



VIEW ROYAL TRANSPORTATION MASTER PLAN SURVEY #1 SUMMARY

BY

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1. Introduction

Transportation Master Plan Update: Survey 1 gathered community input that will help shape the future of transportation in View Royal. The purpose of this survey was to support the update of the Town's Transportation Master Plan (TMP), which will guide improvements to safety, accessibility, and connectivity for all road users over the next decade. Survey 1 aimed to confirm the community's level of agreement with previously identified challenges and to gather additional issues, ideas, or opportunities that residents feel should be addressed as the Transportation Master Plan is updated. The survey was open from October 17 to November 16, 2025 and took approximately 5-10 minutes to complete. Participation was voluntary and anonymous. A total of 237 survey responses and 648 map pins were received.

Results at a Glance

Respondents confirmed that the previously identified transportation challenges and concerns remain relevant. These challenges include congestion and through-traffic from neighbouring communities. Although the majority of respondents relied on a personal vehicle, they were interested in expanding View Royal's transportation options. Most respondents support improving public transit connectivity and bus stops, improving walking and wheeling routes, and adding light rail as a transportation option in the Town.

Respondents also highlighted areas where they observed travel or safety challenges, with Island Highway and Helmcken Road among the most cited locations. The most common themes in the comments on the map centered around driver behaviour, congestion, and signals/intersections.

Survey Promotion

The survey was promoted across multiple platforms.

The Town's engagement website (engage.viewroyal.ca) recorded 1,020 views from 697 visitors, with 46 new project followers. Social media included 11 posts, complemented by "What's New" updates on viewroyal.ca on October 17 and November 12, following the initial launch announcement on September 10. The Inside View Royal e-newsletter featured the project in both the October and November editions, and an email was sent to principals at Eagle View, View Royal, and Shoreline Schools on November 7.

On Facebook, the campaign reached 329 unique accounts and received 622 total views. On Instagram, the campaign reached 4,423 unique accounts and was viewed 7,789 times, demonstrating strong visibility. Engagement totaled 31 interactions, including eight reactions, 12 comments, and 11 shares, indicating that the content resonated with the audience. The post generated 404 clicks overall, including 125 link clicks to the survey.

Additionally, the survey link was independently shared on Reddit, generating 16 positive reactions and eight comments. Most comments focused on traffic and intersection issues, particularly at Admirals and Island Highway and Admirals and Craigflower, with suggestions to improve safety for both cars and cyclists. Several commenters noted the small size of View Royal as a municipality, with some highlighting its role as a key bottleneck affecting transportation in the Greater Victoria area.

2. Emails from Residents

In addition to the survey, three emails were also received during the survey period, expressing concerns about traffic congestion and transportation infrastructure in the Westshore and View Royal area.

Key points include:

1. **Intersection and traffic improvements:** Problematic intersections (e.g., Burnside Helmcken, Old Island Highway, Admirals) were highlighted, with suggestions such as roundabouts, dedicated left-turn signals, and better timing of traffic lights ("green wave") to improve traffic flow.
2. **Public transit and rail support:** Expanding alternative transportation, particularly commuter trains, ferries, and adding bus lanes, was emphasized, with rail seen as a cost-efficient and urgent solution for moving people and freight as the region grows.
3. **Traffic impacts on daily life:** Congestion was noted to increase commute times, vehicle wear, environmental impacts, and negatively affect mental health, sleep, personal time, and community engagement.
4. **Practical solutions versus long-term options:** While acknowledging expensive infrastructure options like elevated highways and trains, starting with practical, achievable fixes, such as better traffic light coordination and selective road improvements, is recommended.

3. Survey Results

Note: Percentages have been rounded and may not add up to 100%.

Current Transportation Habits

Residents were asked to describe their travel habits in View Royal, including which modes of transportation they use and how often they use them. The results show a strong reliance on personal vehicles: 59% of respondents drive daily, and another 25% drive multiple times per week. Other notable findings include:

- 47% walk every day, and 22% walk several times per week, making it the second most frequently used mode of travel.
- Public transit, cycling, and scooters are used infrequently; 38% never use public transit, 98% never use mobility scooters, and 96% never use e-scooters, showing these options are far less integrated into routines.
- Among alternatives such as carpooling, taxis, and rideshares, most residents reported using these only occasionally, typically a few times per year.

Congestion

Traffic congestion is a major issue in View Royal, with a significant majority (**84%**) of respondents agreeing or strongly agreeing that it negatively impacts their day-to-day travel.

Respondents shared the following experiences with congestion.

1. PM Peak Gridlock (2:30-6:30 PM)

- The most dominant theme. Respondents repeatedly describe extreme delays that begin earlier each year (as early as 2:00-2:30 PM) and last until 6:00-6:30 PM.
- Many avoid any travel during this window because returning to View Royal becomes “impossible,” especially via Admirals/Craigflower, Old Island Highway, and Helmcken Road.

2. Chronic Bottlenecks at Helmcken-Burnside-Watkiss

- The single most frequently cited location for congestion.
- Long queues, multi-cycle waits, unsafe left turns, and gridlock during school and hospital traffic.
- Residents describe being unable to exit or enter neighbourhoods (e.g., Camden, Burnett, Eltham, Newcastle Court).

3. Old Island Highway Congestion Between Admirals and Helmcken

- Heavy two-direction congestion during both AM and PM peaks.
- School-related traffic near Shoreline Middle School further intensifies afternoon delays.
- Reports of 30 to 45-minute delays for what is usually a 3 to 5-minute trip.

4. Six Mile Road and Highway 1 Access Issues

- Repeated mentions of backups on Six Mile, especially when turning onto Island Highway or accessing Highway 1.
- Morning congestion from Atkins → Six Mile → Hwy 1 is a common barrier for commuters.
- School days amplify backup into nearby residential streets (e.g., Chilco).

5. Congestion Affecting Daily Mobility and Trip Timing

- Many residents say congestion dictates their entire daily schedule.
- People routinely avoid:
 - Grocery trips after 2:30 PM
 - Visiting Admirals Walk
 - Appointments after school dismissal
 - Returning home during peak hours
- Some report considering relocating because travel has become so constrained.

Through-Traffic

Through-traffic from commuters and people travelling to other communities is a significant concern in View Royal, with **76%** of respondents agreeing or strongly agreeing that it negatively impacts their neighbourhoods.

Respondents were asked to identify their neighbourhood and how through-traffic affects them.

1. Helmcken Road Corridor

- Most frequently mentioned area for congestion.
- Residents report significant delays entering/exiting driveways and intersections due to through-traffic from Westshore commuters.
- Traffic impacts pedestrian safety, air quality, and noise levels.

2. Burnside Road West

- Heavy commuter traffic causes delays, particularly at intersections with Helmcken Road and Watkiss Way.
- Drivers often take alternative residential streets to avoid congestion, creating secondary traffic issues.

3. Island Highway / Six Mile / Admirals / Craigflower Corridors

- Critical arterial roads for commuters, especially during morning (7:00-9:30 AM) and afternoon (2:30-6:00 AM) rush hours.
- Residents report long delays, safety concerns for pedestrians/cyclists, and difficulty accessing local streets.

4. Hospital / Eagle Creek Area

- Increased congestion due to hospital traffic and nearby development.
- Commuters attempting to bypass Highway 1 often use Watkiss Way or Burnside, impacting local traffic flow and safety.

5. Harbour / Vic West / Shoreline / Knollwood Areas

- Through-traffic from the Westshore and downtown creates daily congestion, even outside peak hours.
- Residents note unsafe conditions for walking and cycling, noise pollution, and difficulty exiting neighbourhood streets.

Public Transit

Despite **38%** of respondents reporting that they never use public transit, many recognize the need for improvements.

Public transit is an important issue for View Royal residents; **70%** agree or strongly agree that enhancing transit within View Royal should be a priority.

Improving public transit connections to neighbouring communities is an even higher priority, with **78%** of respondents agreeing or strongly agreeing that regional transit connectivity is needed.

Residents also emphasized the importance of improving bus stops and transit waiting areas with lighting, shelter, or seating, with **61%** agreeing or strongly agreeing that such improvements are important to them.

Multi-modal Transportation Options

Improving walking and wheeling routes with pedestrian and cycling facilities that connect neighbourhoods and key destinations to public transit is important to View Royal residents, with a slight majority (**59%**) agreeing or strongly agreeing. Additionally, **68%** of residents agree that improving connections between the town and regional trails is important for enhancing active transportation options.

