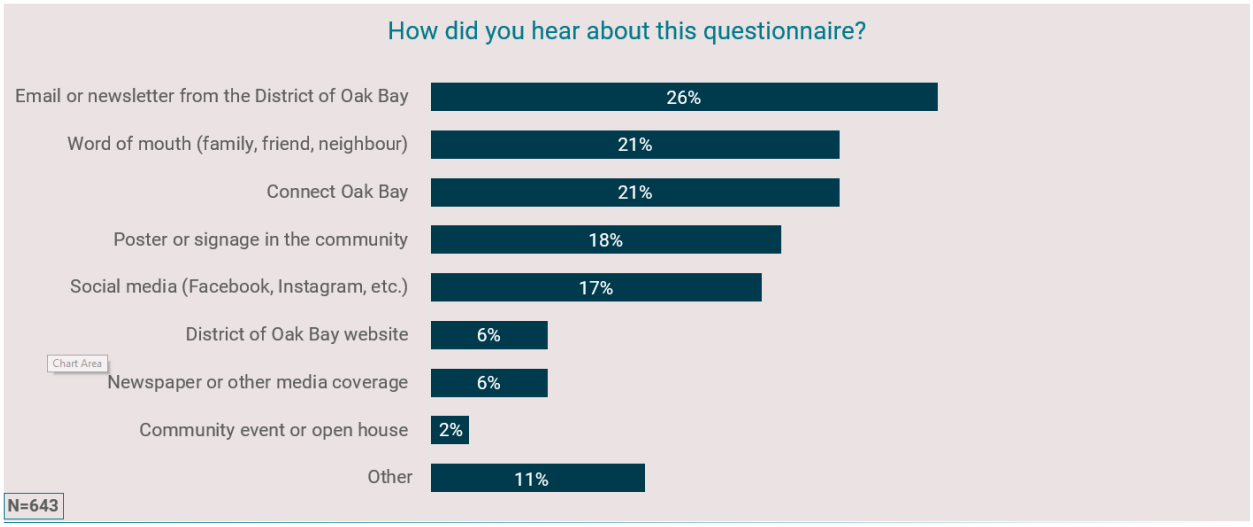


Questionnaire Awareness:

Respondents learned about the online questionnaire through a variety of channels. The most common source was an email or newsletter from the District (26%), followed by word of mouth (21%) and Connect Oak Bay (21%).

Other ways respondents heard about the questionnaire included posters or signage in the community (18%), social media (17%), and the District's website (6%). A small number were reached through newspaper or media coverage (6%), community events or open houses (2%), or other sources (11%).

Among those mentioning other sources of awareness of the questionnaire, the most commonly given answer was school communications (5%). Other mentions specified where a poster was seen (such as at the Monterey Rec Center), or community associations as the source.



What We Learned

This section of the report summarizes findings from the online questionnaire as well as what was heard at the in-person community sessions. Community members who completed the questionnaire are *"respondents"* while those who attended the sessions are *"participants."*

The views represented in this report reflect the feedback and considerations of engagement respondents and participants, which may not be fully representative of the views of the general public or those living in the District of Oak Bay community. Community members self-selected to participate and therefore do not reflect a random sample.

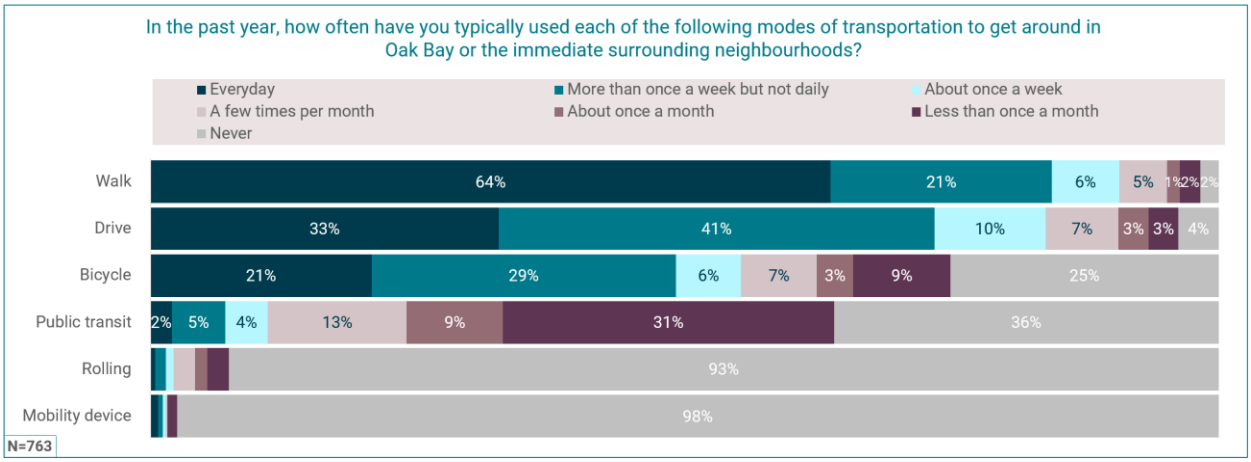
Getting Around in Oak Bay

Survey respondents shared information about how they typically travel within Oak Bay and surrounding areas.

Frequency of Transportation Modes

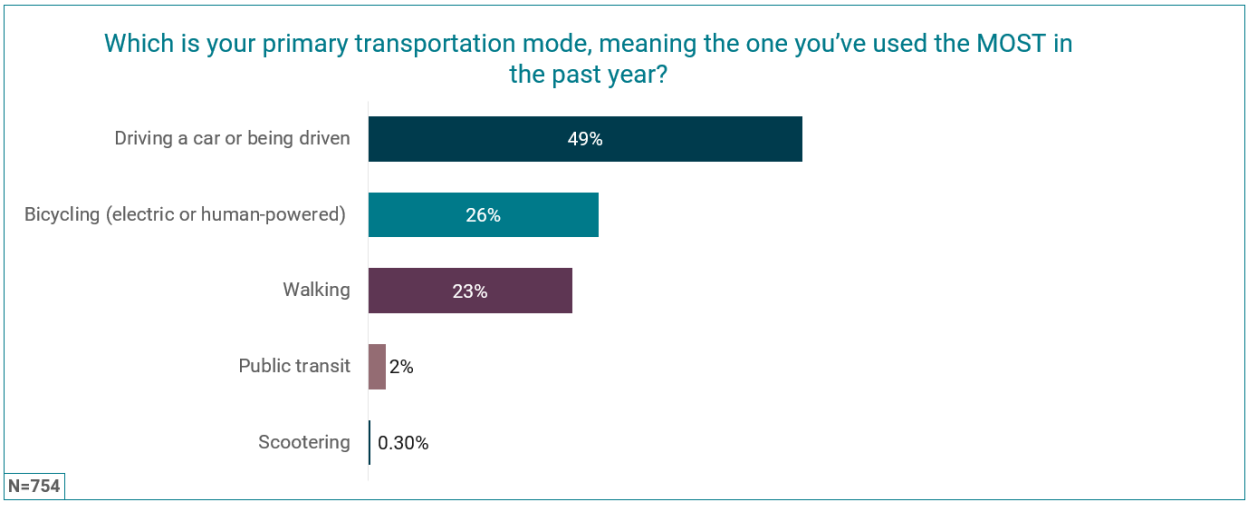
Walking was by far the most frequently used way for residents to get around Oak Bay. Roughly two-thirds (64%) said they walk every day, and another one in five (21%) do so several times a week. Driving followed closely, with one-third (33%) driving daily and four in 10 (41%) a few times per week. Cycling was also a regular part of many respondents' routines, with about one in five (21%) reporting that they cycle daily, and nearly three in 10 (29%) cycling weekly.

By contrast, only a small proportion relied on public transit, with fewer than one in five (18%) using it more than a few times per month and over one-third (36%) saying they never do. Rolling modes such as scooters or skateboards and mobility devices were rarely used among respondents, with more than nine in ten (93% and 98%, respectively) reporting that they never use these forms of transportation.



Primary Mode of Transportation

When asked which mode of transportation they use most often, driving was the clear number one choice. Half of respondents (49%) said they primarily drive or are driven, while one-quarter (26%) identified cycling as their main mode of travel. Walking was selected by slightly fewer (23%), making it the third most common mode. Very few respondents reported relying primarily on public transit (2%) or scootering (0.3%).



Reasons for Walking

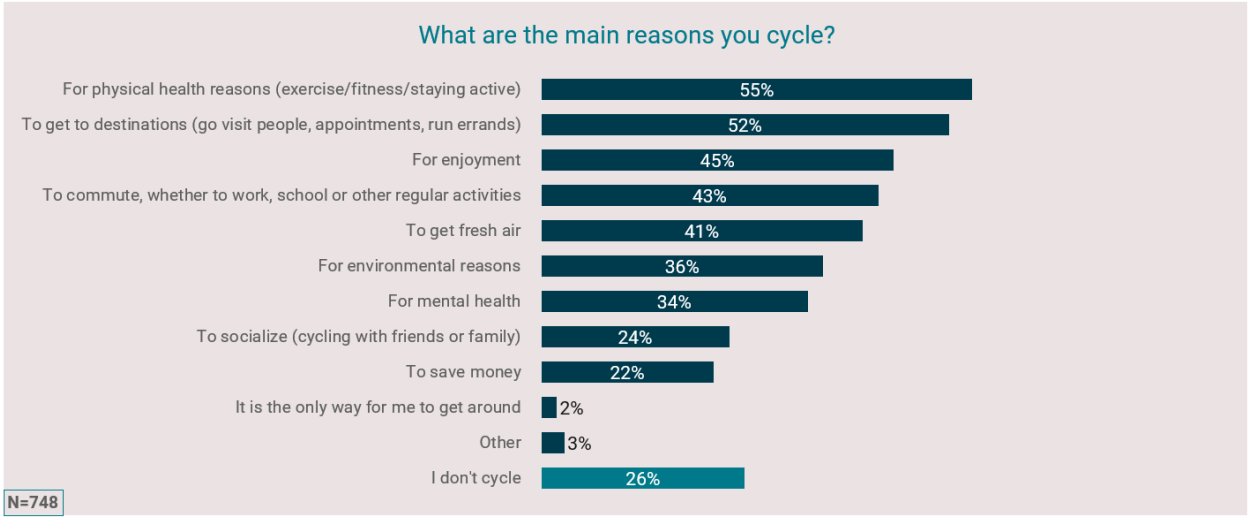
Walking was most commonly motivated by health and wellbeing. Nearly eight in 10 respondents (78%) said they walk for physical health reasons, while about seven in 10 cited enjoyment (69%) and getting fresh air (67%). Many also walk to reach destinations (63%) or for mental health benefits (52%).

Half (49%) said they walk to socialize with friends or family, and more than one in three (37%) do so for environmental reasons. Fewer respondents walk to commute (28%), to save money (12%), or because it is their only way to get around (2%). A small share (9%) selected "other," and 2% said they do not walk. Among the respondents who had other reasons for walking, 6% (of total respondents) said they walk their dog. The remaining 3% cited various other reasons.

Reasons for Cycling

Cycling was most often motivated by health, practicality, and enjoyment. Just over half of respondents (55%) said they cycle for physical health reasons, while about the same share (52%) do so to reach destinations such as work, school, or errands. Nearly half (45%) cited enjoyment, and more than four in 10 (43%) said they cycle to commute regularly.

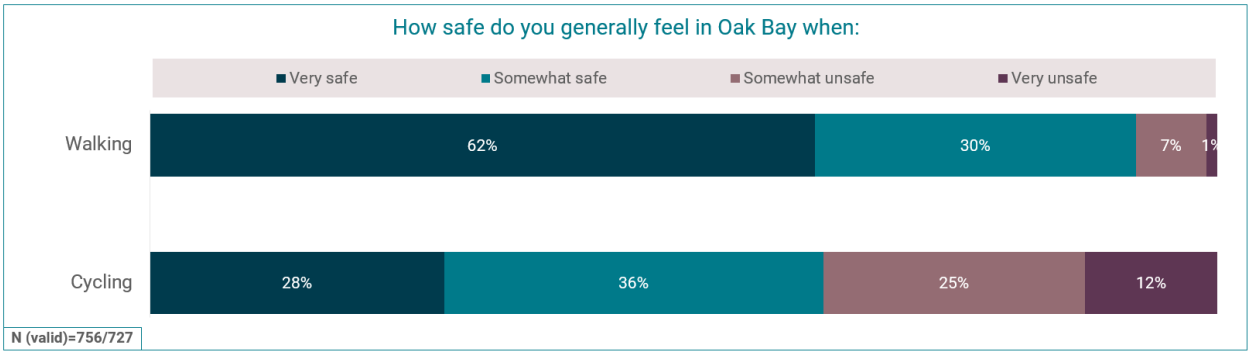
Other frequently mentioned reasons included getting fresh air (41%), environmental benefits (36%), and mental health (34%). Smaller proportions reported cycling to socialize (24%), save money (22%), or because it is their only way to get around (2%). A few respondents selected other reasons (3%), while one in four (26%) said they do not cycle.



Feelings of Safety When Walking and Cycling

Most respondents reported feeling safe when walking in Oak Bay. Nine in 10 (92%) said they feel very safe (62%) or somewhat safe (30%), while only 7% felt somewhat unsafe and 1% felt very unsafe.

Perceptions of safety were lower for cycling. The majority of respondents (64%) said they feel very (28%) or somewhat safe (36%), while one in four (25%) felt somewhat unsafe and 12% felt very unsafe when cycling in Oak Bay.



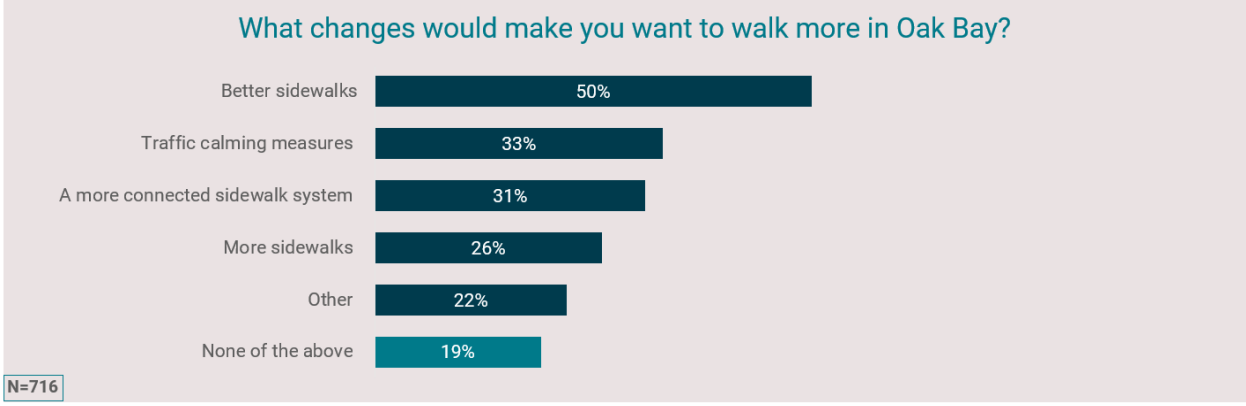
Overarching Priorities and General Feedback

Pedestrian Priorities

Changes to encourage more walking

Survey respondents identified a range of improvements that would make walking in Oak Bay more appealing and convenient. Half (50%) said that better sidewalks would encourage them to walk more often. Other frequently mentioned improvements included traffic calming measures (33%), a more connected sidewalk system (31%), and additional sidewalks (26%). About one in five (22%) suggested other improvements. Among other changes mentioned, the most frequently cited theme was related

to crosswalks (6% of total responses), followed by lighting (5%), sidewalks (3%) and speed/speed limits (3%).



In-person session participants also discussed what could be better for walking in Oak Bay. Many of the themes that emerged mirrored those found in the survey. The top in-person themes, listed in order of prevalence, were:

1. Sidewalk conditions, repairs, and maintenance
   The most common set of comments highlighted the condition, upkeep, and accessibility of sidewalks across Oak Bay, underlining the desire for a safe, universal walking environment that works for all ages and abilities. Participants stressed the need to fix broken, cracked, or uneven sidewalks, replace asphalt with concrete, and address tree root upheaval. Many called for sidewalks that are flat, wide, smooth, and free of tripping hazards, with a focus on repairing existing infrastructure before adding new routes.

   Accessibility as a sub-theme was strongly emphasized. Participants described challenges for wheelchair users, strollers, and people with limited mobility due to steep curb cuts, sidewalk-to-road grade differences, and sloped driveways. Suggestions included making curb cuts smoother and more visible, ensuring new sidewalks are built to accessibility standards, widening narrow sidewalks, and improving continuity where sidewalks abruptly end.