In response to the statement that using paths and trails shared by people travelling by different modes (i.e., walking, biking, mobility scooter, e-scooter, etc.) makes them feel unsafe or lessens their enjoyment of the journey, respondents report mixed opinions: **39%** agreeing or strongly agreeing with this sentiment, **37%** disagreeing or strongly disagreeing with this sentiment, and **23%** are neutral.

Light Rail

Interest in light rail as a transportation option is high, with **76%** of respondents indicating they are very or somewhat interested.

Respondents would like to see the following destinations served by light rail.

1. Downtown Victoria

- Most cited destination for commuters.
- Reduce car congestion in the city center.
- Need for walkable, accessible stations near key destinations like Uptown, UVic, and ferry terminals.
- Integration with other transit modes for efficient connections.

2. Langford / Westshore / Colwood

- High commuter traffic from western communities causes congestion.
- Direct, frequent service is needed between downtown and Langford/Westshore.
- Multiple stops along the corridor are recommended to serve population centers.

3. Old E&N Railway Corridor (Esquimalt, View Royal, Colwood)

- The existing rail corridor is cost-effective and feasible for light rail.

- Congestion on local streets could be reduced by providing a dedicated transit corridor.
- Stations are needed in key neighbourhoods; integration with local feeder buses is important.

4. Island Highway / Trans-Canada Highway Corridor

- Major commuter route with significant traffic congestion.
- Elevated or at-grade light rail is suggested along the highway corridor.
- Multiple stations are recommended at high-traffic intersections for accessibility.

5. View Royal (Six Mile, Helmcken Overpass, local stops)

- Local streets are impacted by commuter traffic; stations could alleviate neighbourhood congestion.
- Feeder buses are needed to connect neighbourhoods to the light rail.
- Stations should be near major intersections and community hubs for convenience.

Crossings and Intersections

Improving road crossings and intersections is important to View Royal residents, with a majority (**70%**) agreeing or strongly agreeing. Residents highlighted specific locations and suggested improvements to enhance safety and accessibility.

1. Island Highway & Helmcken Road

- Fix traffic light timing; lights sometimes turn green for empty directions.
- Add pedestrian-only signals for safer crossings (children, elderly).
- Improve visibility at crosswalks and sidewalks.
- Provide grade-separated or safer bike lanes across the highway.
- Provide Dutch-style or protected intersections for both pedestrians and vehicles.
- Improve crosswalks near bus stops to prevent jaywalking.

2. Burnside & Helmcken Road

- Install a roundabout to improve flow.
- Widen lanes, especially left-turn lanes, to reduce congestion.
- Improve pedestrian crossings with lights or signals.
- Better manage through-traffic from Westshore commuters.
- Address backup when traffic is blocked from entering Helmcken Road.

3. Helmcken Road & Watkiss Way

- Add pedestrian lights or flashing signals to protect walkers.
- Extend left-turn lights from Watkiss onto Helmcken Road to reduce near-misses.
- Consider roundabouts or advanced pedestrian/cyclist crossings.
- Improve visibility and enforce traffic rules for vehicles turning from Watkiss.

4. Admirals & Craigflower

- Add crosswalks and sidewalks where missing.
- Add Dutch-style protected intersections or advanced signals for pedestrians/cyclists.
- Improve vehicle flow and traffic backups during peak hours.
- Add signage for proper merging (zipper merge) and lane management.

5. Six Mile & Chilco

- Consider a roundabout instead of the 4-way stop.
- Enforce stop signs more strictly (drivers frequently blow through).
- Remove parking near the intersection to improve visibility.

Parking

Improving parking availability and accessibility is not a significant issue for respondents. While **24%** agree or strongly agree that it is important, **39%** are neutral, and **36%** disagree or strongly disagree. Respondents also identified specific locations where parking challenges are most observed.

- 1. Island Highway Corridor (including Helmcken Road, Stormont, Admirals, Prince Robert Drive)**
 - Vehicles parked in travel lanes reduce road capacity and safety.
 - Limited or no street parking in certain sections; residents struggle to park or access driveways.
 - Safety hazards for pedestrians and cyclists due to parked cars blocking sidewalks or lanes.
 - Garbage/recycling trucks and delivery vehicles are sometimes blocked.
 - Former parking areas were lost due to bike lane installations (e.g., Erskine Lane).
- 2. Residential Streets Near Multi-Unit Developments (e.g., Watkiss, Erskine, Talcott, Pheasant Lane)**
 - Increased vehicles from new multi-unit developments overwhelm street parking.
 - Visitors often cannot find parking nearby.
 - Narrow streets exacerbate congestion and limit access for residents.
 - Construction and business-related parking add further strain.
 - Calls for more enforcement and residential parking restrictions.
- 3. School and Public Areas (Craigflower Elementary, Thetis Lake, View Royal Park, Chilco/Six Mile)**
 - Pickup and drop-off zones create congestion during peak times.
 - Public parking is insufficient, especially during summer or high-use periods.
 - Safety concerns for children and pedestrians when streets are blocked.
 - Suggestion: dedicated off-street parking or better-managed public parking areas.

Additional Feedback

Some respondents chose to share additional feedback related to transportation.

- 1. Infrastructure & Planning Concerns**
 - Past decisions to reduce lanes on Old Island Highway are now contributing to congestion; residents note this was meant to prevent a “freeway” effect, but now causes backups due to commuter traffic.
 - Concern that new housing and development approvals occur without adequate transportation planning, leading to predictable congestion and unsafe conditions.
 - Requests for sidewalks in specific areas (Watkiss Way, Eagle Creek, Island Highway to JDF Rec Centre, Helmcken Road to View Royal corner) to address pedestrian safety.
 - Need for sound-dampening fencing near Chilco & Nursery Hill due to traffic noise.
 - Concern over meridians, landscaping, and traffic calming measures reducing emergency vehicle access.

2. Traffic Flow & Safety

- Helmcken Road/Burnside intersection and Old Island Highway congestion are repeatedly highlighted as critical bottlenecks.
- Frequent complaints about single-lane roads, insufficient left/right turn lanes, and poor traffic light timing cause backups.
- Desire for better signage for merging and zipper lanes to improve flow.
- Dangerous pedestrian crossings at school zones and major intersections; need for crosswalk safety improvements and pedestrian-focused design.
- Police enforcement suggested keeping traffic moving and enforcing existing rules.

3. Transit & Public Transportation

- Light rail (LRT) along the E&N corridor is strongly recommended as a long-term solution to reduce cars.
- More bus priority measures, such as dedicated lanes, signal priority, and increased frequency, particularly along Craigflower, Helmcken Road, Admirals, and Westshore routes.
- Bus service for students (Shoreline Middle, Esquimalt High, Spectrum) is seen as inadequate; overcrowding and missed pickups are concerns.
- Free or subsidized transit passes for youth are suggested to improve equity with other municipalities.
- Desire for better transit connections within View Royal rather than just through traffic.

4. Cycling & Active Transportation

- Support for protected bike infrastructure on trails, but strong opposition to painted lanes on major roads.
- Shared pedestrian/cyclist pathways and bi-directional road lanes are considered unsafe, especially for seniors and children.
- Need to connect existing regional trails (Galloping Goose, E&N) more safely and seamlessly.
- Suggestions for e-bike/scooter lanes to improve safety and access, particularly separated from pedestrians.

5. Regional Coordination & Policy

- Many comments emphasize that View Royal cannot plan in isolation; traffic and transit decisions require coordination with Esquimalt, Saanich, Langford, and other municipalities.
- Concern that decisions are influenced by NIMBYism, prioritizing small groups over regional traffic needs.
- Calls for AI/traffic management tools to dynamically adjust lights and traffic flows, especially during incidents.
- Acknowledgment that most traffic is commuter-driven from surrounding municipalities, not local trips.

6. Miscellaneous / Unique Ideas

- Shade trees over asphalt to reduce heat stress and road buckling.
- Improve winter/night lighting for trails and sidewalks.
- Need better multi-modal planning for people with mobility issues.
- Concern that beautification projects (flower boxes, medians) worsen traffic flow and impede emergency vehicles.

- Traffic calming measures, such as speed bumps, can sometimes cause more congestion and idling.
- Suggested trial HOV lanes or bus-only lanes to reduce congestion.

Questions about the Transportation Master Plan.

The following questions were submitted:

1. Traffic Impacts from New Developments

- How will new housing and condo developments affect traffic?
- Are there plans to ensure road capacity, intersections, and emergency access keep up with growth?
- Will infrastructure improvements happen before approving new developments?