2. Crosswalks and pedestrian crossings
   Participants frequently called for more and safer crosswalks, especially near schools, parks, playgrounds, beaches, and other high-traffic areas. Many recommended flashing lights, push-button signals, raised crosswalks, scramble crossings, or daylight improvement to enhance visibility. Others wanted wider crosswalks that can accommodate families and groups walking together. Several responses also noted that crossings are particularly dangerous at uncontrolled intersections or where drivers fail to yield.

3. Traffic calming and speed reduction
   Concerns about vehicle speeds and road design were also a recurring theme, with participants expressing that slower traffic would make walking safer and more enjoyable. Suggestions included reducing speed limits to 30 km/h, adding speed bumps, more stop signs at busy or low-visibility corners, and eliminating slip lanes that allow cars to turn

without slowing down. Some also wanted live speed signage for drivers and stronger enforcement of speed infractions.

4. Driver and pedestrian education and enforcement
   Several responses pointed to the need for better education and enforcement to improve walking conditions, reflecting a cultural as much as a policy change. They wanted drivers reminded that pedestrians have the right of way, especially at corners and school routes, and called for more consistent enforcement of traffic violations. There were also suggestions for pedestrian awareness campaigns, cyclist behaviour education, and a general push for common courtesy amongst all road users. Regarding enforcement, participants mentioned both speed limit enforcement by police as well as parking bylaw enforcement.

5. Lighting, visibility, and signage
   Improving visibility and wayfinding was another recurring concern. Participants requested more streetlights and flashing beacons at crossings, better signage at intersections, and painted stop signs to increase driver awareness. Night-time safety, especially in areas used by children or near schools, was a particular focus.

6. Urban design, amenities, and greenery
   A number of comments linked walking improvements to comfort and amenities, reflecting a vision of walking not only as safe and functional but also pleasant and socially supportive. Suggestions included more benches, especially for seniors, public washrooms, and water stations. Several also emphasized protecting and expanding the tree canopy to provide shade while ensuring it does not obstruct sidewalks.

7. Connectivity and network improvements
   Participants noted gaps in Oak Bay's walking network, calling for continuous, connected routes and emphasizing the importance of walking as a way to reach destinations, not just a recreational activity. It was said that some sidewalks end abruptly, fail to connect through neighbourhoods, or are missing entirely in certain areas. Others wanted stronger connections between popular routes like Oak Bay Avenue, Bowker Creek, and the waterfront.

8. Shared space, cycling conflicts, and prioritization
   Several participants expressed concerns about conflicts between pedestrians, cyclists, and drivers. Some felt that cycling infrastructure has been prioritized at the expense of walking, while others noted that cyclists sometimes create hazards for pedestrians. Calls were made to rebalance priorities, ensuring that walking remains at the core of Oak Bay's active transportation system.

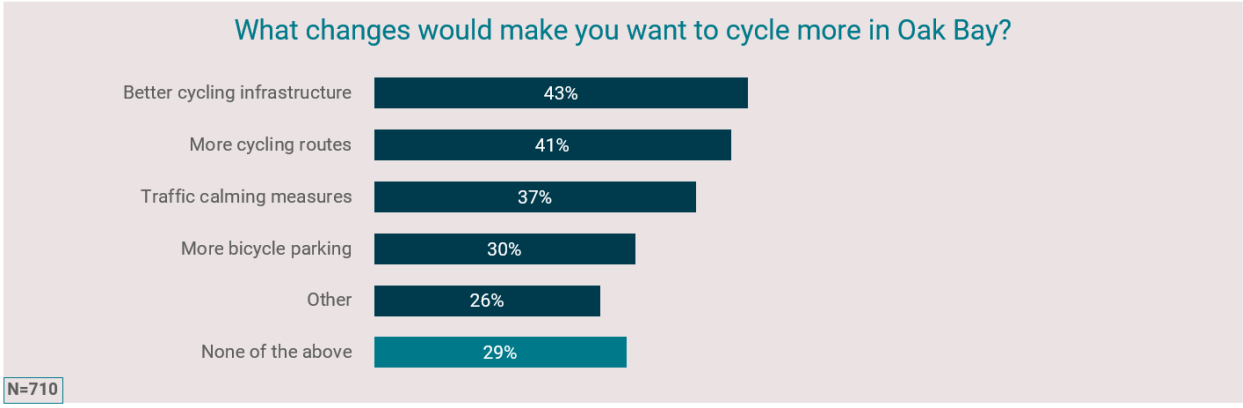
Cycling Priorities

Changes to encourage more cycling

Respondents identified several improvements that would encourage them to cycle more often in Oak Bay. The most common responses were better cycling infrastructure (43%) and more cycling routes (41%), followed by traffic calming measures (37%) and additional bicycle parking (30%).

One-quarter (26%) mentioned other changes, while 29% said that none of the listed options would influence how often they cycle. Among "other" responses, the most frequently mentioned changes

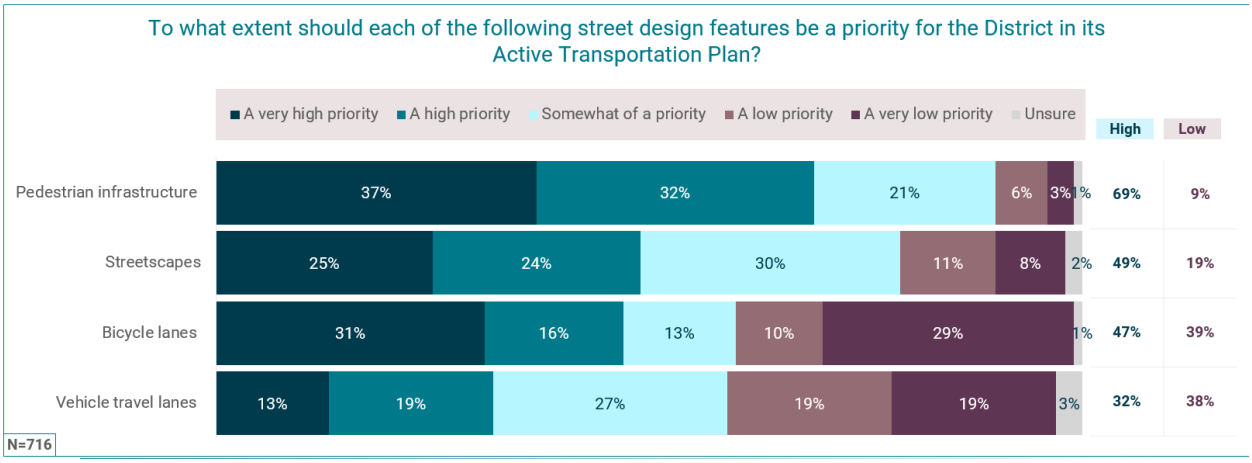
were related to bike lanes (7%), managing vehicle traffic and driver behaviour - often safety-related (7%); routes/paths/trails/connectivity (6%), and parking (4%).



Street design priorities

Respondents were asked to rate the importance of different street design features for Oak Bay's Active Transportation Plan. Pedestrian infrastructure was rated as the highest priority, with 37% identifying it as a very high priority and another 32% as a high priority, for a combined 69% rating it as important. Only 9% considered it a low or very low priority.

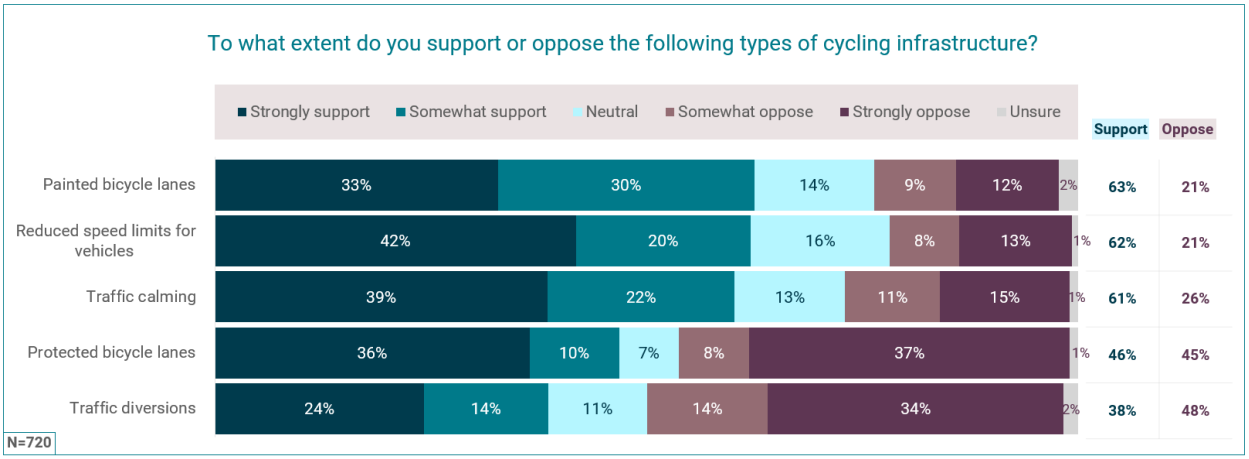
Streetscapes were also seen as important, with half (49%) identifying them as a high or very high priority and 19% rating them as a low priority. Bicycle lanes followed closely, with 47% rating them as a high or very high priority, and 39% as a low priority. By contrast, vehicle travel lanes received the lowest overall priority, with only 32% identifying them as a high or very high priority, and a larger share (38%) viewing them as low or very low priority.



Cycling infrastructure Support and Oppositions

Respondents expressed varying levels of support for different types of cycling infrastructure and street design features. The highest levels of support were for painted bicycle lanes (63%), reduced speed limits for vehicles (62%), and traffic calming measures (61%). Opposition to these measures ranged from 21% to 26%, while the remainder were neutral or unsure.

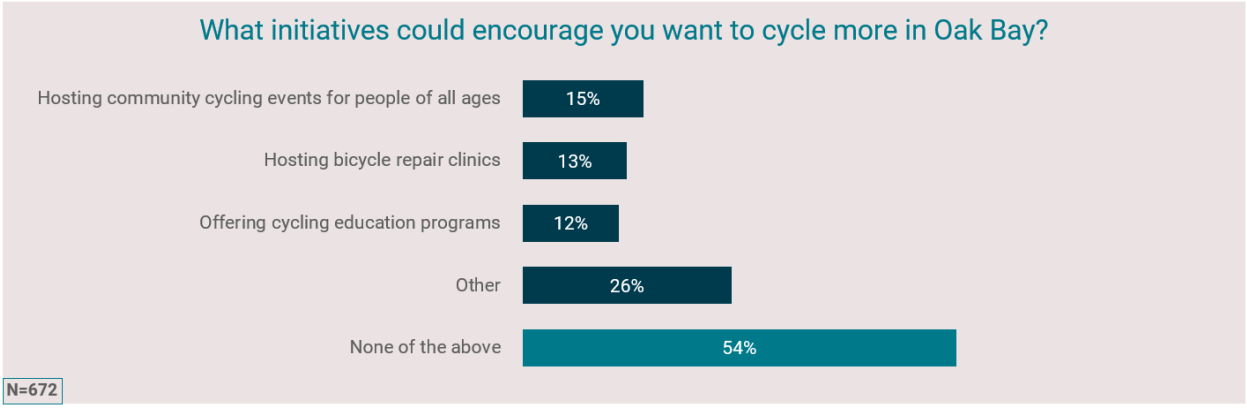
Opinions were more divided on protected bicycle lanes, with 46% expressing support and 45% opposition. Traffic diversions received the lowest level of support and highest levels of opposition, with 38% in favour and 48% opposed.



Initiatives to promote more cycling

When asked what initiatives could encourage them to cycle more often in Oak Bay, over half of respondents (54%) said that none of the listed initiatives would make a difference to their cycling habits. Among those who identified potential motivators, the most common suggestions were community cycling events (15%), bicycle repair clinics (13%), and cycling education programs (12%).

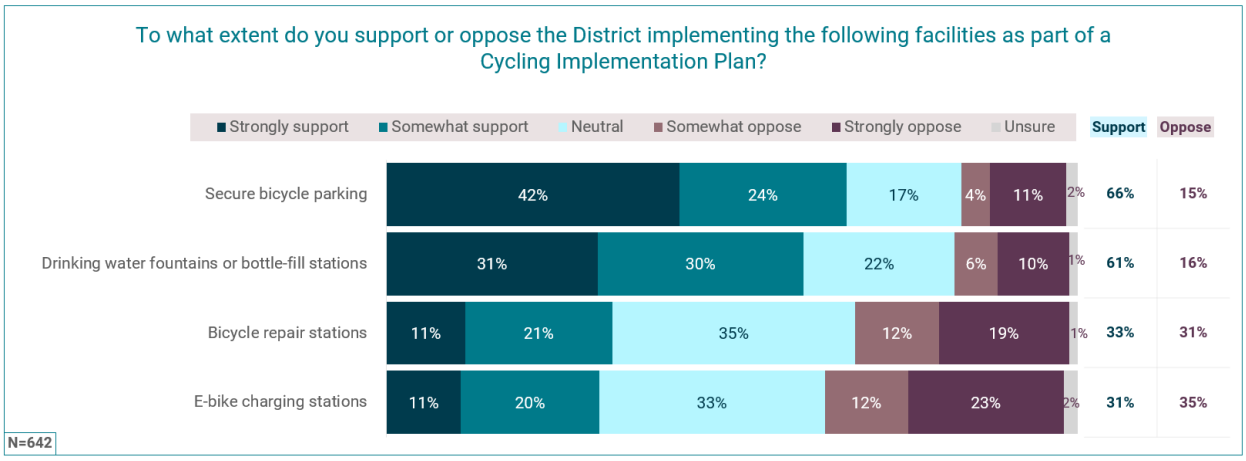
About one-quarter (26%) selected other initiatives, with most of these respondents reverting back to mentioning infrastructure, such as bike lanes. Genuine initiative-related themes together accounted for about 11% of responses, and included education, awareness and training initiatives (3%), parking/storage initiatives (3%) and miscellaneous other ideas.



Cycling facilities and wayfinding

Respondents expressed the strongest support for amenities that enhance convenience and security for cyclists. Two-thirds (66%) supported the addition of secure bicycle parking, including 42% who strongly supported it. Drinking water fountains or bottle-fill stations also received broad support, with 61% in favour and 16% opposed.

Opinions were more divided on bicycle repair stations and e-bike charging stations. One-third (33%) supported repair stations, while another 31% opposed them, and 31% supported e-bike charging stations compared to 35% who opposed.

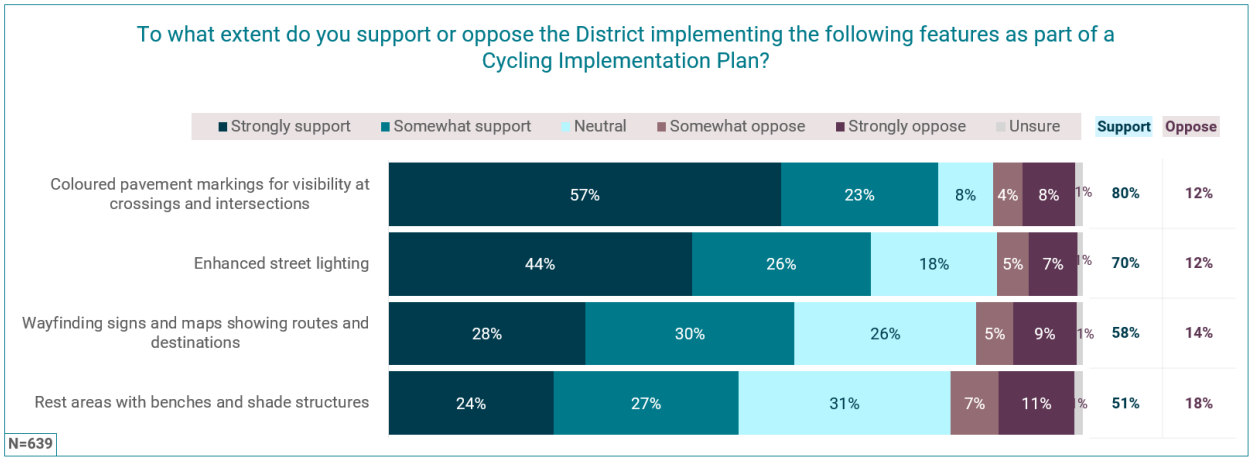


Cycling route features

Respondents showed strong support for route features that improve visibility, safety, and comfort for cyclists. The highest level of support was for coloured pavement markings at crossings and intersections, with 80% in favour, including 57% who strongly supported this measure.

Enhanced street lighting was also widely supported (70%), followed by wayfinding signs and maps showing routes and destinations (58%) and rest areas with benches and shade structures (51%).

Opposition to these features was relatively low, ranging from 12% to 18%, while the remainder were neutral or unsure.