2. Future Plans for Major Roads

- What are the planned upgrades for Helmcken Road, Burnside, Watkiss Way, and Island Highway?
- Will roads be widened or redesigned to reduce congestion and improve safety?
- How will traffic flow be managed at key bottlenecks and intersections?

3. Public Transit & Light Rail Options

- Will View Royal support or implement light rail or commuter rail along the E&N corridor?
- Are there plans for more frequent, reliable bus service and dedicated bus lanes?
- How will transit options better serve residents, schools, and major destinations?

4. Active Transportation & Bike Infrastructure

- How will bike lanes, trails, and sidewalks be planned or expanded?
- Will bike infrastructure be safe and integrated with regional trails without reducing road capacity for cars?
- Is there a plan for e-bike sharing or other shared active transportation options?

5. Coordination & TMP Effectiveness

- How will View Royal coordinate transportation planning with neighbouring municipalities?
- Will the TMP use data, AI, or predictive models to anticipate traffic impacts before approvals?
- How will the plan balance regional traffic, local access, and long-term growth?

Demographics and Participation Insights

Most respondents identified as residents of View Royal (**84%**). Nearly half (**48%**) engage in recreation or other activities in the town, while **41%** reported travelling through View Royal to reach different destinations.

The top neighbourhoods represented were:

- Helmcken: **26%**
- Harbour: **19%**
- Hospital: **14%**

Most respondents live in single-detached houses (**63%**), and **84%** own their home. Many participants fall within the 35-44 age range, with **17%** aged 35-39 and **16%** aged 40-44.

Representation of equity-deserving groups includes:

- Caregivers for children (including parents, grandparents, foster parents, etc.): **28%**
- Born outside of Canada (self or household member): **22%**
- New to View Royal (moved in the last five years): **21%**
- Self or household member has a disability: **18%**
- **31%** reported not belonging to an equity-deserving group

Digital channels were the most common way respondents discovered the survey:

- Social media (Facebook, Instagram, Bluesky): **49%**
- Town of View Royal website: **21%**
- Other sources accounted for **23%**, including direct emails from the Town of View Royal, local schools, and property management companies.

4. Summary of Mapped Feedback

In addition to the online survey, participants were invited to use the interactive map tool on the project web page to identify specific transportation challenges and opportunities across View Royal.

A total of 648 map pins were submitted. The mapping input provides valuable location-based insights that help the Town understand where residents experience transportation issues and where they see potential for improvement.

Key Themes

The comments submitted through the mapping tool generally reflected the same themes as those heard in the survey. The most frequently identified topics were:

Driver Behaviour - 212 mentions

Comments highlighted how unsafe or confusing driving practices impact safety and traffic flow. Issues include speeding, aggressive merging, improper lane use, running stop signs, and difficulty navigating intersections or bus lanes. These behaviours create risks for cyclists, pedestrians, and other drivers. Many responses suggest a mix of education, enforcement, and targeted infrastructure adjustments to improve safety.

Congestion - 211 mentions

High traffic volumes and bottlenecks were frequently reported, especially during peak commuting hours. Congestion occurs at intersections, highway ramps, and near schools or transit stops, slowing movement for all road users. Feedback indicates the need for improved capacity, signal timing, or alternative travel options to reduce delays.

Signals / Intersections - 158 mentions

Respondents identified widespread issues with signal timing, confusing layouts, and inadequate turning movements that contribute to long delays, unsafe maneuvers, and congestion. Many noted excessively long red lights, signals that activate with no cross-traffic, and pedestrian crossings that require lengthy waits. Several intersections lack advanced left-turn phases or appropriate turn lanes, creating bottlenecks, near-misses, and risky merging.

Pedestrian Safety - 145 mentions

Respondents identified areas where walking is unsafe due to missing or narrow sidewalks, poorly timed crosswalks, high-speed traffic, or low visibility. Concerns are prevalent near schools, transit stops, and busy intersections. Feedback emphasizes the importance of continuous, accessible, and well-lit pedestrian pathways to protect children, seniors, and transit users.

Access Limitations - 114 mentions

Comments highlight widespread difficulty entering or exiting neighbourhoods, accessing major roads, or reaching key destinations due to limited connections, heavy congestion, and missing pedestrian or cycling infrastructure. Residents frequently noted long delays at neighbourhood access points, challenges making safe turns onto busy corridors, and reliance on only one or two routes that become impassable during peak periods or incidents on Highway 1.

Cycling Safety - 104 mentions

Cyclists reported risks caused by missing, incomplete, or poorly protected bike lanes. Conflicts with vehicles at intersections, fast-moving traffic, abrupt lane endings, and steep gradients were common

issues. Comments stress the need for continuous, protected, and clearly marked cycling routes to ensure safety and accessibility for riders of all ages.

Note: Comments may fit into more than one theme, so the total number of categorized comments may not equal the total number of responses.

Commonly Identified Locations

Island Highway - 131 mentions

1. Signal / Intersection
2. Congestion
3. Driver Behaviour
4. Cycling Safety
5. Pedestrian Safety

Helmcken Road - 96 mentions

1. Driver Behaviour
2. Congestion
3. Signal / Intersection
4. Pedestrian Safety
5. Cycling Safety

Admirals Road - 73 mentions

1. Congestion
2. Driver Behaviour
3. Signal / Intersection
4. Pedestrian Safety
5. Cycling Safety

Burnside Road West - 73 mentions

1. Congestion
2. Driver Behaviour
3. Signal / Intersection
4. Cycling Safety
5. Access Limitations

Watkiss Way - 35 mentions

1. Pedestrian Safety
2. Congestion
3. Driver Behaviour
4. Cycling Safety
5. Access Limitations

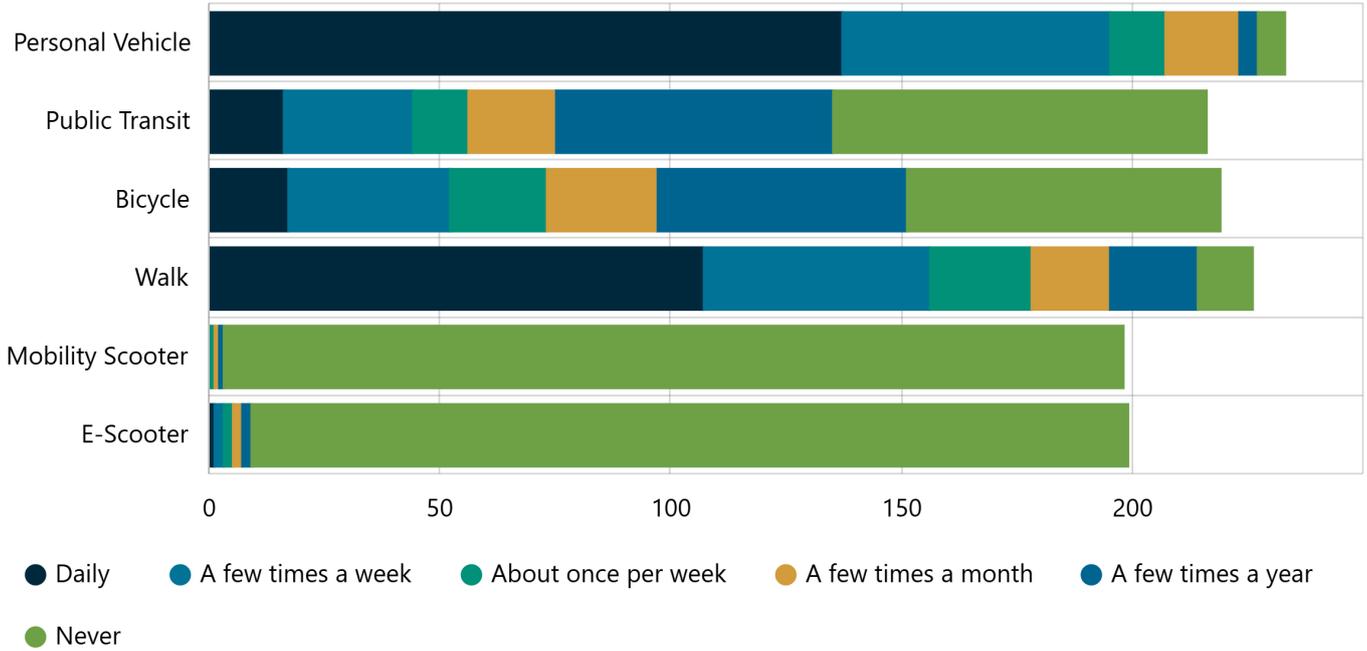
APPENDIX A:

Quantitative Survey Responses

Contribution Summary

1. How often do you travel by the following modes in View Royal?

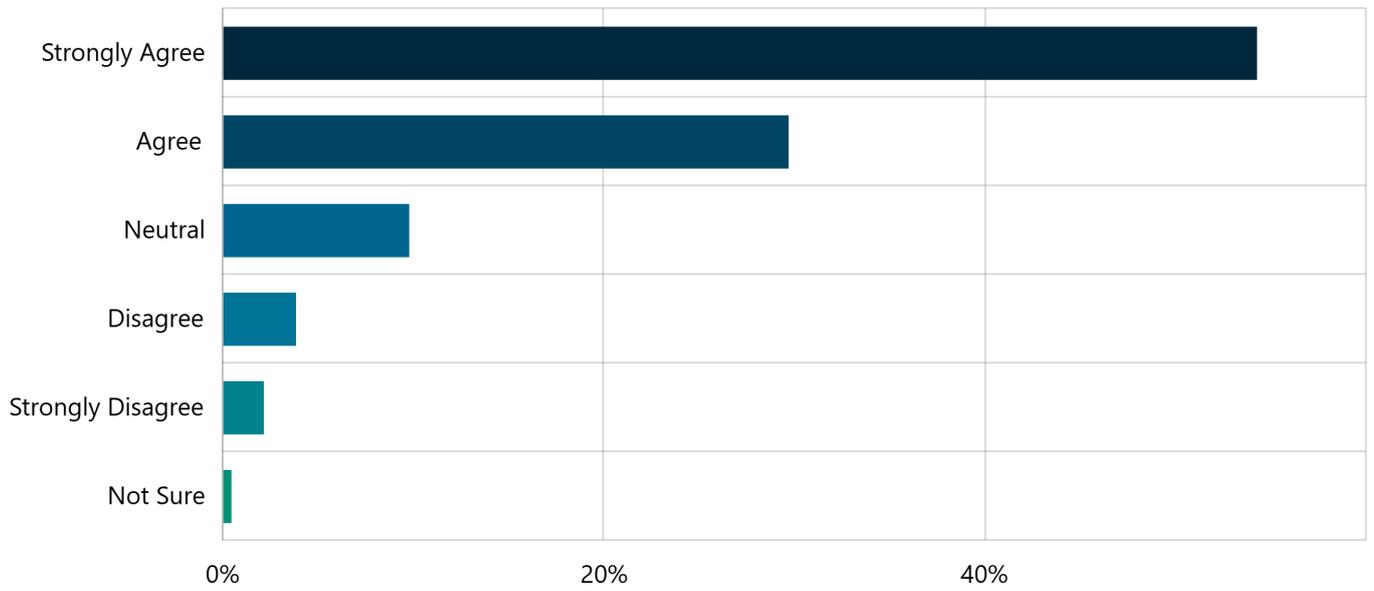
Matrix | Skipped: 2 | Answered: 235 (99.2%)



	Daily	A few times a week	About once per week	A few times a month	A few times a year	Never	Count	Score
Personal Vehicle	58.80% 137	24.89% 58	5.15% 12	6.87% 16	1.72% 4	2.58% 6	233	1.76
Public Transit	7.41% 16	12.96% 28	5.56% 12	8.80% 19	27.78% 60	37.50% 81	216	4.49
Bicycle	7.76% 17	15.98% 35	9.59% 21	10.96% 24	24.66% 54	31.05% 68	219	4.22
Walk	47.35% 107	21.68% 49	9.73% 22	7.52% 17	8.41% 19	5.31% 12	226	2.24
Mobility Scooter	0% 0	0% 0	0.51% 1	0.51% 1	0.51% 1	98.48% 195	198	5.97
E-Scooter	0.50% 1	1.01% 2	1.01% 2	1.01% 2	1.01% 2	95.48% 190	199	5.87

3. Traffic congestion negatively impacts my day-to-day travel in View Royal.

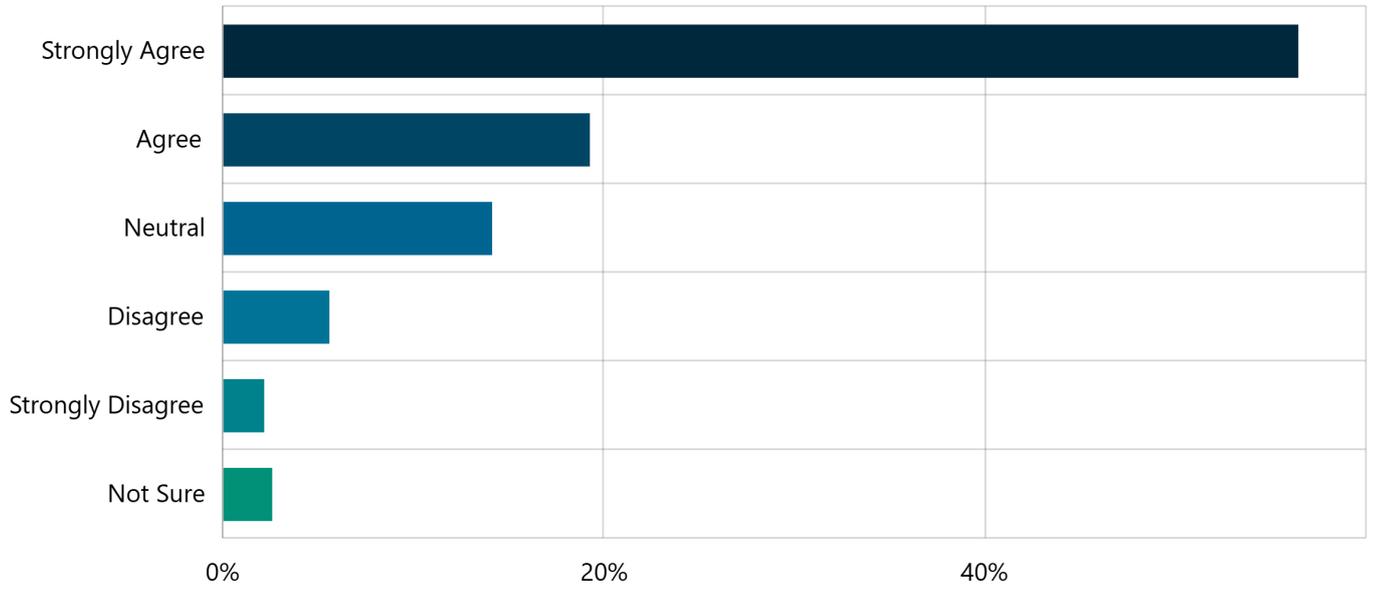
Multi Choice | Skipped: 1 | Answered: 236 (99.6%)



Answer choices	Percent	Count
Strongly Agree	54.24%	128
Agree	29.66%	70
Neutral	9.75%	23
Disagree	3.81%	9
Strongly Disagree	2.12%	5
Not Sure	0.42%	1
Total	100.00%	236

5. Through-traffic from commuters or people travelling to other communities negatively impacts my neighbourhood.

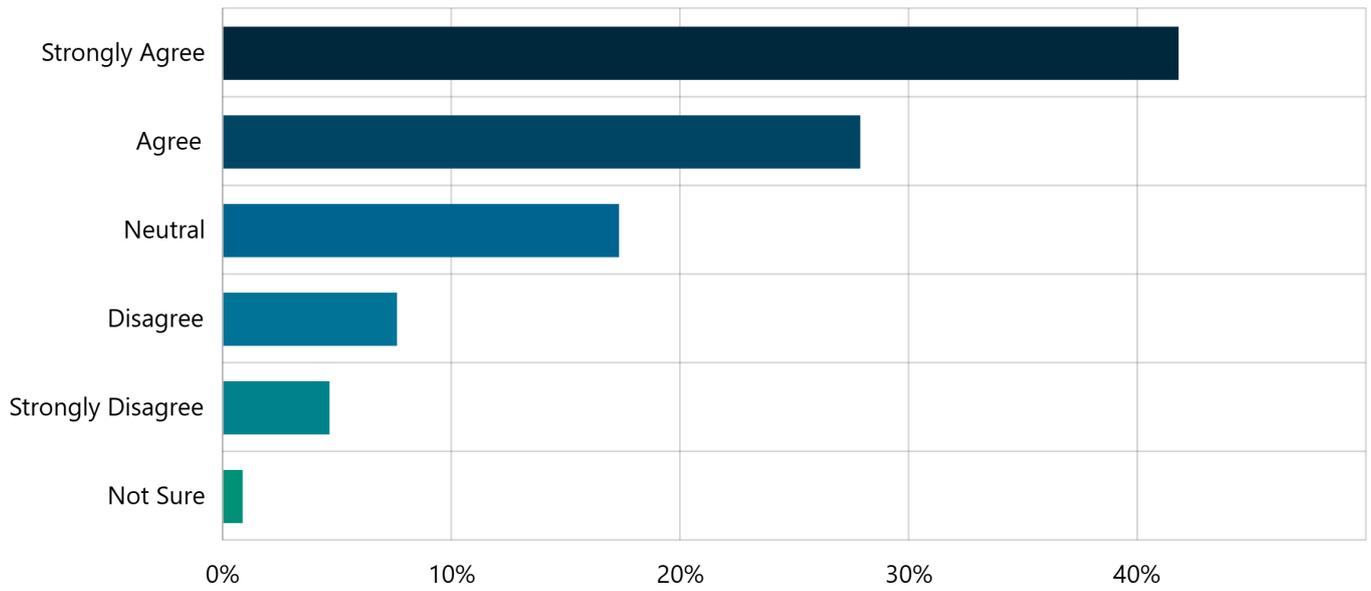
Multi Choice | Skipped: 3 | Answered: 234 (98.7%)