In-person session participants also discussed what could be better for cycling in Oak Bay. Many of the themes that emerged mirrored those found in the survey. The top themes, listed in order of prevalence, were:

1. Protected bike lanes and infrastructure design
   The most prominent theme concerned bike lanes and cycling infrastructure, but participants were divided: roughly as many people spoke against concrete-separated lanes as spoke for greater protection.
   - *Support for protected lanes:* Many participants wanted painted and physically separated lanes on busy roads, citing safety, visibility, and comfort for "all ages and abilities." They emphasized high-quality designs, connections to schools and commercial areas, and features such as wider lanes, bike-specific signals, and conflict paint at intersections. A smaller group supported fully protected lanes as the only way to guarantee safety for children and less confident riders.
   - *Opposition to protected lanes:* Almost as many participants expressed skepticism or opposition to protected lanes, particularly those using concrete barriers or dividers. Concerns included safety risks for e-bikes and scooters, difficulty for emergency vehicles, choke points for traffic, and narrow designs that felt unsafe. Others preferred painted lanes or shared-road models, or argued that not all streets are appropriate for separated bike lanes. Some shared that they were opposed because they feared a loss of parking, depreciation of property values and streets being too narrow to accommodate physical barriers.

2. Traffic calming and slower speeds
   A significant number of participants highlighted the role of slower vehicle speeds and traffic calming in making cycling safer. Suggested measures included lowering speed limits to 30 km/h, roundabouts, four-way stops, speed humps, elephant ears, bump outs, and live speed enforcement. Some wanted one-way streets or additional "street furniture" to reduce vehicle dominance. Many pointed to Richardson Street and Haultain Road as positive examples of shared, traffic-calmed streets.

3. Safety measures and crossings
   Cycling safety at intersections and crossings was another key theme. Participants wanted cyclist-activated signals, push-button crossings, flashing lights, elephant's feet markings, and improved intersection lighting. Visibility improvements that cyclists should make (helmets, lights, reflective clothing) and "dooring" protection were also cited. Some emphasized that intersections should be designed to be as safe for bikes as for cars.

4. Network connectivity and route planning
   Participants stressed the need for a continuous, connected cycling network. Gaps and dead ends in bike routes were noted as major barriers. People wanted east–west and north–south connectors, better links to schools and community destinations, and integration with neighbouring municipalities. The All Ages and Abilities (AAA) framework was cited frequently, with specific calls to support child and youth independence and to ensure safe school routes.

5. Parking, storage and security
   Secure end-of-trip facilities were highlighted as critical for encouraging cycling. Participants asked for more public bike racks, valet parking, storage for larger cargo bikes,

and racks positioned away from obstructions like garbage cans. Several stressed that cycling will only grow if riders know their bikes can be parked safely and conveniently.

6. Culture, education and behaviour change
   Participants also emphasized the importance of changing behaviours and attitudes around cycling. Suggestions included school-based safety programs, community cycling education, campaigns on road courtesy, and driver awareness initiatives.

7. Vision, priorities and long-term planning
   Several participants called for bolder long-term thinking. Some wanted Oak Bay to become a "cycling mecca," with ambitious planning and showcase infrastructure. Others focused on prioritizing routes such as Beach Drive, setting clear timelines, and committing to long-term investment in cycling culture and infrastructure. On the other hand, there were also those who wanted to ensure fiscal responsibility and said that current major infrastructure being maintained and renewed should be prioritized.

8. Policy, enforcement & regulation
   A smaller number of responses focused on rules and governance. Suggestions included stronger enforcement of traffic violations, consistency in cycling regulations across municipalities, and bylaws governing lights, bells, and right turns on red. A few also wanted deadlines for cycling projects to ensure timely implementation.

Overarching Priorities

In the in-person sessions, a whole group dialogue was held discussing general priorities for improving active transportation options in Oak Bay. The following is a summary of the priorities which were shared in whole group.

1. Safety and traffic calming
   Participants emphasized safety as the top priority. This included safer intersections with flashing lights, reduced vehicle speeds, more traffic calming measures, and adherence to AAA safety guidelines. Within this theme, several people called out specific roads or areas that require attention, such as Beach Avenue (big traffic volumes, pedestrian safety), Paradise Beach Avenue, and Lansdowne Road (traffic from trades/gardeners).

2. Education, culture shift, and community engagement
   Participants stressed the need for education and culture change to shift behaviours. Suggestions included persistent education campaigns for children, drivers, and cyclists, as well as hands-on learning for Council. Engagement was also a strong priority, with calls for Council and consultants to have transparent, on-site, and ongoing dialogue with residents.

3. Connectivity and network planning
   Participants highlighted the importance of creating a connected active transportation network. Priorities included better links across municipal boundaries, nodal village planning, and integration of cycling and pedestrian strategies. Place-specific comments reinforced the need for connectivity in certain corridors.

4. Parking management and demand reduction
   Suggestions included enforcement of two-hour parking, paid residential permits, and policies to incentivize modal shift by making driving less convenient.

5. Infrastructure improvements and amenities
   Practical investments suggested included benches, safe bike parking, pavement/sidewalk reporting mechanisms, and beautification, reflecting a desire for everyday walkability improvements as well as aesthetic upgrades.

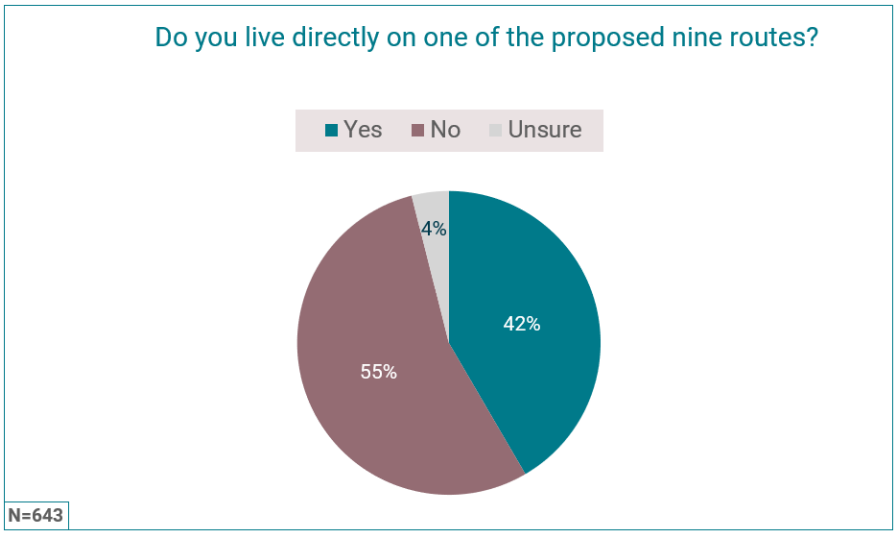
6. Implementation, funding, and project delivery
   Frustration with slow or piecemeal progress was common. Participants asked for fast-tracking of funding, simultaneous project delivery, and visible follow-through.

7. Vision, ambition, and leadership
   Participants urged Oak Bay to be bold and visionary, aspiring to be "the best community in Canada." This included calls to be ambitious but practical, to keep sight of long-term goals, and to show leadership. At the same time, there were counter perspectives to this vision which sought to focus and prioritize key infrastructure and responsible spending.

8. Tourism, villages, and land use considerations
   A smaller cluster of comments tied active transportation to tourism and village life, with requests to consider resident impacts along tourism corridors and to protect the vision of villages.

Route-Specific Feedback

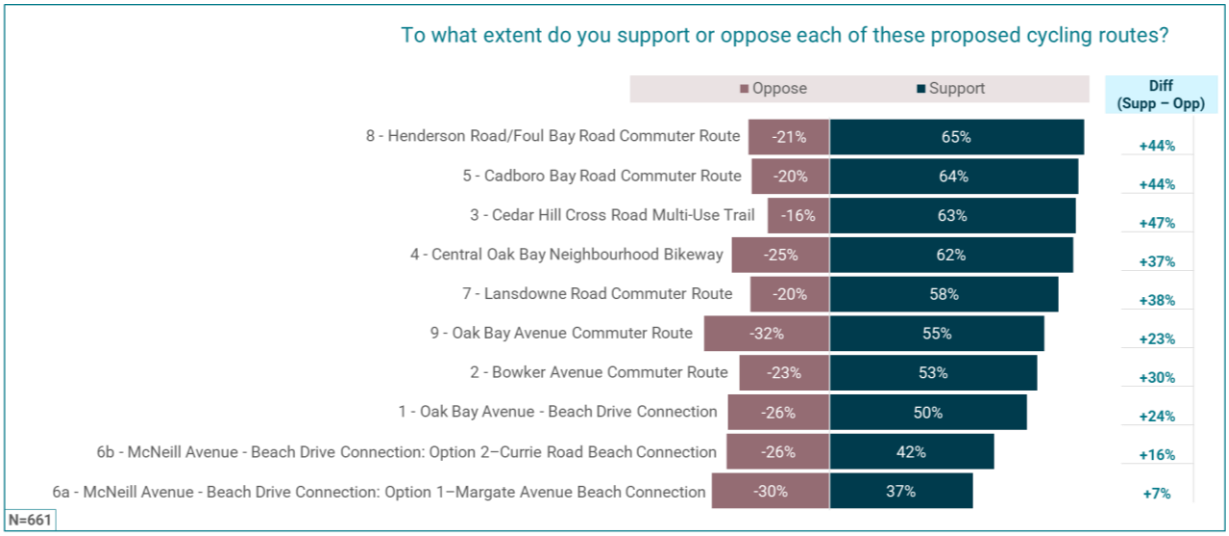
Just under half of respondents (42%) reported that they live directly on one of the nine proposed cycling routes, while 55% said they do not. A small proportion (4%) were unsure whether their residence is located along a proposed route.



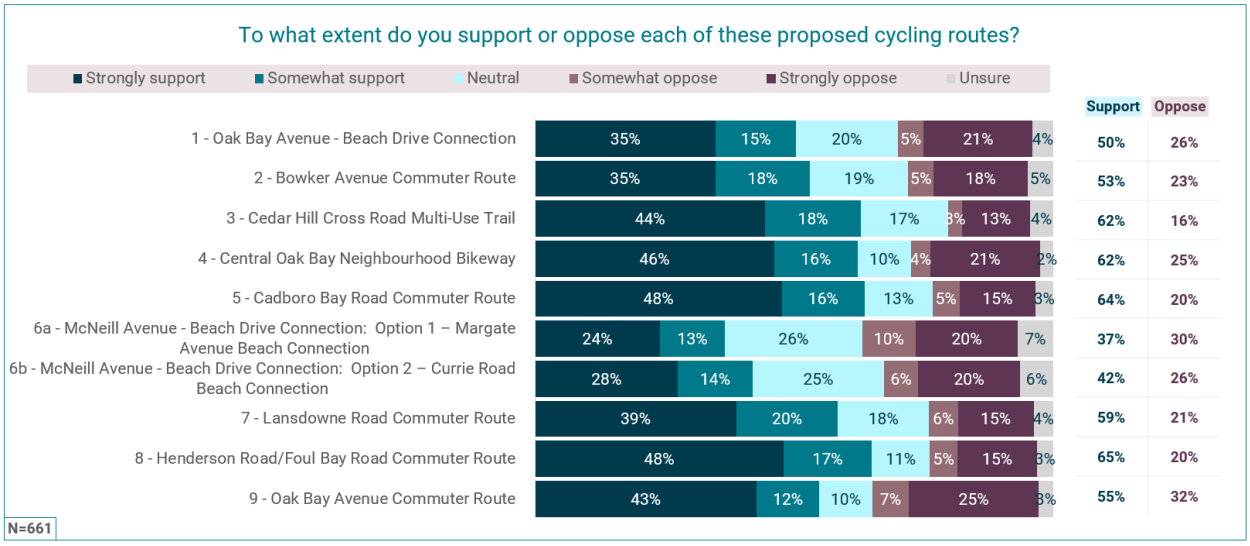
Respondents were asked to indicate their level of support or opposition for each of the nine proposed cycling routes identified in the Active Transportation Strategy. Overall, most routes received more support than opposition, though levels of enthusiasm and concern varied across the routes.

Almost a quarter of respondents (23%) supported all proposed routes; Four in10 (39%) were supportive of or neutral towards all routes, and 8% were opposed to all routes.

Findings ranked by total support: (combined strongly support and somewhat support):



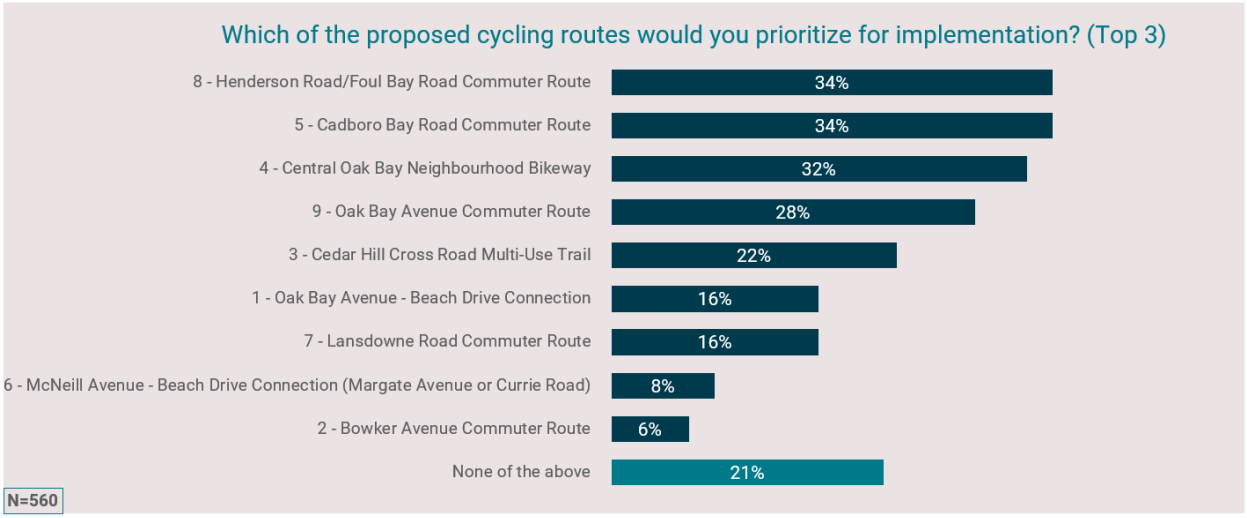
Full findings ranked by route number:



When asked which proposed cycling routes should be prioritized for implementation, respondents most frequently selected the Henderson Road / Foul Bay Road Commuter Route (Route 8) and the Cadboro Bay Road Commuter Route (Route 5), each chosen by 34% of participants.

These were followed by Route 4 at 32%, and Route 9 at 28%. Other frequently mentioned priorities included Route 3 (22%) and both Route 1 and Route 7, each at 16%.

Fewer respondents prioritized the McNeill Avenue – Beach Drive Connection (Route 6, 8%) or the Bowker Avenue Commuter Route (Route 2, 6%). About one in five (21%) said none of the routes should be prioritized.



Route-Specific Feedback

Survey respondents were asked to share the reasons they support any of the proposed cycling routes and to explain what they liked about specific routes. While comments varied by route, several overarching themes emerged across responses, including the importance of safety, connectivity, and accessibility. Many respondents also highlighted current use and future demand, noting that improved infrastructure would make cycling more comfortable and encourage more residents to travel by bike for school, work, and recreation.

Respondents were also asked to share their concerns about specific proposed cycling routes, including the reasons for their concern.

Workshop participants were also asked to provide feedback on each proposed route.

Below is a summary of what we learned about each of the proposed routes, starting with the survey feedback (reasons for support and concern), followed by feedback from workshop participants.

Route 1: Oak Bay - Beach Drive Neighbourhood Connection

Support (11 comments)

- *Connectivity and Completing the Network*
  Respondents who support Route 1 often described it as a missing link in the cycling network. They noted it would connect Beach Drive with Oak Bay Avenue and the Victoria bike network. Respondents indicated this connection would create a continuous cycling route from downtown Victoria to the coast, with some making suggestions for how to do that using signage and crossing signals at specific intersections.
- *Safety for Cyclists*
  Respondents identified Route 1 as one of several busier vehicle routes where dedicated cycling infrastructure is needed for safety, for example specifically noting that this route should be prioritized due to the risk of accidents between cars and bicycles.
- *Beach and Waterfront Access*
  Respondents noted the current difficulty of accessing the beach by bike, for example mentioning that accessing the beach is awkward and sometimes requires carrying a bike or scooter downstairs. This cycling route was seen as improving access to Beach Drive and waterfront areas.

- *General Support*
  Respondents who expressed general support for this route described it as a logical cycling route. Some indicated they already use these routes regularly and identified Oak Bay Avenue and Beach Drive as main routes where cycling infrastructure would be appropriate based on existing travel patterns.

Concern / Opposition (17 comments)

- *Limited Need or Use*
  The most common reason for opposing Route 1 was a perceived lack of need or demonstrated demand. Many respondents said the connection to Beach Drive is rarely used by cyclists and that nearby streets such as Prospect Place or Granite Street already provide safe alternatives. Others questioned whether this route adds value or meaningful connectivity within the network.
- *Safety and Design Concerns*
  Some respondents expressed concern about safety risks related to the route's steep slope, blind corners, and limited sight lines—particularly where it meets Beach Drive. They felt the hill and the crossing near Newport Avenue make the route unsafe for both cyclists and pedestrians, with some worried about potential conflicts between the two. Some also noted that the proposed extension passes through areas already challenging for drivers and pedestrians, raising doubts about its feasibility.
- *Traffic and Space Constraints*
  A number of respondents mentioned that Oak Bay Avenue and nearby corridors are already busy and congested, with limited space to safely add bike infrastructure. They worried that introducing bike lanes could compromise traffic flow or parking availability, creating new conflicts rather than improving safety.
- *Preference for Alternative Routes*
  Some respondents suggested that parallel or adjacent streets, such as Brighton or Granite, would provide safer, less disruptive options for connecting cyclists between Oak Bay Avenue and Beach Drive. Others recommended focusing resources on higher-traffic routes with greater cycling demand instead.

Workshop Feedback (34 comments)

Support for the proposed route:

- *Connectivity and access*
  Those supporting the proposed route described Oak Bay Avenue as a critical connector that should have dedicated bike lanes. They noted that existing biked lanes on Pandora Avenue and Oak Bay Avenue abruptly end at the Oak Bay municipal boundary, leaving cyclists without safe continuation in the District. Participants emphasized the importance of connecting Oak Bay Avenue to Victoria's network, as well as to key local destinations such as the high school and Oak Bay Village. Some described Oak Bay Avenue as the "heart of Oak Bay"; a central destination that should be accessible by bicycle. It was also noted that cycling infrastructure is needed to prepare for increased density and ensure that Oak Bay Avenue functions as a central, sustainable corridor for future generations.
- *Safety and protected infrastructure*
  Some stressed that Oak Bay Avenue is currently unsafe for cyclists, especially commuters, who must navigate buses and cars. Calls were made for protected lanes to provide security for everyday riders, not just experienced cyclists. Specific safety issues were raised, including the difficulty of making a left turn at Oak Bay Avenue/Newport and conflicts at the Beach Drive/Windsor intersection. Suggested fixes included protected bike lanes, roundabouts,

flashing crosswalk lights, and clearer separation of cyclists and pedestrians where paths are shared.

- *Village vitality, businesses, and parking*
  Participants linked cycling infrastructure to the future of Oak Bay Village as a people-friendly hub. They saw bike lanes as a way to connect customers to local businesses, improve walkability, and reinforce the Village's role as a social and economic destination. Ideas included building more bike parking (including for larger bikes), removing some on-street parking in the Village, and shifting parking supply to district-owned alleyways. It was acknowledged that there is a trade-off between parking for vehicles and making space for cyclists and pedestrians, but it was framed as an opportunity to rebalance the street to better serve people rather than cars. Participants emphasized that businesses stand to benefit when Oak Bay Avenue is made more walkable and bike friendly.

Concern or opposition to the proposed route/Alternative proposals:

- *Pedestrian and sidewalk concerns*
  Some participants raised concerns about pedestrian–cyclist conflicts, particularly given Oak Bay Avenue's existing conditions. These participants pointed out that sidewalks are often narrow, inconsistent, or in poor condition. Some said the grade and sightlines make it difficult to safely share pathways between walkers and cyclists. Others emphasized that pedestrian needs such as wider, higher-quality sidewalks should take priority before new bike lanes are added.
- *Connectivity doubts and alternatives*
  A few questioned whether Oak Bay Avenue is the right place for a bikeway at all. Some others proposed alternative alignments, such as extending the bikeway along McNeill Street instead, or exploring other quieter route options.

General comments about the route

- *Streetscape and traffic environment*
  A set of comments highlighted Oak Bay Avenue's car-dominated feel and inconsistent urban design. For example, it was said that from the municipal hall to Foul Bay, the corridor feels like a "car-only through road." Others mentioned speeding and inconsistent infrastructure quality, calling for a comprehensive streetscape renewal. Ideas included closing Oak Bay Avenue to cars on Sundays to create a car-free community environment, redesigning the streetscape to prioritize people over vehicles, and addressing the "patchwork" quality of sidewalks and crossings. These suggestions did not explicitly support or oppose bike lanes but framed Oak Bay Avenue as needing a holistic rethink to make it safer, calmer, and more welcoming.

Route 2: Bowker Avenue Commuter Route

Support (11 comments)

- *Connectivity and Network Integration*
  Respondents described Bowker Avenue as a logical east-west link that connects key destinations such as Willows Elementary, Monterey, Oak Bay High, the Recreation Centre, Old Farm Market and nearby commercial areas. Some respondents noted its role in forming part of a larger cycling network when combined with other routes, particularly Routes 4 and 5.
- *Safety and Commuter Priority*
  Safety was a consistent theme amongst those who supported the Bowker Avenue corridor. Respondents identified Route 2 as an important commuter route that, and while relatively safer than others, still presents risks due to bus and car traffic. Some noted that commuter routes tend to be more dangerous and should therefore be prioritized for improvements that better protect cyclists, specifically school-aged riders.

- *School and Community Access*
  Respondents emphasized Route 2's role in connecting schools and enabling children to bike safely. Several noted that combining Routes 2 and 4 as AAA (All Ages and Abilities) protected routes would give kids a safer way to ride bikes to Willows and Monterey schools.
- *Minimal Infrastructure Needs and Existing Use*
  Some respondents felt that Bowker Avenue already functions well as a cycling corridor and would only require modest upgrades rather than major reconstruction. They described it as a logical, natural, and practical route, which is flat, well-used, and already suited for cycling. Suggested improvements included better crossings, clearer signage, and painted bike lanes, particularly given the road's narrow width and existing parking conditions.

Concern / Opposition (8 comments)

- *Route Already Feels Safe*
  The most common reason for opposing Route 2 was that Bowker Avenue already functions as a quiet, low-traffic street that feels safe for cycling. Some suggested that simple improvements at intersections and signage would be sufficient rather than adding formal bike lanes.
- *Parking and Road-Space Concerns*
  Respondents expressed worry that introducing bike lanes could remove on-street parking or further narrow residential streets. A few noted that parking should remain a priority for residents who bought their homes before bike infrastructure was proposed. Others said Bowker Avenue and nearby corridors are already constrained or busy in sections, particularly around Monterey Avenue and the intersection with Cadboro Bay Road.
- *Limited Connectivity and Purpose*
  Respondents questioned whether Bowker Avenue provides meaningful network connectivity, calling it a route that "connects to nothing." They felt it does not serve major commuter or regional cycling needs and that other corridors might offer greater benefit.

Workshop Feedback (9 comments)

Support for the proposed route:

- *Safety Measure Recommendations*
  Those who support the proposal mentioned that Bowker Avenue needs improvements to make it safe and functional as part of the broader bike network. They called for a cyclist-activated crosswalk at Cadboro Bay Road to ensure a proper link to the Haultain bikeway. A few also pointed to current dangers, particularly on the block between Musgrave and St Ann, where impatient drivers create hazardous conditions for cyclists. Participants recommended removing on-street parking on Bowker and traffic calming measures such as speed bumps, roundabouts, and curb bump-outs. It was also noted that Bowker is not a heavily used vehicle corridor, making it well suited to calming interventions and cycling priority.

Concern or opposition to the proposed route/Alternative proposals:

- *Questioning connections and parking concerns*
  A few participants questioned whether Bowker is the right place for a bikeway at all. They suggested it has limited strategic value, since it connects to Beach Drive, which is not a designated cycling route, and therefore does not extend the network effectively. Instead, they proposed Dalhousie Street as a superior alternative, highlighting the direct links to Willows School, the Kiwanis Tea House, and Willows Beach, which are destinations that better align with daily cycling needs. Neighbourhood parking concerns were also raised.

Route 3: Cedar Hill Cross Road Multi-Use Trail

Support (28 comments)

- *Safety and Risk Reduction*
  Safety was the most frequently raised reason for supporting this route. Respondents described Cedar Hill Cross Road as busy and, at times, hazardous, with fast-moving vehicles, parked cars, and challenging crossings, particularly at Cadboro Bay Road and Upper Terrace. The route was often characterized as stressful for cyclists and in need of safety upgrades to reduce conflict with vehicles and improve comfort for riders. Many believed that dedicated cycling infrastructure, safer crossings, and improved visibility would protect cyclists and make the route safer for students, families, and commuters.
- *Connectivity to UVic and Regional Network*
  Respondents described Cedar Hill Cross Road as a critical east–west commuter route that connects Oak Bay to Victoria and Saanich. It was consistently identified as one of the busiest and most important cycling routes in the network, already used by students, staff, and residents travelling to Camosun College and the University of Victoria. Respondents noted that the route ties directly into the Fort Street protected bike lane, completing a continuous connection from downtown Victoria to the university area.
- *High Existing Use and Logical Priority*
  Respondents viewed this route as a logical and necessary priority within the cycling network, noting that its established popularity demonstrates strong demand and clear justification for investment. Many viewed it as a natural and logical route that supports daily travel and regional connectivity, with several emphasizing that improvements would benefit both Oak Bay residents and the broader region. Some felt that targeted safety and connectivity improvements, rather than major reconstruction, would encourage even greater use and help shift more travel from cars to bicycles.
- *Integration with Local Destinations*
  Respondents noted that Cedar Hill Cross Road not only connects to regional routes and post-secondary campuses but also links to local destinations such as schools and the Henderson Recreation Centre. Improvements were seen as supporting both community travel and regional commuting needs, making the route valuable to a wide range of users and contributing to broader goals of promoting active, healthy, and low-carbon transportation options.

Concern or Opposition (3 comments)

Opposition to Route 3 was limited, but those who commented generally questioned the need and timing of the proposed multi-use trail. Some respondents felt the route is not currently necessary or well used and should only proceed if future development occurs at the University of Victoria's Cedar Hill Cross Road corner. It was described as a lower-priority connection that does not clearly link to major destinations or the broader cycling network, suggesting resources would be better directed toward routes with higher existing demand.

Workshop Feedback (8 comments)

Support for the proposed route:

- Participants discussing this route were strongly supportive of a multi-use trail along Cedar Hill Cross Road and emphasized its future importance relative to new development in the area, making this a critical active transportation link. A major focus was on the University of Victoria, where a few participants noted that many students, professors, and staff currently rely on cars and overflow street parking. They argued that a safe, direct route here could help shift this large population from cars to bikes, providing both convenience and sustainability benefits.

- Safety was also a consistent concern with current conditions described as very unsafe due to speeding vehicles on one side and rows of parked cars on the other. The risk of "dooring" where parked car doors open into cyclists' paths, was highlighted as especially likely during the school year when UVic is in session. Participants felt that interior or separated bike lanes would reduce these risks, calm traffic and improve the cycling route.

Route 4: Central Oak Bay Neighbourhood Bikeway

Support (51 comments)

- *Safe and Connected Routes for Children and Families*
  Safety for children and families was the most common reason respondents supported Route 4. Many described it as essential for providing a safe and direct way for students to travel to Willows Elementary, Monterey Middle, and Oak Bay High. Respondents noted that a north–south neighbourhood bikeway would reduce reliance on cars for short (school) trips and make it easier for families to reach community destinations such as the recreation centre, library, and nearby parks. Several said this route would have the most visible day-to-day benefit for residents by allowing children to bike to school safely and independently.
- *Neighbourhood Connectivity and Comfort*
  Respondents viewed Central Oak Bay as a practical, low-stress connection linking residential areas with key local and regional destinations, including Estevan Village, Oak Bay Avenue, and routes toward UVic and Victoria. They valued it as a quieter alternative to main roads such as Cadboro Bay Road and appreciated that it would help people move safely through the centre of the community. Many felt that the route complements existing east–west routes like Lansdowne Road and Oak Bay Avenue, forming a more complete and balanced network.
- *Safety Improvements and Design Approach*
  Respondents described current conditions along Central Oak Bay as uncomfortable or unsafe due to vehicle speeds, traffic volumes, and limited cycling infrastructure. Respondents who support this route saw the proposed bikeway as an opportunity to create a calmer, family-friendly route that separates cyclists from busy traffic. A number of respondents favoured a modest design approach that focuses on signage, traffic calming, and intersection safety rather than major reconstruction. Some noted that the road's width and gentle grade make it well-suited for cycling, requiring only targeted improvements to function effectively.
- *Community and Cultural Benefits*
  A number of respondents connected Route 4 to broader goals of encouraging active transportation, reducing car dependency, and fostering a stronger cycling culture in Oak Bay. Some respondents who live along the proposed route also expressed support, viewing it as a positive change for the community and consistent with Oak Bay's aspirations for a safer, more sustainable transportation network.

Concern or Opposition (14 comments)

- *Parking Loss and Resident Impacts*
  The most frequent concern was the potential loss of on-street parking. Respondents said parking along Oliver and Monterey is already limited and essential for residents, visitors, nearby seniors' facilities and those with mobility needs. Many worried that removing spaces would create access challenges, push vehicles onto side streets, and reduce convenience for those who rely on cars.
- *Road Width and Traffic Constraints*
  A number of respondents said the streets through Central Oak Bay are already narrow and often function as single-lane roads when vehicles are parked on both sides. They felt that adding bike lanes would further restrict space, increase congestion, and worsen visibility at

intersections and driveways. Some added that removing parking would not reduce traffic volumes but instead shift vehicle congestion into neighbouring areas.

- *Already Safe Route*
  Some respondents said the streets along this route are already quiet, low-traffic, and safe for cyclists, making additional infrastructure unnecessary. Others viewed the corridor as duplicating nearby north–south routes such as Foul Bay or Cadboro Bay roads, suggesting that improvements would be better directed to higher-traffic areas.
- *Other Concerns*
  A few respondents raised additional issues, including aesthetic or property value impacts and a preference for small-scale measures such as repainting shared-lane markings, adding stop controls, or lowering speed limits rather than building separated lanes.

Workshop Feedback (99 comments)

Support for the proposed route:

- *Safety and children*
  Participants strongly emphasized the importance of safe routes for school-aged children. Several noted the route's connectivity between key schools (Monterey, Willows, Oak Bay High) and wanted it built to AAA (All Ages and Abilities) standards so kids could cycle independently without parents accompanying them. Parents described this as critical to giving children mobility and independence. Many felt proactive investment was needed to prevent accidents rather than waiting for tragedies. Several highlighted their own near misses with speeding vehicles on Monterey Avenue, framing this as evidence that separated lanes are urgently required. Participants also tied child safety to broader community values: encouraging active transportation, reducing vehicle dependence, and instilling independence in youth.
- *Preferred infrastructure and design improvements*
  Participants supportive of this route expressed a range of preferences for infrastructure. While some favoured fully protected or segregated lanes, others leaned toward lower-cost painted lanes or bicycle boulevards (similar to Richardson or Musgrave). Some wanted specific route alignments reconsidered, suggesting Hampshire or Oliver Street as safer, wider, or less complex alternatives to Monterey. A few residents proposed one-way conversions on short blocks (e.g., St Ann/Musgrave or Hampshire near Bowker) to balance traffic flow with bikeway space. Technical suggestions included using green conflict paint, adding crosswalks at key intersections, and building one-directional lanes while retaining parking cutouts.
- *Active transportation, environment, and community benefits*
  Participants connected the cycling route to larger community and environmental benefits. They noted that safe, accessible bikeways promote healthier travel choices, reduce the community's carbon footprint, and foster vibrancy. Some noted evidence from other cities, saying that when people feel safe, they bike more, which reduces car dependency and strengthens local businesses. A few specifically rejected the idea that preserving parking should outweigh these benefits, calling parking prioritization "antiquated." Others highlighted that encouraging active transportation would support the District's climate goals and improve overall quality of life in Oak Bay.
- *Enforcement and traffic calming*
  Even among those who were supportive of this route, there was recognition that infrastructure alone is not enough, and that traffic speeds and behaviour also need to be managed. Many called for reduced speed limits to 30 km/h throughout Oak Bay, with strict enforcement for both cars and e-bikes. Participants suggested speed humps, "happy/sad" radar speed signs, and more visible policing along school corridors would be important complements to infrastructure improvements. Some also wanted education campaigns about emergency

vehicle protocols and cyclist right-of-way. Collectively, these ideas reflect a desire for a cultural and behavioural shift in addition to new infrastructure.