Answer choices	Percent	Count
Strongly Agree	56.41%	132
Agree	19.23%	45
Neutral	14.10%	33
Disagree	5.56%	13
Strongly Disagree	2.14%	5
Not Sure	2.56%	6
Total	100.00%	234

7. Improving public transit within View Royal should be a priority.

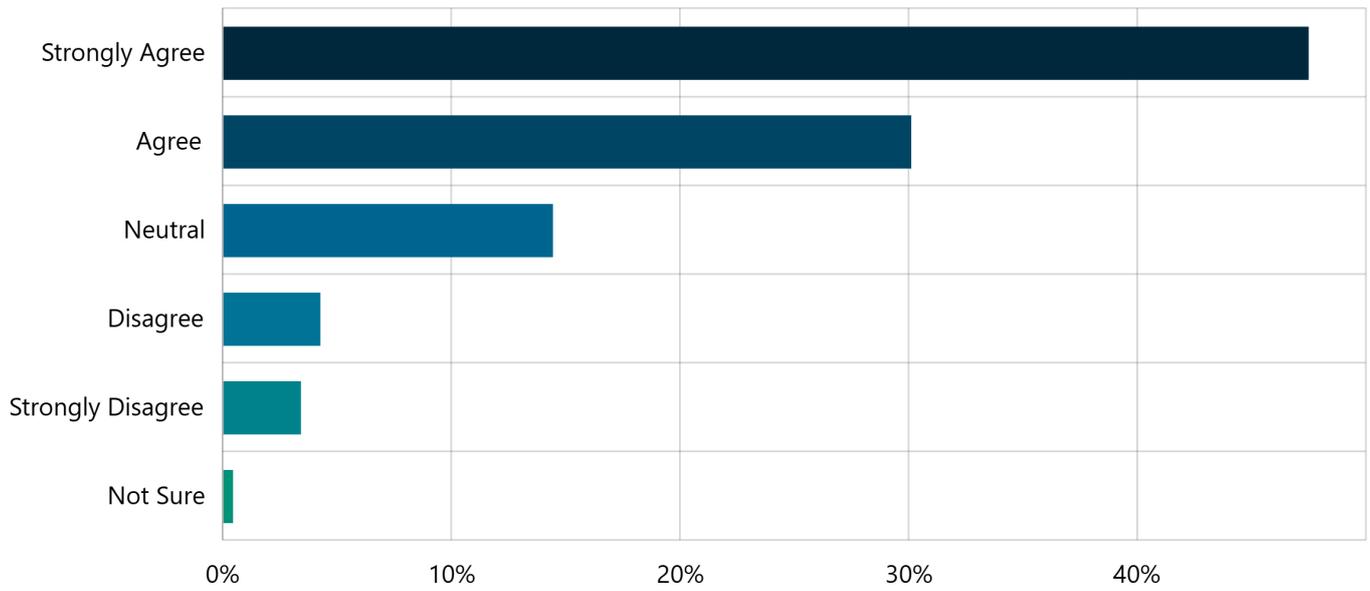
Multi Choice | Skipped: 0 | Answered: 237 (100%)



Answer choices	Percent	Count
Strongly Agree	41.77%	99
Agree	27.85%	66
Neutral	17.30%	41
Disagree	7.59%	18
Strongly Disagree	4.64%	11
Not Sure	0.84%	2
Total	100.00%	237

8. Improving public transit to neighbouring communities should be a priority.

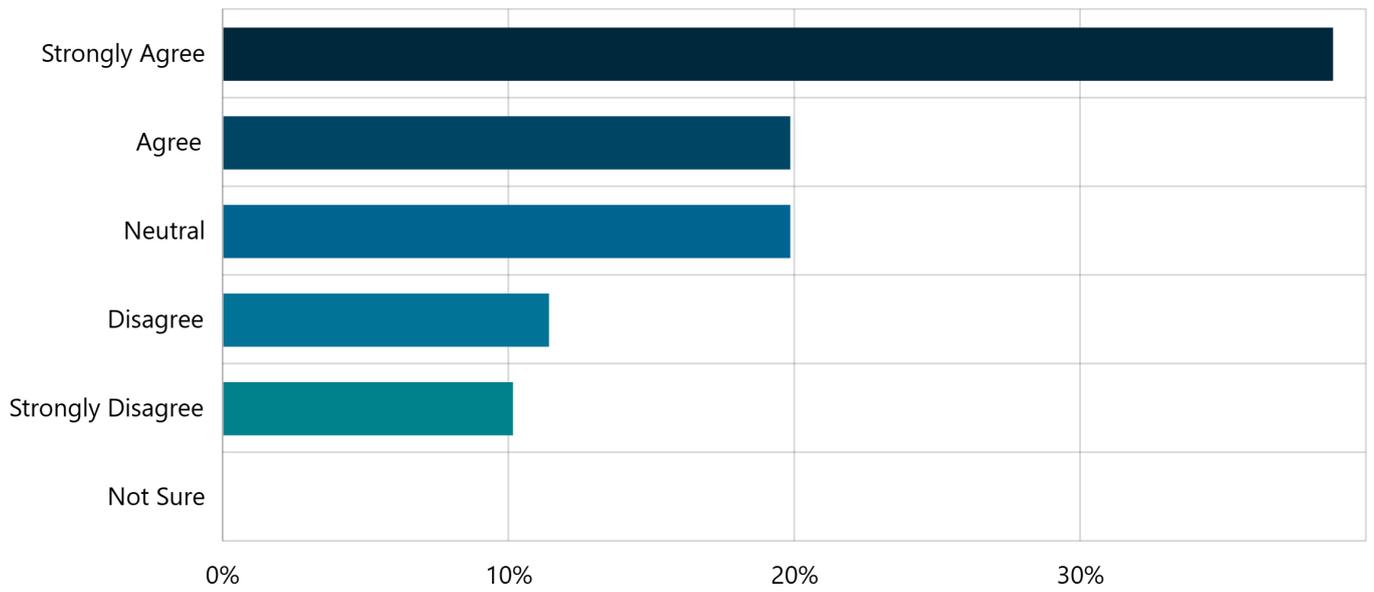
Multi Choice | Skipped: 1 | Answered: 236 (99.6%)



Answer choices	Percent	Count
Strongly Agree	47.46%	112
Agree	30.08%	71
Neutral	14.41%	34
Disagree	4.24%	10
Strongly Disagree	3.39%	8
Not Sure	0.42%	1
Total	100.00%	236

9. Improving walking and wheeling routes with pedestrian and cycling facilities that connect neighbourhoods and key destinations to public transit is important to you.