Concern or opposition to the proposed route:

- *Parking loss concerns*
  The most common concern among those who opposed the route was the potential loss of on-street parking. Participants stressed that parking is essential for seniors, caregivers and service providers, and for community events such as the Halloween Night Market. Some noted that not all residents have driveways or garages, particularly along St Ann, making street parking vital. Several framed parking not only as a convenience but as an enabler of aging in place; without parking access, seniors may be forced to leave their homes. A few acknowledged off-street options exist (alleys, garages) but noted that this is insufficient.
- *Opposition to protected or concrete-separated bike lanes*
  Many opposed the idea of protected or concrete-separated bike lanes, viewing them as unsafe, unnecessary, or disruptive. A frequent argument was that driveways and parking lot exits along Monterey create conflict points, making protected lanes less safe. Others argued that barriers would obstruct buses, fire trucks, and emergency services, or create tripping hazards for seniors and people using mobility aids. Some felt Oak Bay's shared road approach already works well, with little to no accident history reported, making costly new infrastructure unjustified. Several saw painted lanes as more flexible and safer than rigid barriers.
  Some participants specifically worried about emergency response and bus operations. They imagined scenarios where fire trucks would be blocked by narrowed lanes or stopped buses. The Fire Hall's access routes were repeatedly cited as particularly sensitive.
- *Questioning need and cost*
  A smaller but firm set of comments directly questioned whether this project is needed at all. Some said the road already "works as is" and that shared use has been functional. Others pointed to the absence of reported collisions or data showing high cyclist demand. These participants felt the District should collect usage and safety data before making costly investments. The project was framed as an expensive solution to a non-problem by some.

Neutral / Mixed / Other comments

- *General traffic calming requests*
  Some participants made suggestions that were not framed as either support or opposition to this route but offered practical safety improvements. These included more 3- or 4-way stops at intersections (Bowker/St Ann, Brighton, McNeill), additional crosswalks, flashing pedestrian lights, and general end-to-end traffic calming.
- *Signage, paint, maintenance*
  A subset of comments focused on signage and lower-cost maintenance measures to improve cycling safety. Suggestions included repainting faded lines, adding green conflict paint, installing larger bike route signs, and maintaining painted lanes annually.
- *Other suggestions*
  There were a couple of suggestions for more First Nations outreach in the design of signage and suggestions for integrating art into sidewalks and crosswalks (e.g., near the fire hall and Bowker Creek walkway).

Route 5: Cadboro Bay Road Commuter Route

Support (74 comments)

- *Regional Connectivity and Commuter Function*
  Respondents most often supported Route 5 for its strong regional connections. Cadboro Bay Road was described as a key north–south commuter route linking Oak Bay to the University of Victoria, Camosun College, and downtown Victoria via the existing Fort Street protected bike lane. Many viewed it as one of the most practical and direct ways to travel between Oak Bay and neighbouring municipalities. The route was seen as an essential spine within the cycling network that would enable safer, more predictable travel for daily commuters and students alike.
- *Safety and Risk Reduction*
  Safety was a dominant reason for support. Respondents said Cadboro Bay Road currently feels hazardous due to high vehicle speeds, parked cars, driveways, and frequent bus traffic. They described the route as stressful for cyclists, particularly for families and children travelling to nearby schools. Many supported the addition of dedicated cycling space (painted or protected lanes) to reduce conflict with vehicles and improve comfort. Because of its traffic volumes and importance as a main thoroughfare, respondents believed it should be a priority for investment to enhance safety for all road users.
- *Access to Schools and Community Destinations*
  A number of respondents emphasized the route's importance for connecting residents to local destinations such as Willows Elementary, Oak Bay High, parks, and the commercial area along Oak Bay Avenue. They felt that improving Cadboro Bay Road would make cycling to school and community amenities more feasible for families, while reducing vehicle congestion near schools and encouraging healthy travel habits for children.
- *Practical Design and Implementation Approach*
  Supporters generally favoured a straightforward, low-cost design approach that takes advantage of the route's wide cross-section. Many suggested extending and completing the existing painted bike lanes rather than undertaking major reconstruction. Some expressed concerns about losing parking or adding concrete barriers but agreed that clear markings, improved intersections, and consistent signage would meaningfully improve safety and visibility for cyclists.
- *Logical and Well-Used Route*
  Overall, respondents viewed Cadboro Bay Road as one of Oak Bay's most logical and widely supported cycling routes. It was considered a busy but well-suited road for bike lanes, already partially used by cyclists and capable of accommodating improvements without major disruption. Several respondents felt that completing this route alongside Foul Bay Road should be a top priority, as together they form the main commuter connections to regional destinations and the wider cycling network.

Concern or opposition (9 comments)

- *Busy Road and Safety Concerns*
  The most frequently mentioned concern was that Cadboro Bay Road is already a busy arterial route and not well-suited for cycling infrastructure. Respondents described it as a high-traffic commuter road used heavily by vehicles and said that introducing bike lanes would create safety risks and conflicts between drivers, cyclists, and parked cars. Some said that people uncomfortable riding here should use quieter side streets instead.
- *Parking and Road Space Constraints*
  Many respondents were concerned that the addition of bike lanes would remove on-street parking or narrow the roadway, making it more difficult for residents, businesses, and visitors

to access the area. Some noted that the road is already constrained in places and that further changes could disrupt vehicle movement or deliveries.

- *Redundant or Unnecessary Route*
  Some respondents viewed this route as redundant given existing cycling infrastructure and nearby routes such as Foul Bay Road and Central Oak Bay. Others said Cadboro Bay Road is already wide and safe for cycling, describing additional investment as unnecessary or wasteful.
- *Opposition to "Commuter" Infrastructure*
  A few respondents opposed the concept of commuter-focused cycling routes in general, arguing that these projects are too costly, overbuilt, or not aligned with Oak Bay's local travel patterns. They expressed concern that large-scale commuter facilities could alter the character of major roads or create conflicts with institutions such as UVic over parking.

Workshop Feedback (17 comments)

Support for the proposed cycling route:

- *Need for safety improvements*
  Some participants stressed that Cadboro Bay is currently very unsafe for cycling, particularly near Willows Elementary, the Old Farm Market, and other commercial areas. Heavy traffic, lack of bike lanes, and large volumes of cars create risks for children, families, and everyday riders. A few said this area should be prioritized for investment into new cycling routes, but only if safety is dramatically improved. The lack of safe access to destinations like the school, the market, and even a nearby ice cream shop was seen as evidence that the corridor is not currently suitable for young cyclists.
- *Calls for separated or specific design solutions*
  Some participants were clear that physically separated bike lanes are the only acceptable option on such a busy arterial. Others described the unique challenges of the corridor: south of Lansdowne, the steep downhill means cyclists should be able to join the flow of traffic safely, while on Foul Bay south, the bike lane is too narrow with no room for emergency escape.
- *Importance of the corridor and future role*
  While acknowledging the challenges of grade and traffic flow, it was noted that Cadboro Bay is too important to ignore. They described it as a key commuter and connector route that supports movement across Oak Bay.

Concern or opposition to the proposed route/Alternative proposals:

- *Better alternative routes exist*
  Some participants felt Cadboro Bay should not be designated as a cycling corridor at all, arguing that other streets provide safer and more logical alternatives. Some pointed to Eastdowne as a better road than Henderson, and to Dalhousie as superior to Estevan. These alternatives were described as calmer, more residential, and more directly connected to destinations like Willows School, the Kiwanis Tea House, and Willows Beach.
- *Congestion, parking, and emergency concerns*
  Others objected to the proposed route on the grounds that Cadboro Bay is already an overloaded corridor. They noted it carries buses, commercial vehicles, and is a major emergency services route, all of which would be compromised by reducing road space for bikes. Parking was also flagged as a critical issue, particularly south of Lansdowne, where homes rely on a mix of street and driveway access. The Estevan/Cadboro Bay corner specifically was described as already too congested, due to the market and Pharmasave.

Route 6: Beach Connection

Support (7 comments)

- *Option 1 - Margate Avenue Beach Connection*
  Few respondents commented directly on the Margate Avenue route. Those who did generally viewed it as less suitable for cycling compared to Currie Road, citing its narrower width and steeper grade. It was mentioned as a possible connector between McNeill Avenue and Beach Drive, but was for the most part not identified as a preferred option.

- *Option 2 - Currie Road Beach Connection*
  Respondents expressed stronger support for the Currie Road route, describing it as wider, flatter, and more comfortable for cyclists. It was valued for its proximity to Windsor Park and for providing a direct and convenient connection from McNeill Avenue to Beach Drive and the waterfront. Some respondents noted that the existing four-way stop at Newport Avenue would improve safety and ease of crossing, particularly for less experienced riders. They also highlighted the route's ability to connect Oak Bay's residential areas and parks with Victoria's Richardson bikeway, offering a continuous, low-stress route toward Cook Street Village and the Inner Harbour. Respondents appreciated that this connection would help cyclists avoid busier streets such as Cadboro Bay Road while improving access to local destinations.

Concern or opposition (19 comments)

Option 1 - Margate Avenue Beach Connection

- *Too Steep and Narrow for Cycling*
  The most common concern about the Margate Avenue option was that the street is too steep, narrow, and uneven for safe cycling. Respondents described it as having poor pavement conditions and limited sightlines, making it impractical and unsafe for a designated cycling route.
- *Unnecessary and Low Priority*
  Many said Margate is a short, quiet residential street with low vehicle traffic and minimal cycling demand. They felt it already functions safely without dedicated infrastructure and that resources should instead focus on busier, higher-risk corridors.
- *Preference for Sidewalks or Minor Fixes*
  Some respondents said Margate would benefit more from improved sidewalks or small-scale safety measures rather than a formal bikeway. They suggested simple signage or intersection upgrades, if anything, rather than a full redesign.

Option 2 - Currie Road Beach Connection

- *Unnecessary and Overbuilt*
  Many respondents felt that Currie Road already functions safely for cyclists and that adding formal cycling infrastructure would be an unnecessary use of funds. They viewed it as a calm residential street that does not warrant major investment or lane changes.
- *Parking and Access Near Windsor Park*
  A frequent concern was the loss of parking and access for Windsor Park users, sports teams, and parents dropping off children. Respondents worried that designating Currie Road as a cycling route would limit vehicle access and create conflicts during busy times.
- *Road Width and Traffic Constraints*
  Some noted that Currie is narrow and often busy during park events, making it difficult to accommodate both vehicles and cyclists safely. They felt reallocation of space could worsen congestion or increase safety risks.

General Feedback on Both Options

Several respondents opposed both Margate and Currie options, stating that these are short, low-traffic streets that already feel safe for cycling. They questioned the value of investing in such routes and said neither provides meaningful network connectivity. Others expressed concern about funnelling more cyclists toward Beach Drive, which they described as narrow, busy, and uncomfortable for shared use with vehicles.

Workshop Feedback (18 comments)

Option 1 – Margate Avenue Beach Connection

- *Opposition and/or Concern*
  The comment about Margate focused on concerns with steep grades, downhill speeds, and unexpected traffic volumes. It was noted that the route involves a significant hill and then a steep descent toward the Oak Bay Beach Hotel and Turkey Head, where cyclists would pick up high speeds. They worried this would create safety risks for both cyclists and other road users, making it less suitable as a safe, family-friendly bikeway.

Option 2 – Currie Road Beach Connection

- *Opposition and/or Concern*
  Feedback on the Currie Road proposal was mostly negative. Participants described Currie as too busy and unsafe, especially given its role as the access road to Windsor Park and its recreation facilities. They noted that traffic moves too fast, with commuters cutting through in the morning, and that vehicle volumes are already heavy.

  Windsor Park itself was seen as a conflict point: it attracts large numbers of cars during games, events, and off-leash dog times, creating friction with cyclists "whizzing by." It was also said that speed limits were often ignored by cars. E-bikes, in particular, were singled out as travelling too fast along this flat, well-paved route.

  Pedestrian safety was also a key issue. It was pointed out that there are no crosswalks into Windsor Pavilion, meaning children and families cross at multiple points and angles along Currie, increasing conflict. They argued these design flaws need to be fixed before any increase in bike traffic is considered.

General Route 6 feedback

- *Safety and infrastructure needs*
  Several participants raised a mix of concerns and questions about the route and related infrastructure. Some questioned why cyclists are being directed to Beach Avenue when no bike infrastructure exists there, while others noted a lack of safe places to park bikes, including at Windsor Park. There were also calls for sidewalks into the Windsor Pavilion pathway. A few participants expressed worries that current designs may encourage bikes to travel too quickly, or that concrete barriers could create visual hazards. Traffic calming was suggested by some through speed bumps and bump-outs, although it was also said that these could prevent house moving companies from accessing the waterfront, potentially leading to houses being demolished rather than relocated.
- *Alternative routes*
  Orchard Street was suggested as a better option than either Currie or Margate. It was described as flat, wide, less busy, and offering excellent visibility onto Beach Drive near Turkey Head (Spewhung Point).
- *Questions and clarity*

A few participants were not clearly for or against the Beach Connection but wanted more information. They wanted clarity on the exact extent of the Beach Connection and what type of infrastructure would be considered on Oliver Street.

Route 7: Lansdowne Road Commuter Route

Support (25 comments)

- *Safety and Risk Reduction*
  Safety was the most frequently raised reason for supporting this route. Respondents described Lansdowne Road as having fast traffic and therefore as unsafe for cyclists, referring to it as a "death wish" in its current state. Many noted the combination of bus and car traffic, parked vehicles, and limited cycling infrastructure as key hazards. Respondents supported adding bike lanes to reduce conflicts and improve comfort, especially for students and commuters who rely on this corridor. Some said that improving Lansdowne Road would benefit all road users by slowing vehicles and making cycling more predictable and visible.
- *Regional Connectivity*
  A large number of respondents highlighted Lansdowne Road's role as an essential east–west commuter route linking Oak Bay with the University of Victoria, Camosun College, and major routes in Saanich and Victoria. Respondents felt that upgrading Lansdowne Road would close a critical gap in regional connectivity and better support students and employees commuting to nearby campuses.
- *Access to Schools and Community Destinations*
  Many respondents supported this route for its potential to improve access to local schools and amenities. Lansdowne Road was noted as important for reaching Willows Elementary, Oak Bay High, and the Recreation Centre. Respondents said a safer Lansdowne Road would encourage more students and families to bike rather than drive, reducing traffic near schools and promoting active travel.
- *Network-Supporting Route*
  Several respondents viewed Lansdowne Road as a logical and necessary part of Oak Bay's overall cycling network. It was seen as a wide, direct, and useful road for connecting neighbourhoods to regional destinations and everyday services. Respondents said improvements would complement other commuter routes, particularly Cadboro Bay Road and Foul Bay Road and together make cycling more practical and appealing throughout Oak Bay.

Concern or opposition (9 comments)

- *Low Use and Limited Demand*
  The most frequent reason for opposing Route 7 was the perception that it would see little use. Some respondents said that Lansdowne Road is not commonly used by cyclists and that the surrounding area, particularly near the Uplands, is low-density and home to an older population, making the route an inefficient investment. Others described it as a corridor with minimal cycling demand compared to other proposed routes.
- *Traffic and Road Width Constraints*
  Some respondents described Lansdowne as a busy road that already carries high vehicle volumes. They said adding bike lanes would reduce available road space and worsen congestion for drivers, particularly during peak hours. Some also noted that nearby streets such as McNeill or Windsor would be better suited for cycling, as they experience lower traffic and fewer conflicts.
- *Safety and Mixing with Traffic*
  A number of respondents were concerned about cyclist safety on this route, given the high traffic levels. They felt that mixing cyclists with fast-moving vehicles on a major road would increase the risk of accidents and driver frustration.

- *Parking and Residential Impacts*
  Some respondents opposed the potential loss of on-street parking, emphasizing that residential parking should take priority. They noted that many homes along the route were purchased before bike lanes were proposed and rely on available street parking.
- *Unclear Route Details*
  A few respondents said the proposal for Route 7 was unclear, questioning the exact limits of the bikeway and whether it would run from Cadboro Bay Road to Foul Bay Road.

Workshop Feedback (10 comments)

Support for the proposed cycling route:

- A small number of participants expressed support for creating an east–west cycling route, with Lansdowne road seen as a candidate if simple traffic calming measures (such as on straight road sections) were implemented.

Opposition to the proposed route/Alternative proposals:

- *General skepticism*
  The majority of comments reflected skepticism or opposition to the proposal to have Lansdowne as a bikeway. Several participants questioned whether there was any need or demand, noting that the corridor is already "easy to cycle without adaptation" and is not heavily used by cyclists.
- *Connectivity concerns*
  Others raised connectivity concerns, pointing out that routing riders toward Beach Drive is ineffective since it is not part of the designated cycling network. Alternative routes were proposed, with Neil Street most often mentioned. It was also suggested that Neil could be designed like the Haultain or Richardson bike lanes, which feature clear cycling priority and separation, making it a more viable east–west route than Lansdowne.
- *Traffic and environmental impacts*
  Construction in the Uplands was flagged as a source of potential traffic snarls, and participants stressed the need to preserve mature trees along the corridor.

Route 8: Henderson Road/Foul Bay Road Commuter Route

Support (63 comments)

- *Connectivity to UVic and Regional Destinations*
  The most common reason respondents supported this route was its direct connection between Oak Bay, the University of Victoria, Camosun College, and neighbouring municipalities. Foul Bay Road and Henderson Road were described as critical north–south commuter routes linking local neighbourhoods to major destinations and existing infrastructure in Saanich and Victoria. Many saw it as one of the few routes on the east side of Greater Victoria that can complete a continuous regional cycling network and serve daily travel for students, commuters, and employees.
- *Safety and Risk Reduction*
  Safety concerns were frequently cited as a primary reason for support. Respondents described both Foul Bay and Henderson Roads as busy, high-speed roads where cyclists currently feel unsafe due to vehicle volumes, on-street parking, and limited cycling space. Several said they avoid these routes or feel at risk when using them. Many supported the addition of dedicated bike lanes to reduce conflicts and make travel more predictable. Some also felt that safer cycling infrastructure would encourage students to ride instead of drive, reduce congestion, and support healthier, more sustainable travel choices.
- *High-Priority Commuter Route*

Many respondents viewed Route 8 as a high-impact investment within Oak Bay's network. It was characterized as a main route that already carries significant cycling traffic and connects key destinations. Respondents said improvements here would deliver broad benefits supporting commuter, school, and recreational travel and should take precedence over quieter residential streets. Some added that completing this route would relieve pressure to introduce bike lanes elsewhere.

Concern or opposition (14 comments)

- *High Traffic and Safety Risks*
  The most frequently mentioned concern about Route 8 was that Foul Bay Road is a high-traffic arterial not suitable for cycling. Respondents said mixing cyclists with fast-moving vehicles would create safety risks and increase driver frustration. Some acknowledged that Foul Bay already includes partial cycling infrastructure but described it as narrow and uncomfortable for everyday riders.
- *Road Width, Parking, and Traffic Flow Constraints*
  Many respondents said Foul Bay and Henderson Roads are too narrow to safely accommodate both vehicles and cyclists, especially given the presence of parked cars, driveways, and bus stops. They worried that reallocating space for bike lanes would reduce parking, slow traffic, and push vehicles onto nearby residential streets. Others noted that reduced access to on-street parking could negatively affect residents and nearby businesses that rely on customer parking.
- *Redundant or Poor Fit for Cycling*
  Some respondents felt the route duplicates other nearby connections and is not well suited to cycling due to its narrow geometry and steep sections. A few cited the southern end near Meadow Place as particularly problematic because of limited sightlines and visibility for vehicles exiting driveways. Others said quieter residential streets would be safer and more comfortable alternatives.
- *General Opposition to "Commuter" Infrastructure*
  Similar to Route 5, a number of respondents opposed the broader concept of commuter-oriented cycling infrastructure, suggesting Oak Bay's existing roads already accommodate experienced cyclists. They viewed the proposed upgrades as unnecessary and a poor use of public funds.

Workshop Feedback (32 comments)

Support for the proposed route:

- *Separated and protected infrastructure*
  Many participants stressed the importance of physically separated bike lanes along Henderson and Foul Bay. They described the corridor as a busy commuter route with high vehicle volumes, buses, and intersections, which makes protection essential for safety and comfort. Suggestions included protected lanes running the full length of Foul Bay, continuing south to Margaret Jenkins, and buffered lanes that use parking as a barrier. Intersection improvements were also emphasized: protected left-turn phases at Foul Bay and Cadboro Bay, safer crossings with cyclist-controlled signals, and upgrades at Haultain, Neil, and Runnymede. Shelbourne Street design was noted as a model to replicate.
- *Importance of corridor and connections*
  Participants saw Henderson/Foul Bay as a major connector, particularly to and from UVic, and argued it should be treated as a central spine in the cycling network. They emphasized the need for continuity: extending the route further south to Oak Bay Avenue or McNeill road and using Granite or side streets to link to Beach Drive. They also called for coordination with Saanich and Victoria to ensure cross-boundary connectivity. Some also noted practical

strengths of the corridor: it is wide enough for bike lanes, easy to navigate ("you can't get lost"), and provides a hill grade that is easier than alternatives.

- *Safety challenges that improvements could address*
  Several comments highlighted current safety issues along Henderson and Foul Bay. The merge between the two streets was described as difficult and stressful for riders. The hill up to Lansdowne was noted as an area where cars speed past cyclists, creating unsafe overtaking situations. It was also suggested cyclists need an "escape route" in case a deer suddenly appears on downhill stretches, underlining the variety of hazards riders face. Concerns also included speeding and high traffic volumes in general, as well as safety around schools on Henderson. Participants felt that infrastructure changes, traffic calming, and separated lanes would significantly reduce risks and improve confidence for a wider range of cyclists.

Concern or opposition to the proposed route/Alternative proposals:

- *Design and alignment concerns*
  Some participants raised concerns about specific design elements, for example mentioning that concrete barriers would make the road too narrow at Bee Street, reducing safety instead of improving it. Others cautioned that separated barriers on hills could prevent faster cyclists and e-bike users from safely passing slower riders, potentially creating new conflicts. A few participants suggested that Henderson should remain a neighbourhood bikeway with lighter interventions such as sharrows and speed bumps, instead of full separation. It was also suggested to eliminate Lansdowne-to-Henderson and instead direct the bikeway from Henderson to Lansdowne.
- *Priority and demand questions*
  Some questioned whether Henderson/Foul Bay should be a priority corridor at all. They argued that Henderson is already "well used" by cyclists, implying that improvements may not be as urgent compared to other routes. These participants expressed doubt about whether the investment would deliver significant new cycling uptake.

Route 9: Oak Bay Avenue Commuter Route

Support (47 comments)

- *Safety concerns and need for cycling infrastructure*
  Safety was the most frequently cited reason for supporting this route. Respondents repeatedly described Oak Bay Avenue as busy, uncomfortable, and unsafe for cyclists due to heavy vehicle traffic, narrow spaces between parked cars, and limited separation from moving vehicles. Many said they currently feel vulnerable while biking along the corridor, with some describing near misses or unsafe passing by drivers. Respondents supported adding painted or protected lanes to reduce conflict, calm traffic, and make cycling more predictable for both riders and drivers.
- *Regional Network and Local Connectivity*
  Respondents viewed Oak Bay Avenue as a critical east–west route that connects Oak Bay residents to Victoria's existing Fort Street protected bike lane and other parts of the regional cycling network. The route was also recognized for its local importance, providing access to the Oak Bay Village commercial area, parks, schools, and other amenities. Many saw it as essential to completing a continuous, direct connection between Oak Bay and downtown Victoria, enabling safer and more reliable travel for daily commuters, students, and shoppers.
- *Support for Businesses and Community Destinations*
  Respondents frequently mentioned that improved cycling infrastructure on Oak Bay Avenue would support local businesses by making it safer and easier for people to visit the Village by bike. The route was seen as a destination route that serves shops, the library, recreation

centre, and restaurants. Several respondents believed safer cycling conditions would bring more customers, encourage local spending, and strengthen the Avenue's role as a vibrant community hub.

- *Access for Families and Schools*
  Some respondents supported this route for its potential to make travel safer for children and families, particularly for school commutes and trips to community amenities. They said that improving Oak Bay Avenue would help young riders travel more safely between residential areas, schools, and the Village, while also reducing short car trips.

Concern or opposition (23 comments)

- *Heavy Traffic and Safety Concerns*
  Many respondents described Oak Bay Avenue as one of the busiest roads in the community, with constant vehicle activity, turning movements, and pedestrian crossings, particularly through the Village area. They felt that adding cycling facilities on such a constrained, high-traffic corridor would create conflicts among drivers, cyclists, and pedestrians rather than improve safety. Several suggested that parallel residential streets would be safer and more suitable for cycling.
- *Narrow Roadway and Parking Loss Concerns*
  Respondents frequently raised concerns that Oak Bay Avenue is too narrow to accommodate bike lanes without removing parking or reducing travel lanes. Many stressed that on-street parking is already in high demand for businesses, residents, and visitors. They worried that removing parking would harm local commerce, push vehicle parking onto side streets, and worsen congestion, especially since Richardson Street's closure to through-traffic has already diverted more vehicles to the Avenue.
- *Negative Business and Community Impacts*
  Several participants said Oak Bay Avenue's role as a commercial and community hub makes it unsuitable for a commuter-focused cycling route. They felt the design and implementation of any bike lanes should be part of a broader village planning process that considers pedestrian movement, storefront access, and business loading needs. Some worried that changes could make the Village less inviting or harder to navigate for seniors, families, and drivers.
- *Redundancy and Alternative Routes*
  A number of respondents felt the route is redundant because quieter, parallel streets such as Brighton or Granite could provide similar east–west cycling connections with less disruption. Others said Oak Bay Avenue does not connect effectively to other planned routes or destinations, limiting its value within the broader cycling network.

Workshop Feedback (3 comments)

Concern or opposition to the proposed route

- The participant opposed the choice of routing bike lanes along major streets, particularly where they overlap with bus routes and emergency access by the Oak Bay Firehall. They argued this approach "has it wrong" compared to best practices in other communities, which tend to locate bikeways on quieter residential streets.

Alternative proposals

Two other comments also opposed the specific proposed route but recommended a significantly different route that makes greater use of existing infrastructure and quiet streets. They outlined a detailed alternative route that would:

- Use existing or modified sidewalks behind the library and between the Municipal Hall and Athlone Court as shared walk/cycle paths.

- Add a short new bike lane on Granite between Hampshire and the Municipal Hall.
- Take advantage of the new Oak Bay Avenue bike lane where available.
- Extend along Elgin Road, where a traffic light already exists, with a new bike lane connecting to the Municipal Yard.
- Link into the existing bike path behind the Recreation Centre and High School to connect with the new Epworth Lane.

This participant noted that this alternative proposal would increase efficiency (over 50% of the route already exists or would only need modification), safety (quiet residential streets preferred over St Ann/Monterey), and cost-effectiveness.

Support - All routes (73 comments)

In response to the question asking why they supported particular routes, many respondents (approximately 9% of all survey respondents) instead expressed support for all nine proposed routes and advocated for a complete and connected cycling network. They said Oak Bay lags behind neighbouring municipalities like Victoria and Saanich in building safe cycling infrastructure, and that all routes are needed to ensure safety, connectivity, and equal access across the community. They emphasized safety, particularly for children, seniors, and less experienced riders, as the primary reason for supporting all routes, alongside goals such as reducing vehicle traffic, lowering emissions, promoting health, and improving access to key destinations like UVic, Oak Bay Village, and local schools. Several noted that cycling should be treated as a legitimate mode of transportation, not just recreation, and that a full network would encourage more people to ride and foster a more inclusive, bike-friendly culture.

Opposition - All routes (121 comments)

Most respondents who opposed the proposed cycling routes (15% total survey respondents) expressed general opposition to all or most of the routes. Their comments reflected skepticism about the overall need for new cycling infrastructure in Oak Bay and concern about potential impacts on traffic, parking, spending, and community character. The main themes raised are summarized below.

- Perceived lack of need: Many felt Oak Bay is already safe and easy to cycle in, with quiet streets that do not warrant additional infrastructure.
- Traffic congestion and driver safety: Respondents warned that adding bike lanes would narrow streets, slow vehicle movement, and increase congestion and safety risks.
- Parking and access loss: A frequent concern was the potential loss of on-street parking, which residents, visitors, and businesses rely on for access to their homes, deliveries, and services.
- Cost and fiscal priorities: Many viewed new cycling routes as an unnecessary expense benefiting few users, and argued funds should be directed toward essential infrastructure and maintenance instead.
- Opposition to physical barriers: Concrete dividers, raised curbs, and humps were described as unsafe for drivers and cyclists, visually unappealing, and inconsistent with Oak Bay's streetscape. Respondents feared bike lanes and barriers would urbanize Oak Bay's traditional village feel and detract from its visual appeal. Many preferred shared-use streets, improved signage, or education over physically separated bike lanes.
- Cyclist behaviour concerns: Several comments described cyclists as inattentive or noncompliant with traffic laws, suggesting that behaviour change, not infrastructure, should be the focus.
- Distrust of process: Some respondents felt that Council and staff were not listening to community feedback and were prioritizing cycling advocates over the broader public.

- Value-based resistance: A number of comments reflected a belief that cycling infrastructure caters to a small minority, while vehicles should remain the primary mode of transportation in Oak Bay.

Suggested Changes

The table below shows changes survey respondents suggested for each route. While comments suggesting general opposition (for example "don't do it" or "unnecessary") or support ("build this quickly") as well as comments endorsing or opposing infrastructure or design options (such as "separated bike lane" or "traffic calming measures") were found across routes, the table below only shows suggested route changes. The out-of-scope comments will be considered by the District along with all other feedback received. The number of comments in the table below therefore reflects all comments received for each route, while the verbatims only list those that include a proposed change.

Route + Number of Comments	Changes Proposed (Verbatims)
1. Oak Bay Avenue – Beach Drive Connection 77 comments	• Connect to Victoria's bike routes • designated continuous bike lane on Beach Drive • Have it connect to Brighton. • I'd like my kids to be able to use this to get to GNS • Maybe connect this to the Bowker Ave route? (connect to Estevan village area) • why not just provide access down to Windsor • Windsor or McNeill • Windsor Rd.
2. Bowker Avenue Commuter Route 61 comments	• Avoid Cadboro Bay intersection. • Connect to Willows Beach. • Consider moving to a much less-travelled route such as Pacific Ave. Bowker is narrow with parking on at least one side, very heavily used. • Cranmore is the more natural connection to OB High and Fort St infrastructure (wide and fewer buses too). • Eliminate and move to Cranmore. • Maybe connect this to the Oak Bay Ave route? (connect to Estevan village area). • Move to Dalhousie? Bowker is kind of a main car route. • Move to different road. (2x) • Should connect to a Beach Drive bicycle lane. • Use Eastdown/Haultain connectors.
3. Cedar Hill Cross Road Multi-Use Trail 50 comments	• Connect with 4 along Upper Terrace. • Controlled Button Push intersection with lights at the top of the hill at Cedar Hill X Rd and Cadboro and Upper Terrace. The route through from Cedar X Roads should be continued down Upper Terrace to Beach Drive.
4. Central Oak Bay Neighbourhood Bikeway 95 comments	• Don't run it up St. Ann. Move the bikes over to Hampshire (connects Bowker to Rec Centre, Musgrave, Willows, Estevan Village). • Between Cranmore and Bowker: use Hampshire Rd instead and include traffic calming. • Connect with 3 along Upper Terrace. • Create a bike lane that links Haultain Bike Lane across Foul Bay (with crossing) and connects to Musgrave portion of this bikeway. • Do not make Oliver a bike route. • Eliminate the St. Ann – Beach Drive portion. • Fully extend to northern border with Saanich. • Go down Ripon (not a main bus/traffic road; goes to Yacht Club). • Hampshire not Monterey.

	• I would suggest it go down Hampshire and avoid protective services area. • I like the movement off Monterey — too narrow. Better to put the bike lane from Oak Bay Ave to St Patrick (widest N–S street in South Oak Bay). • Looks like it just ends and doesn't connect to Cedar Hill route. • Maybe Hampshire instead of St. Ann? • Midland Rd should turn to Upper Terrace and connect to the Cedar Hill Cross Road multi-use trail. • Monterey Ave is already an emergency route. • Move off Monterey Ave at Oak Bay Ave, instead move it on to Oliver. • Oliver and Monterey not high-traffic; no bike infrastructure needed. • Route down Hampshire. • Why does it go down Oliver and not Monterey? • Would it be possible to link it to #3 or #5?
5. Cadboro Bay Road Commuter Route 69 comments	• Could route northern segment along Uplands Rd instead of Cadboro Bay Rd. • Connect with 4. Really like this one a lot too. • Continuing the bike lane from the Bowker area up to Lansdowne (if done without eliminating parking at Willow Way shopping area). • Divert section between Bowker and Lansdowne to Musgrave/Midland. • eliminate on-ramp from Lansdowne. • Focus on Haultain connection. • Move to Eastdowne Rd. Connect with Haultain and continue through Uplands. • Move this effort to Haultain at Estevan Ave. Connect to Victoria's Haultain route and add controlled crossing at Epsworth for Oak Bay High. • Take bikes along Eastdowne instead. • Shift the route to a quieter road (e.g., Eastdowne) – bike routes are best not on arterial roads.
6.a) McNeill Avenue – Beach Drive Connection: Option 1 – Margate Avenue Beach Connection 67 comments	• Connect all the way to Richardson St. • Connect Bike lane to Foul Bay. • Connect via McNeill to Richardson at Foul Bay. • Continue along McNeill Avenue to connect to Richardson. • Continue CoV bike lane. • Could either of the McNeill Avenue options extend all the way to Foul Bay? That would make commuting to schools much safer. • Ignore this and focus on extending the cycling route along McNeill east from Richardson Street at the border with City of Victoria. • Margate is way too narrow and has limited visibility. • Margate not a good bike road. • McNeill is an important priority corridor that needs work; it connects to the busy Richardson pathway to Beach Ave. • Move the bike lane to Central Ave and go north-east from there. • Move to central. • Near the beach.
6. b) McNeill Avenue – Beach Drive Connection: Option 2 – Currie Road Beach Connection 68 comments	• Connect all the way to Richardson St. • Connect bike lane to Foul Bay. • Connect via McNeill to Richardson at Foul Bay. • Could either of the McNeill Avenue options extend all the way to Foul Bay? That would make commuting to schools much safer. • Direct to Park and beyond. • Move the bike lane to Central Ave and go north-east from there. • Move to central. • Near the beach. • Use this route and connect to the Marina.