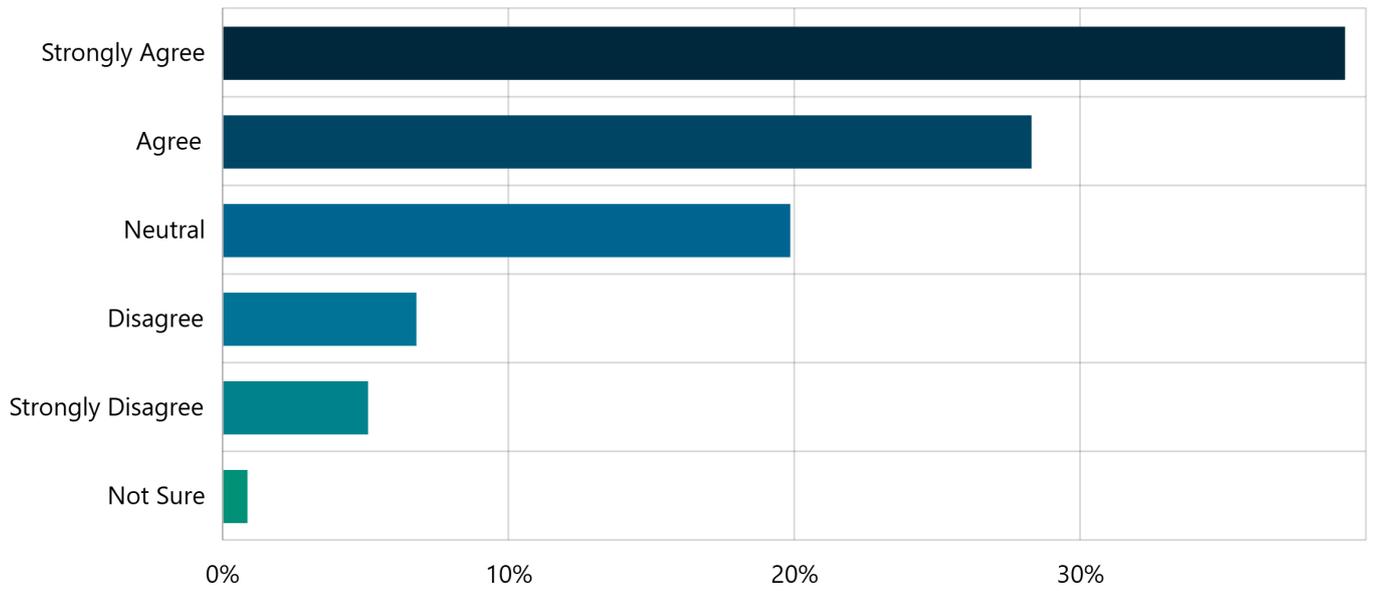
Multi Choice | Skipped: 0 | Answered: 237 (100%)



Answer choices	Percent	Count
Strongly Agree	38.82%	92
Agree	19.83%	47
Neutral	19.83%	47
Disagree	11.39%	27
Strongly Disagree	10.13%	24
Not Sure	0%	0
Total	100.00%	237

10. Improving connections between the Town of View Royal trails and regional trails is important to you.

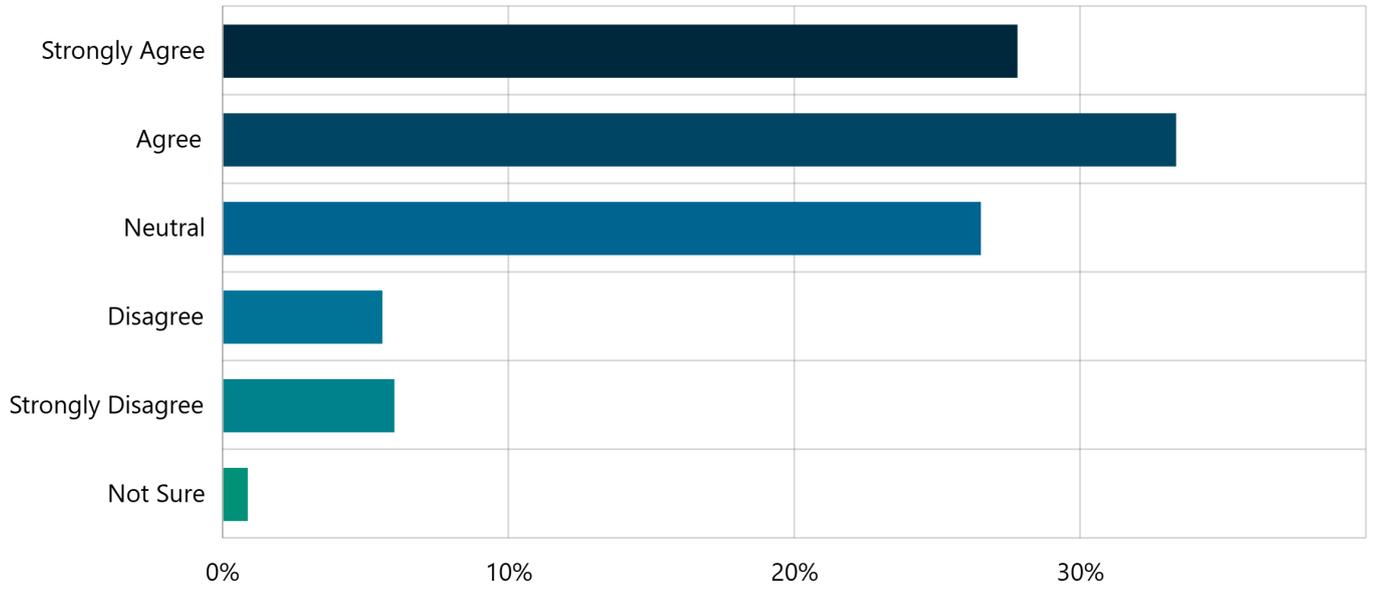
Multi Choice | Skipped: 0 | Answered: 237 (100%)



Answer choices	Percent	Count
Strongly Agree	39.24%	93
Agree	28.27%	67
Neutral	19.83%	47
Disagree	6.75%	16
Strongly Disagree	5.06%	12
Not Sure	0.84%	2
Total	100.00%	237

11. Improving bus stops and transit waiting areas (i.e., covered, well-lit, and equipped with seats) is important to you.

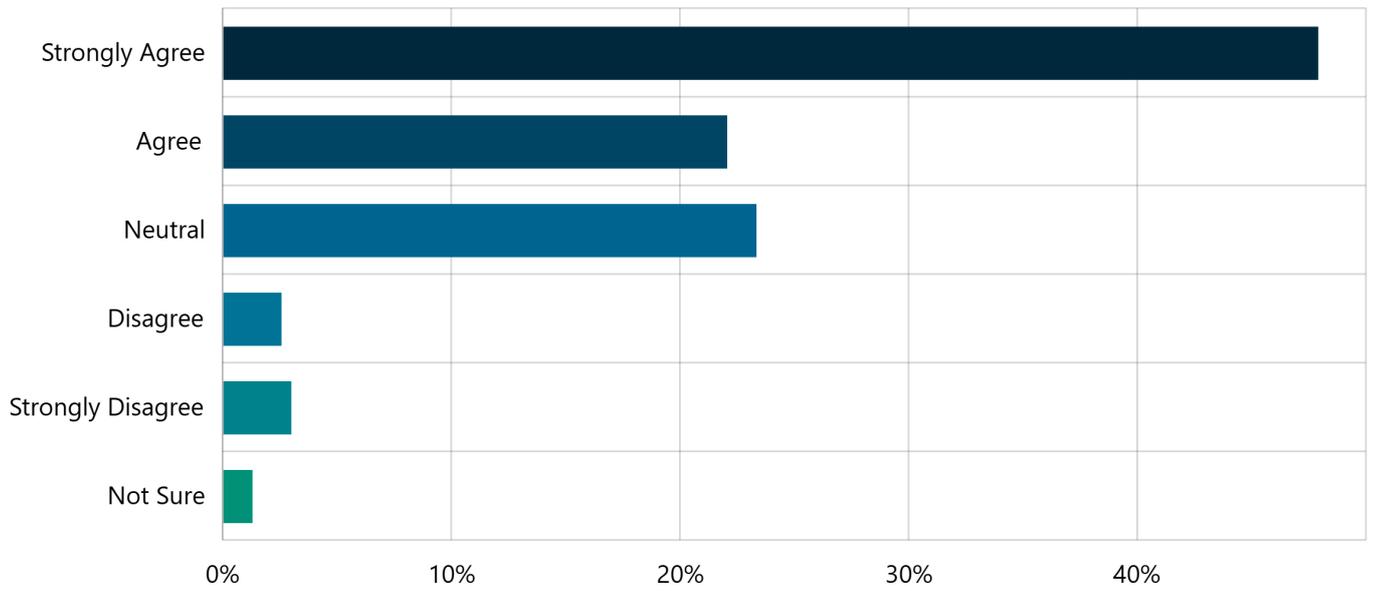
Multi Choice | Skipped: 3 | Answered: 234 (98.7%)



Answer choices	Percent	Count
Strongly Agree	27.78%	65
Agree	33.33%	78
Neutral	26.50%	62
Disagree	5.56%	13
Strongly Disagree	5.98%	14
Not Sure	0.85%	2
Total	100.00%	234