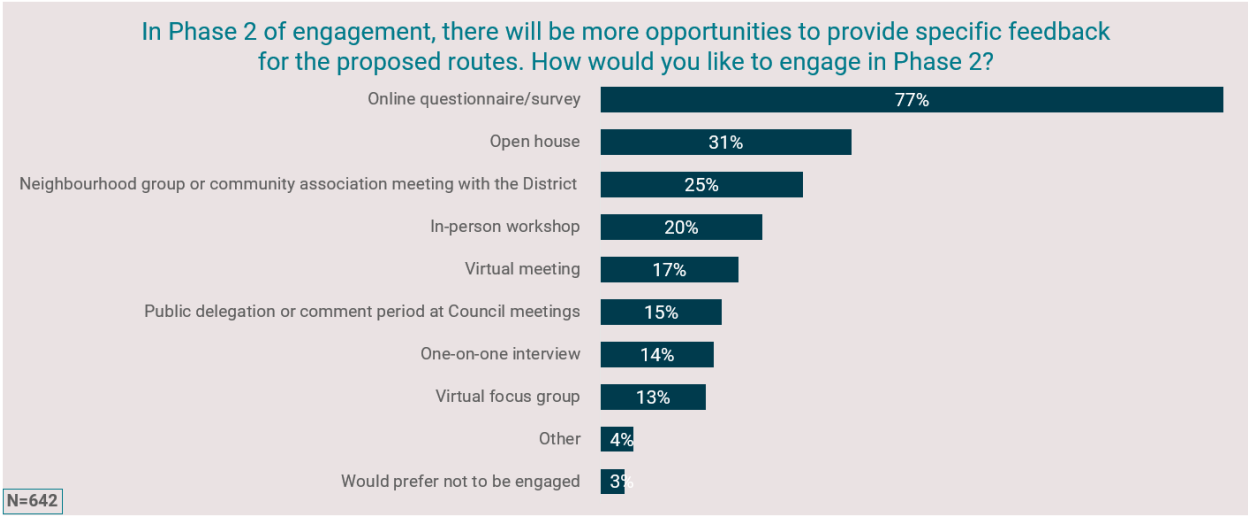
7. Lansdowne Road Commuter Route 55 comments	• Bike lane connecting to that ending at Camosun. • Don't go below Cadboro Bay Road – pavement is terrible. • eliminate on-ramp to Cadboro Bay Road on both corners. • Near Lansdowne. • Prioritize section between Cadboro Bay Road and Foul Bay Road. • Road is too narrow, move it over to roads that are wider and less busy. • Shift the route to a quieter road.
8. Henderson Road/Foul Bay Road Commuter Route 88 comments	• Dean Road is so much safer and better • Extend Foul Bay route from Cadboro Bay Road to Oak Bay Road, or even Fairfield. • Extend to Oak Bay Ave (multiple mentions). • Focus on safe route on Henderson – re-route from Foul Bay to Henderson/Dean. • Foul Bay is a busy road – take bikes off it, reroute via Henderson/Epworth. • Go as far as Margaret Jenkins. • Henderson road is narrow; propose multi-use trail behind Uplands Golf Course connecting into UVic. • Henderson to Henderson/Haultain should be the focus • Haultain connection is missing; add safe crossing at Foul Bay/Haultain. • Probably better to encourage people to cycle up Midland or Cadboro Bay instead. • Shift the route to a quieter road. • Start at/below Oak Bay Ave (shorten southern section). • Start at Cadboro Bay/Fort Street going north; don't extend south.
9. Oak Bay Avenue Commuter Route 88 comments	• Connection via Boucher or Elgin to Fort and the existing bike lanes there. • Consider pedestrianizing Oak Bay Ave between Hampshire (South intersection) and Monterey. • Connection to Victoria system into Pandora and Fort bikeways. • Divert through village. • Move to parallel residential streets. • Oak Bay Ave not acceptable. • The Oak Bay Avenue Commuter Route should be on Brighton/Granite and Leighton/Chaucer instead of Oak Bay Ave. • To junction, then join Victoria routes. • Use McNeil Road. • Use parallel side streets. • Why does this route end at Windsor? • Windsor and Cadboro Bay could be used as alternatives to east–west.

Future Engagement

Survey respondents were asked how they would like to participate in the next phase of engagement for the Active Transportation Strategy. The vast majority (77%) said they would prefer to engage through an online questionnaire or survey, making it by far the most popular method.

Other preferred engagement formats included open houses (31%), neighbourhood group or community association meetings (25%), and in-person workshops (20%). Smaller proportions expressed interest in virtual meetings (17%), public delegations or comment periods at Council meetings (15%), one-on-one interviews (14%), or virtual focus groups (13%).

A small number of respondents selected other engagement methods (4%), while 3% said they would prefer not to participate further.

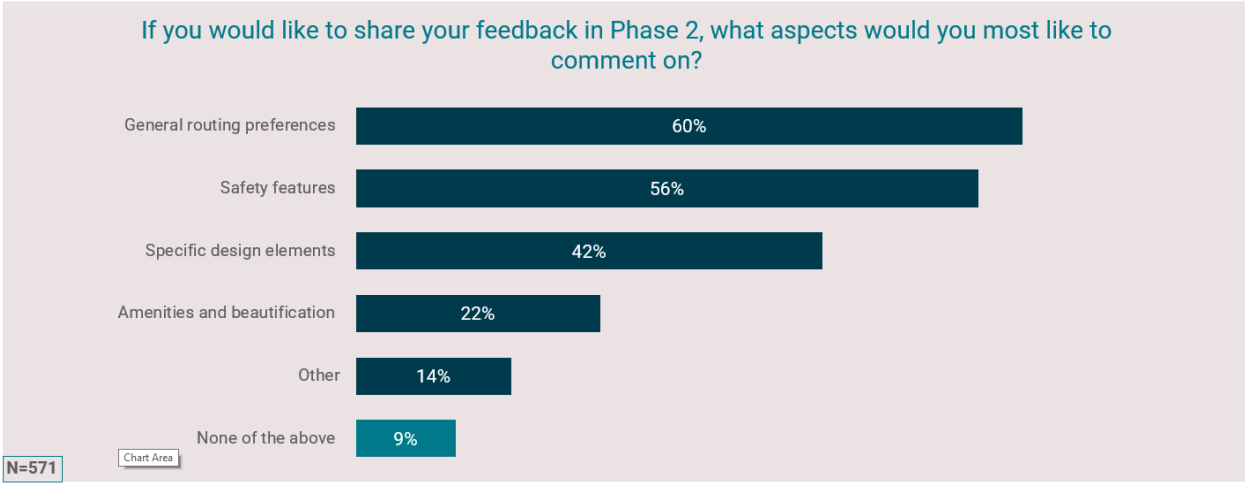


Other types of engagement mentioned by respondents were:

- A questionnaire that allows for complete feedback
- Facilitated session aimed at generating areas of agreement amongst residents (unnecessary polarization on this issue is exhausting and toxic)
- Inclusive AT options
- Knock on the doors of those who live on the purposed routes and seek out their thoughts and ideas.
- Mail campaign? Send a postcard/activity sheet/flyer/fillable form to residents and ask it be mailed back or returned by a certain date.
- Make sure there is specific engagement for all residents on these proposed routes. These are the community members most affected by the proposed changes so make sure their voices are heard.
- Meet me on the street when I'm walking, cycling, waiting for the bus or getting out of my car
- On bikes through the streets in discussion
- Please put notifications within recreation centres (like you did...Thank you)
- Referendum on the proposals
- Survey every household along these routes to gauge how thrilled they are with the destruction of their streets
- Walk the route and discuss the detailed plans, then a neighbourhood meeting to really have a dialogue.
- Written communication

When asked what aspects they would most like to comment on in Phase 2, respondents showed strongest interest in topics related to routing and safety. Six in 10 (60%) said they would like to provide feedback on general routing preferences, and more than half (56%) identified safety features as a key area of focus.

Other areas of interest included specific design elements (42%) and amenities or beautification features (22%), such as benches, landscaping, and aesthetic improvements. Smaller proportions selected other topics (14%) or indicated that none of the listed aspects (9%) would be of interest to them.

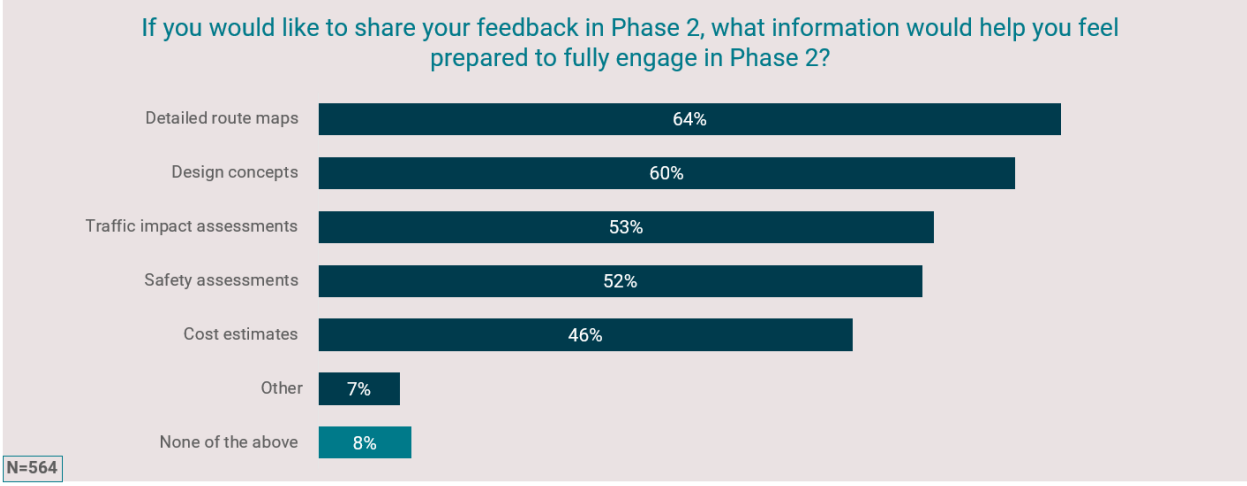


Other engagement topics mentioned by respondents were:

- Any forced changes to bylaws
- Balancing alternate use options and keeping roads functional for all
- Businesses included (parking/access impacts)
- Common sense as opposed to ideology
- Conflicts with other users
- Cost / Budget / Fiscal concerns / Cost and tax increases / Costs to the taxpayer
- Cost of implementing any changes
- Cycling to and from Oak Bay to other parts of the city (regional connectivity)
- Environmental impact
- Greater clarity on what is being proposed
- How and at what points residents can influence design / Transparency required
- How cars are still able to flow and circulate in a timely way
- Implementation / Build date / Speed and timelines for implementation
- Impacts on driving / enforcement / education for all road users (not just cyclists)
- Inclusive AT options
- Licensing and insurance for all road users
- Neighbourhood parking
- Necessity of these changes
- Parking reclamations
- Positive impacts that would be realized years later – future planning
- Priority setting
- Road rules and/or licensing for cyclists
- Safety during construction
- Specific concerns near my property
- Street parking for cars

Respondents were also asked what information would help them feel best prepared to participate in Phase 2 of engagement. The most common need identified was detailed route maps (64%), followed closely by design concepts (60%). More than half also wanted access to traffic impact assessments (53%) and safety assessments (52%), while nearly half (46%) said cost estimates would help them feel informed.

Smaller proportions selected other types of information (7%), and 8% said none of the listed options would affect their ability to participate.



Other information participants would feel helpful included:

• Actual survey results from residents. • Cyclist education • How greenhouse gas would be estimated to be reduced. No one's talking about climate change mitigation. • How it impacts residents affected by the planned bike routes. Give to one, at the same time take away from the other! Lets be fair about these future plans. • Impact on Oak Bay residents i.e. parking, access to home	• Implementation / build date. • Inclusive AT package • Parking (assessment/loss of/impact on neighbourhoods/issues – 7 mentions) • Results from first (this) survey • Safety education all users • The role of natural assets in all planning • Timelines (2 mentioned) • Unbiased feasibility analysis done by a neutral party.

When asked whether there was anything else that could make future engagement as successful and inclusive as possible, 216 comments were received. The main themes were:

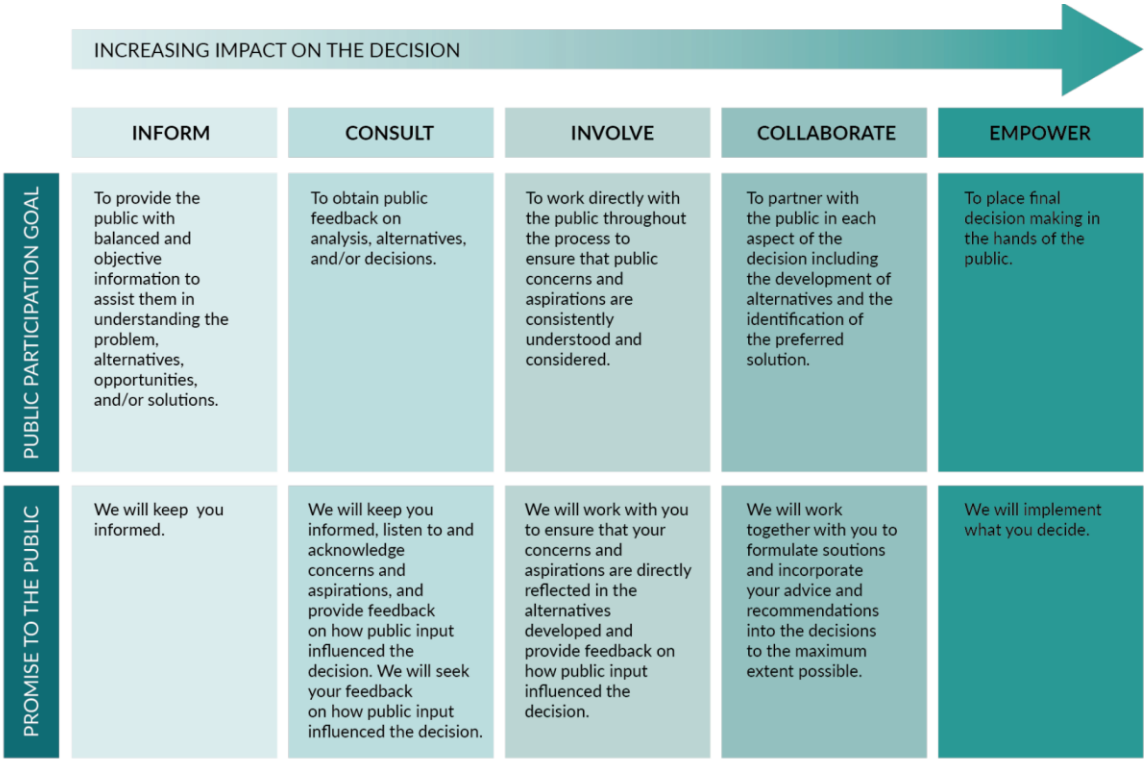
1. Listen, be transparent, and close the loop
2. Proactive, targeted outreach (go to where people are)
3. Prioritise voices most affected / verify local representation
4. Broaden the scope beyond cycling / all-modes inclusion
5. Make information material clearer, more accessible and more concrete
6. Reduce polarization; show fairness in engagement design and processes
7. Coordinate regionally and across agencies

Final Thoughts

Many respondents (316) added final thoughts about the District's Active Transportation Plan. The main themes of those comments were:

Theme	Description
1. Cycling infrastructure (support & concern/ opposition)	Views for/against adding bike lanes, protected lanes vs. paint, concerns about barriers, aesthetics, and lane design.
2. Implementation & timeliness	Frustration with years of delay, ("stop consulting and build," "long overdue," and "get on with it"); calls for clear timelines, and phasing (1/5/10-year plans),
3. Cars, parking & business impacts	Worries about losing street parking, access for seniors/trades/deliveries, bus routing/size, local business viability, and requests to keep traffic flowing on arterial streets.
4. Costs, priorities & fiscal responsibility	Taxes/budgets, competing infrastructure priorities (sewer/roads/sidewalks), "light-touch/low-cost" approaches, and value-for-money concerns.
5. Pedestrian priority & accessibility	Sidewalk condition/widths, crossings, lighting, benches, water/rest areas, mobility-aid users, safe routes for older adults and kids.
6. Safety, data & enforcement	Crash data/maps, speed reduction, driver/cyclist education, helmet/lights rules, enforcement for all modes, and safer intersections/crossings.
7. Trust, engagement & communications	Requests for transparent process, balanced engagement, listening to residents on proposed routes, and reporting back clearly.
8. Broader active transportation & equity (beyond bikes)	Transit (frequency/smaller buses), car-share/Evo, wayfinding/maps, and ensuring benefits for people who won't/can't bike.
9. Regional context & comparisons	Align with/learn from Victoria & Saanich; avoid repeating perceived mistakes; connect to regional networks.
10. Community vision & values	Calls to articulate a coherent long-term vision, balance change with local character, and recognize climate/health co-benefits.

Appendix A: IAP2 Spectrum of Engagement



Appendix B: Promotional Flyer

Join the conversation on the **Future of Active Transportation** in Oak Bay!

The District of Oak Bay is updating its Active Transportation Strategy (ATS), a long-term plan to support more walking, cycling, rolling, and transit use. The ATS will guide how we design and prioritize safer, healthier, and more connected ways of getting around our community.

This fall, we're seeking your input on **nine proposed cycling routes** that may shape Oak Bay's Cycling Implementation Plan. Your feedback will help Council understand community needs, priorities, and concerns.

- ☐ Online Questionnaire: September 3–26, 2025
- ☐ Community Workshops (*registration required*):
  - ☐ Friday, September 12, 2025 - Windsor Pavilion (9:30 a.m. – 12 p.m.)
  - ☐ Saturday, September 13, 2025 - Monterey Recreation Centre (9:30a.m. – 12 p.m.)
  - ☐ Tuesday, September 16, 2025 - Monterey Recreation Centre (6 - 8:30 p.m.)
- ☐ Open House: Early November 2025

Questions? Email engineering@oakbay.ca

Take the questionnaire or register for a workshop by visiting connect.oakbay.ca or scanning the QR code.

Together, let's create safer streets, healthier neighbourhoods, and a more sustainable Oak Bay.

DISTRICT OF OAK BAY

Appendix C: Questionnaire
Active Transportation Strategy

Welcome to the District of Oak Bay's Active Transportation Questionnaire

The District of Oak Bay is in the process of updating its Active Transportation Strategy (ATS), a long-term plan designed to support increased walking, cycling, and other forms of active transportation in the community. The strategy aligns with Council's strategic priorities around livability, climate change and environment, and transportation and is intended to create safer, healthier, and more connected neighbourhoods.

Recognizing that infrastructure changes will directly affect residents and visitors, Council directed staff to undertake a broad, community-wide engagement process to understand the habits and priorities of the community. The 2026 update of the ATS will reflect community input and will kick off the development of a Cycling Implementation Plan. This questionnaire is part of Phase 1 of engagement, which is intended to gather your input on a variety of topics, including:

- Your active transportation habits
- Where the District's priorities should be related to active transportation
- The nine proposed cycling routes including opportunities for improvements, concerns and design considerations
- Future engagement

The questionnaire is designed to gather ideas, priorities, and perspectives from across the community. It should take about 10–15 minutes to complete. All questions are optional, and you may skip any questions you wish.

All responses are anonymous and will be reported in summary only. Please do not include any information that could identify yourself or others, such as name, phone number, address or email address.

If you have any questions about the questionnaire, please contact engineering@oakbay.ca

The information in this survey is collected under Section 26 (a), (c), and (e) of the Freedom of Information and Protection of Privacy Act (FOIPPA). Survey results will be used for statistical and research purposes only. When survey results are published, your responses will be combined with the responses of others so that you cannot be identified. To help us protect privacy, please avoid personalizing any comments. Note that for online surveys, the District may collect IP addresses to monitor any unauthorized attempts to submit information or otherwise cause damage. IP addresses are not included in any published survey reports – the information is only accessible to authorized District personnel unless required for a law enforcement investigation. For questions related to FOIPPA or privacy management, please contact Corporate Services at 250-598-3311 or foi@oakbay.ca

This questionnaire is intended for those with a close connection to Oak Bay. Please affirm that you either live in or own a business in Oak Bay, work or go to school in Oak Bay, or regularly commute in or to Oak Bay for other reasons:

O Yes, I confirm I meet these criteria for participating.

O No, I do not meet the criteria.

Getting Around in Oak Bay

In the past year, how often have you typically used each of the following modes of transportation to get around in Oak Bay or the immediate surrounding neighbourhoods?

	Every day	More than once a week but not daily	About once a week	A few times per month	About once a month	Less than once a month (or fewer than 12 times in the past year)	Never	Unsure
Walk	O	O	O	O	O	O	O	O
Bicycle (electric or human-powered)	O	O	O	O	O	O	O	O
Public transit	O	O	O	O	O	O	O	O
Drive	O	O	O	O	O	O	O	O
Mobility device (for example, an electric mobility device or wheelchair)	O	O	O	O	O	O	O	O
Rolling (Skateboard, electric or human-powered kick or push scooter, etc.)	O	O	O	O	O	O	O	O

What type of primary transportation have you used most often in the past year? (Select one)

O Walking

O Driving a car or being driven

O Bicycling (electric or human-powered)

O Public transit

O Scootering

○Unsure

What are the main reasons you walk?
(Please select all that apply)

☐For physical health reasons (exercise/fitness/staying active)

☐To get to destinations (go visit people, appointments, run errands)

☐To get fresh air

☐For environmental reasons

☐It is the only way for me to get around

☐For mental health

☐For enjoyment

☐I don't walk

☐To commute, whether to work, school or other regular activities

☐To socialize (walking with friends or family)

☐To save money

☐Other (please specify)

What are the main reasons you cycle?
(Please select all that apply)

☐For physical health reasons (exercise/fitness/staying active)

☐For mental health

☐To get fresh air

☐To commute, whether to work, school or other regular activities

☐To socialize (cycling with friends or family)

☐To get to destinations (go visit people, appointments, run errands)

☐For environmental reasons

☐To save money

☐For enjoyment

☐It is the only way for me to get around

☐I don't cycle

☐Other (please specify)

How safe do you generally feel in Oak Bay when:

	Very safe	Somewhat safe	Somewhat unsafe	Very unsafe	Unsure	Does not apply
Walking	○	○	○	○	○	○
Cycling	○	○	○	○	○	○

Improvements and Priorities

What changes would make you want to walk more in Oak Bay?
(Please select all that apply)

☐More sidewalks

☐Traffic calming measures

☐Better sidewalks (i.e. better maintained, wider, etc.)

☐A more connected sidewalk system

☐Other (please specify)

☐None of the above

What is the most important thing the District could do to make walking in Oak Bay safer, easier, and more convenient?

What changes would make you want to cycle more in Oak Bay?
(Please select all that apply)

☐More cycling routes

☐Traffic calming measures

☐Better cycling infrastructure (i.e. better maintained, wider, etc.)

☐More bicycle parking

☐Other (please specify)

☐None of the above

What initiatives could encourage you to cycle more in Oak Bay?
(Please select all that apply)

☐Offering cycling education programs

☐Hosting community cycling events for people of all ages

☐Hosting bicycle repair clinics

☐Other (please specify)

☐None of the above

What is the most important thing the District could do to make cycling in Oak Bay safer, easier, and more convenient?

To what extent should each of the following street design features be a priority for the District in its Active Transportation Plan?

	A very high priority	A high priority	Somewhat of a priority	A low priority	A very low priority	Unsure
Pedestrian infrastructure (Sidewalks	○	○	○	○	○	○
Bicycle lanes	○	○	○	○	○	○
Vehicle travel lanes (Roadway)	○	○	○	○	○	○
Streetscapes (Trees and plants)	○	○	○	○	○	○

To what extent do you support or oppose the following types of cycling infrastructure?

	Strongly support	Somewhat support	Neutral	Somewhat oppose	Strongly oppose	Unsure
Reduced speed limits for vehicles	○	○	○	○	○	○
Traffic calming (Ex: raised crosswalks/speed humps)	○	○	○	○	○	○
Traffic diversions (Ex: road closures/diverters)	○	○	○	○	○	○
Painted bicycle lanes	○	○	○	○	○	○

Protected bicycle lanes (Ex: fully separated by concrete or barrier)	○	○	○	○	○	○

Proposed Cycling Routes

In March 2024, Council directed staff to proceed with the implementation of active transportation projects on nine proposed cycling routes. Following that, Staff presented to Council the Active Transportation Strategy Update.

Staff were directed by Council to prioritize the construction of a mix of neighbourhood bikeways, commuter routes, and multi-use trails, which are intended to improve access and connectivity across the District. Feedback on these nine proposed cycling routes coupled with baseline cycling habits, preferences and needs will help to inform a Cycling Implementation Plan.

The nine proposed cycling routes identified in the current implementation plan include a mix of commuter routes and local connections, spanning all areas of the District. The proposed cycling routes included in the plan, are:

1) Oak Bay Avenue – Beach Drive Connection
2) Bowker Avenue Commuter Route
3) Cedar Hill Cross Road Multi-Use Trail
4) Central Oak Bay Neighbourhood Bikeway
5) Cadboro Bay Road Commuter Route
6) McNeill Avenue – Beach Drive Connection:
    a. Option 1 – Margate Avenue Beach Connection
    b. Option 2 – Currie Road Beach Connection
7) Lansdowne Road Commuter Route
8) Henderson Road/Foul Bay Road Commuter Route
9) Oak Bay Avenue Commuter Route

To what extent do you support or oppose each of these proposed cycling routes?

	Strongly oppose	Somewhat oppose	Neutral	Somewhat support	Strongly support	Unsure
1 - Oak Bay Avenue - Beach Drive Connection	○	○	○	○	○	○
2 - Bowker Avenue Commuter Route	○	○	○	○	○	○
3 - Cedar Hill Cross Road Multi-Use Trail	○	○	○	○	○	○
4 - Central Oak Bay Neighbourhood Bikeway	○	○	○	○	○	○
5 - Cadboro Bay Road Commuter Route	○	○	○	○	○	○
6a - McNeill Avenue - Beach Drive	○	○	○	○	○	○

Connection: Option 1 – Margate Avenue Beach Connection						
6b - McNeill Avenue - Beach Drive Connection: Option 2 – Currie Road Beach Connection	○	○	○	○	○	○
7 - Lansdowne Road Commuter Route	○	○	○	○	○	○
8 - Henderson Road/Foul Bay Road Commuter Route	○	○	○	○	○	○
9 - Oak Bay Avenue Commuter Route	○	○	○	○	○	○

If you support any of these proposed corridors in particular, please let us know why – tell us what you like. Make sure to clearly indicate which of the corridors you are referencing.

If you oppose any of these proposed corridors in particular, please let us know why – share your concerns. Make sure to clearly indicate which of the corridors you are referencing.

What, if any, changes would you suggest for the proposed routes?

☐1 - Oak Bay Avenue - Beach Drive Connection

☐2 - Bowker Avenue Commuter Route

☐3 - Cedar Hill Cross Road Multi-Use Trail

☐4 - Central Oak Bay Neighbourhood Bikeway

☐5 - Cadboro Bay Road Commuter Route

☐6a - McNeill Avenue - Beach Drive Connection: Option 1 – Margate Avenue Beach Connection

☐6b - McNeill Avenue - Beach Drive Connection: Option 2 – Currie Road Beach Connection

☐7 - Lansdowne Road Commuter Route

☐8 - Henderson Road/Foul Bay Road Commuter Route

☐9 - Oak Bay Avenue Commuter Route

Which of the proposed cycling routes would you prioritize for implementation? (Please select your top three)

☐1 - Oak Bay Avenue - Beach Drive Connection

☐2 - Bowker Avenue Commuter Route

☐3 - Cedar Hill Cross Road Multi-Use Trail

☐4 - Central Oak Bay Neighbourhood Bikeway

☐5 - Cadboro Bay Road Commuter Route

☐6 - McNeill Avenue - Beach Drive Connection (Margate Avenue or Currie Road)

☐7 - Lansdowne Road Commuter Route

☐8 - Henderson Road/Foul Bay Road Commuter Route

☐9 - Oak Bay Avenue Commuter Route

☐None of the above

Are there any other corridors or streets in Oak Bay that you believe should be a priority for new cycling infrastructure that are not part of the nine proposed cycling routes?

Cycling Facilities and Wayfinding

To what extent do you support or oppose the District implementing the following facilities as part of a Cycling Implementation Plan?

	Strongly oppose	Somewhat oppose	Neutral	Somewhat support	Strongly support	Unsure
Secure bicycle parking (racks, lockers, or cages)	○	○	○	○	○	○
Bicycle repair stations (with tools, pumps, and stands)	○	○	○	○	○	○
E-bike charging stations	○	○	○	○	○	○
Drinking water fountains or bottle-fill stations	○	○	○	○	○	○

To what extent do you support or oppose the District implementing the following features as part of cycling routes?

	Strongly oppose	Somewhat oppose	Neutral	Somewhat support	Strongly support	Unsure
Coloured pavement markings for visibility at crossings and intersections	○	○	○	○	○	○
Enhanced street lighting	○	○	○	○	○	○
Rest areas with benches and shade structures	○	○	○	○	○	○
Wayfinding signs and maps showing routes and destinations	○	○	○	○	○	○

Future Engagement

In Phase 2 of engagement, there will be more opportunities to provide specific feedback for the proposed routes. How would you like to engage in Phase 2?
(Please select all that apply)

☐Public delegation or comment period at Council meetings

☐Virtual meeting

☐In-person workshop

☐Online questionnaire/survey

☐Open house

☐One-on-one interview

☐Virtual focus group

☐Neighbourhood group or community association meeting with the District

☐Would prefer not to be engaged

☐Other (please specify)

If you would like to share your feedback in Phase 2, what aspects would you most like to comment on?
(Please select all that apply)

☐Amenities and beautification

☐Specific design elements

☐General routing preferences

☐Safety features

☐Other (please specify)

☐None of the above

If you would like to share your feedback in Phase 2, what information would help you feel prepared to fully engage in Phase 2?
(Please select all that apply)

☐Traffic impact assessments

☐Design concepts

☐Detailed route maps

☐Safety assessments

☐Cost estimates

☐Other (please specify)

☐None of the above

What else should the District consider in order to make Phase 2 engagement as successful and inclusive as possible?

Final thoughts

Please briefly share anything else you'd like to add about the District's new Active Transportation Strategy that you haven't expressed yet.

About you

We now have a few final questions about you. This will help us understand who we heard from and who may be underrepresented in our feedback. We want to remind you that all information you share is confidential and anonymous.

Do you live directly on one of the proposed nine routes?

OYes

ONo

O Unsure

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

☐ Poster or signage in the community

☐ Word of mouth (family, friend, neighbour)

☐ District of Oak Bay website

☐ Connect Oak Bay

☐ Email or newsletter from the District of Oak Bay

☐ Newspaper or other media coverage

☐ Social media (Facebook, Instagram, etc.)

☐ Community event or open house

☐ Other (please specify)

Which of the following age groups do you belong to?

O Under 18

O 18-24

O 25-34

O 35-44

O 45-54

O 55-64

O 65-74

O 75+

O Prefer not to say

Do you identify as:

O Woman

O Man

O Other (please specify)

O Prefer not to say

Do you have any children under the age of 18 in your household?

O Yes

O No

O Prefer not to say

Do you own or rent the home you live in?

O Own

O Rent

O Prefer not to say

Do you experience any of the following barriers that make it difficult to use active transportation?

☐ Mobility issues

☐ Hard of hearing/deaf

☐ Visually impaired/blind

☐ Other (chronic) health issues (Please specify)

☐ None of the above

☐ Prefer not to say

What is your relationship to the District of Oak Bay?

☐ I own a business in Oak Bay

☐ I live in Oak Bay

☐ I work in Oak Bay

☐ I or my child go to school in Oak Bay

☐ Commuting to or from Oak Bay

☐ Other (please specify)

☐ None of the above

Which neighbourhood do you live in?

- O Henderson
- O Uplands
- O Estevan
- O North Oak Bay
- O Oak Bay Avenue
- O South Oak Bay
- O Harling Point
- O I live outside of Oak Bay
- O Prefer not to say

Appendix D: Community Workshop Presentation