12. Improving road crossings and intersections to enhance safety and accessibility is important to you.

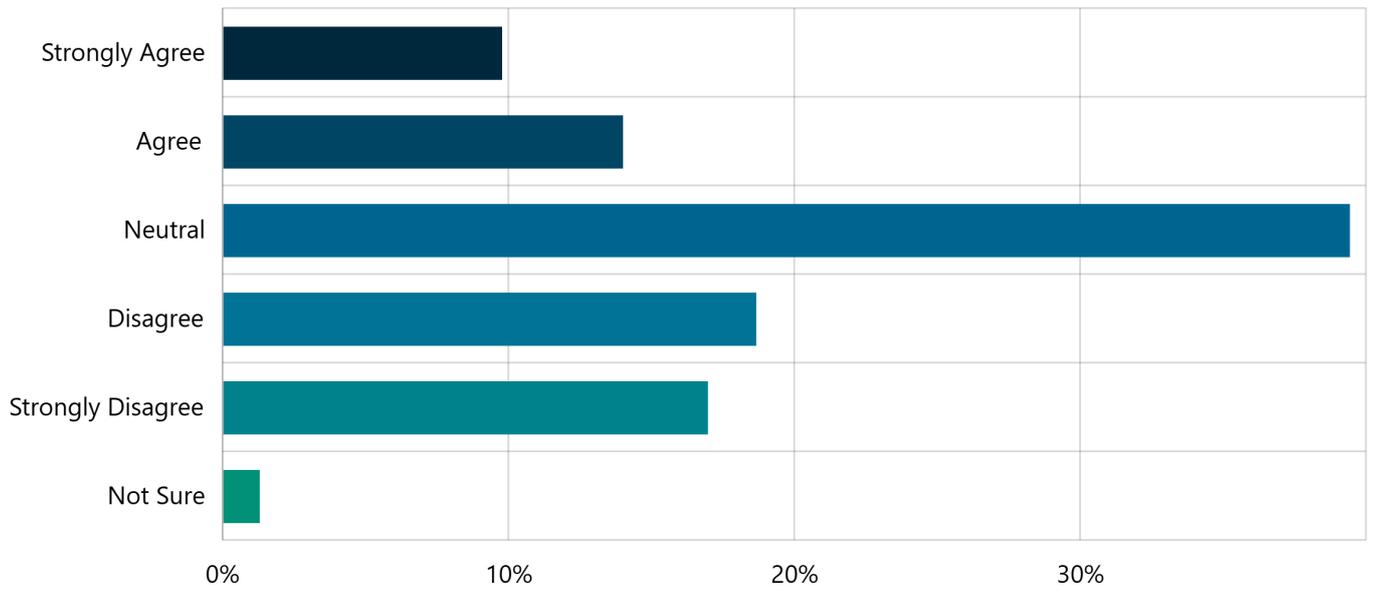
Multi Choice | Skipped: 1 | Answered: 236 (99.6%)



Answer choices	Percent	Count
Strongly Agree	47.88%	113
Agree	22.03%	52
Neutral	23.31%	55
Disagree	2.54%	6
Strongly Disagree	2.97%	7
Not Sure	1.27%	3
Total	100.00%	236

14. Improving the availability and accessibility of parking on View Royal streets is important to you.

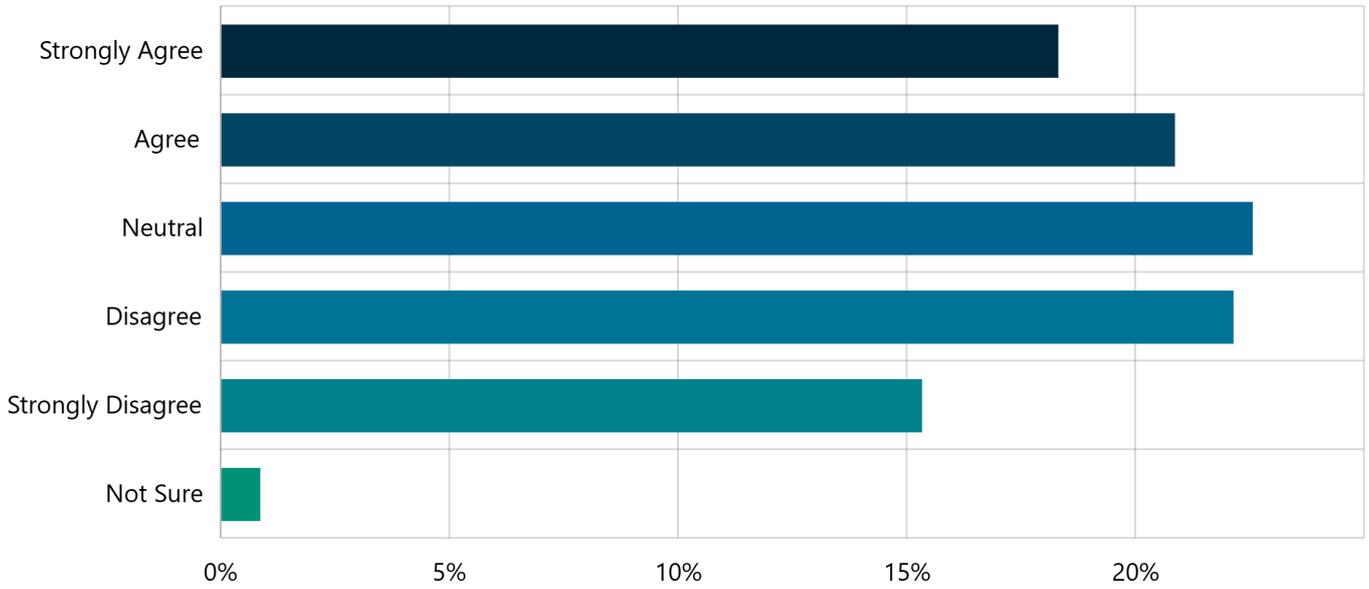
Multi Choice | Skipped: 1 | Answered: 236 (99.6%)



Answer choices	Percent	Count
Strongly Agree	9.75%	23
Agree	13.98%	33
Neutral	39.41%	93
Disagree	18.64%	44
Strongly Disagree	16.95%	40
Not Sure	1.27%	3
Total	100.00%	236

16. Using paths and trails shared by people travelling by different modes (i.e., walking, biking, mobility scooter, e-scooter, etc.) makes me feel unsafe or lessens my enjoyment of the journey.

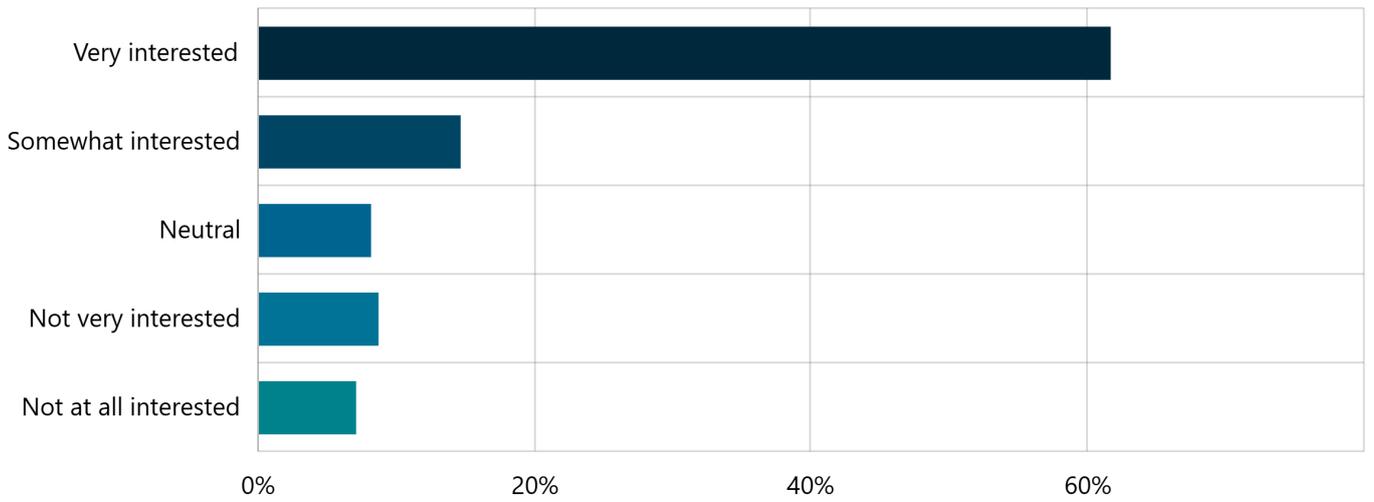
Multi Choice | Skipped: 2 | Answered: 235 (99.2%)



Answer choices	Percent	Count
Strongly Agree	18.30%	43
Agree	20.85%	49
Neutral	22.55%	53
Disagree	22.13%	52
Strongly Disagree	15.32%	36
Not Sure	0.85%	2
Total	100.00%	235

17. What is your level of interest in incorporating light rail as a transportation option for you?

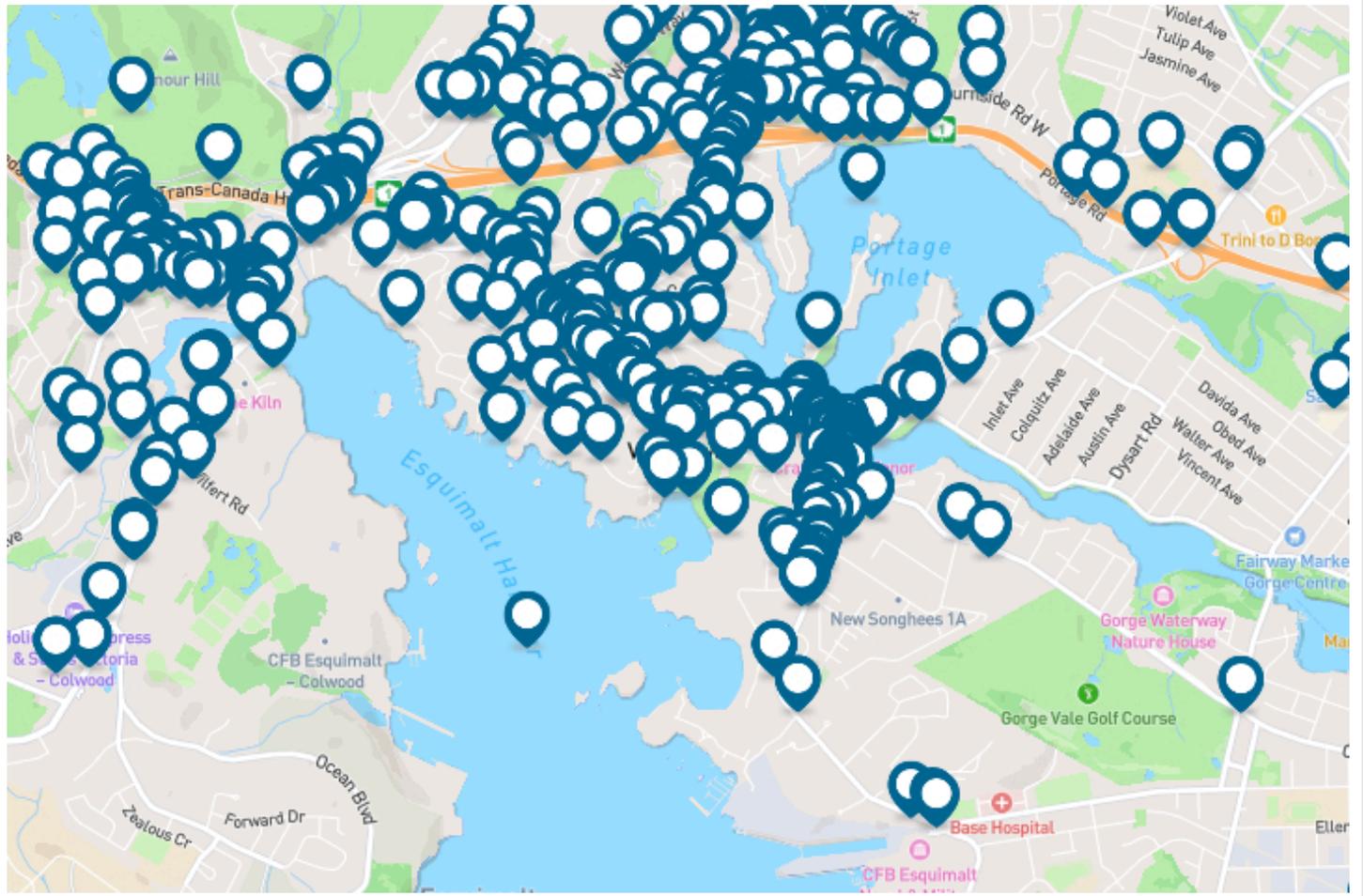
Multi Choice | Skipped: 52 | Answered: 185 (78.1%)



Answer choices	Percent	Count
Very interested	61.62%	114
Somewhat interested	14.59%	27
Neutral	8.11%	15
Not very interested	8.65%	16
Not at all interested	7.03%	13
Total	100.00%	185

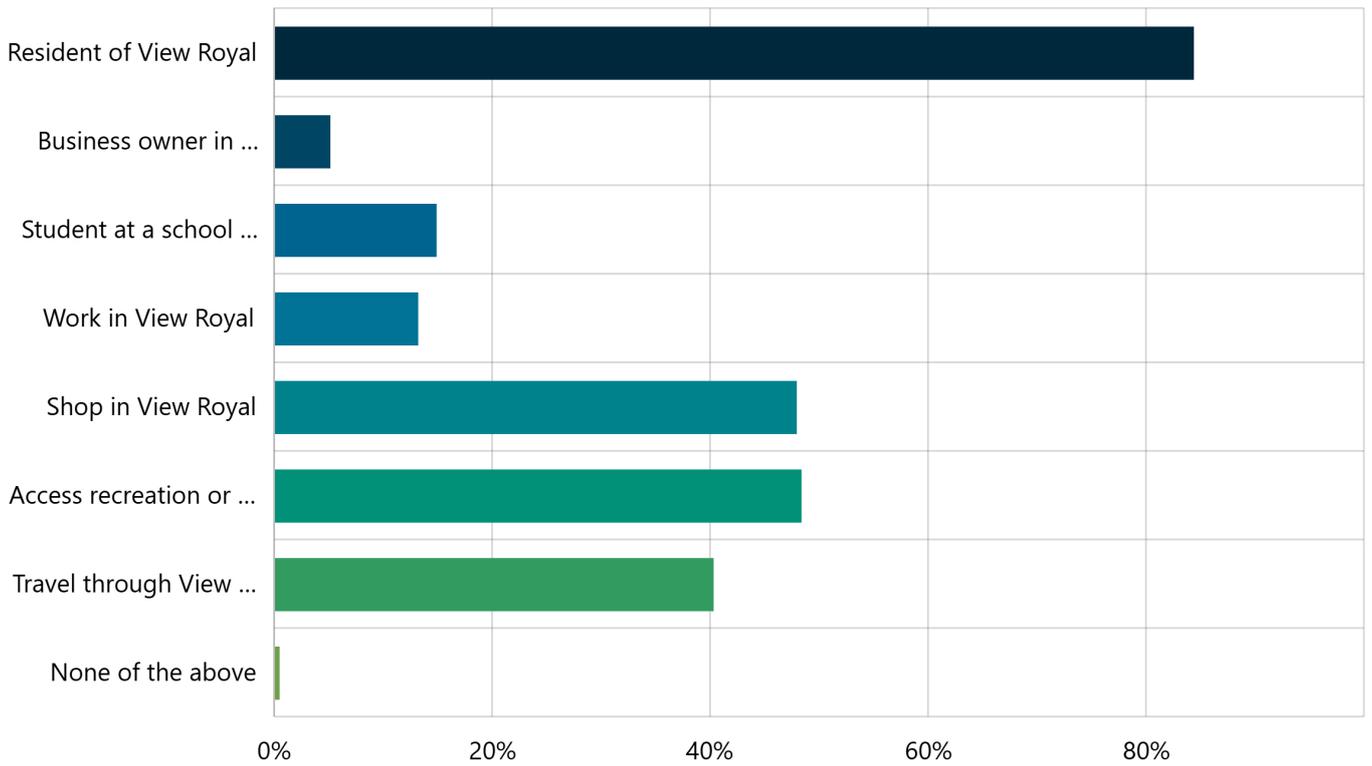
19. Help us understand your daily travel experiences. Use this map to reflect on your daily journey and share with us where you encounter travel or safety challenges. Use the comment box to share issues and your ideas for improvement.

Map | Skipped: 66 | Answered: 171 (72.2%)



22. What is your relationship with the Town of View Royal?

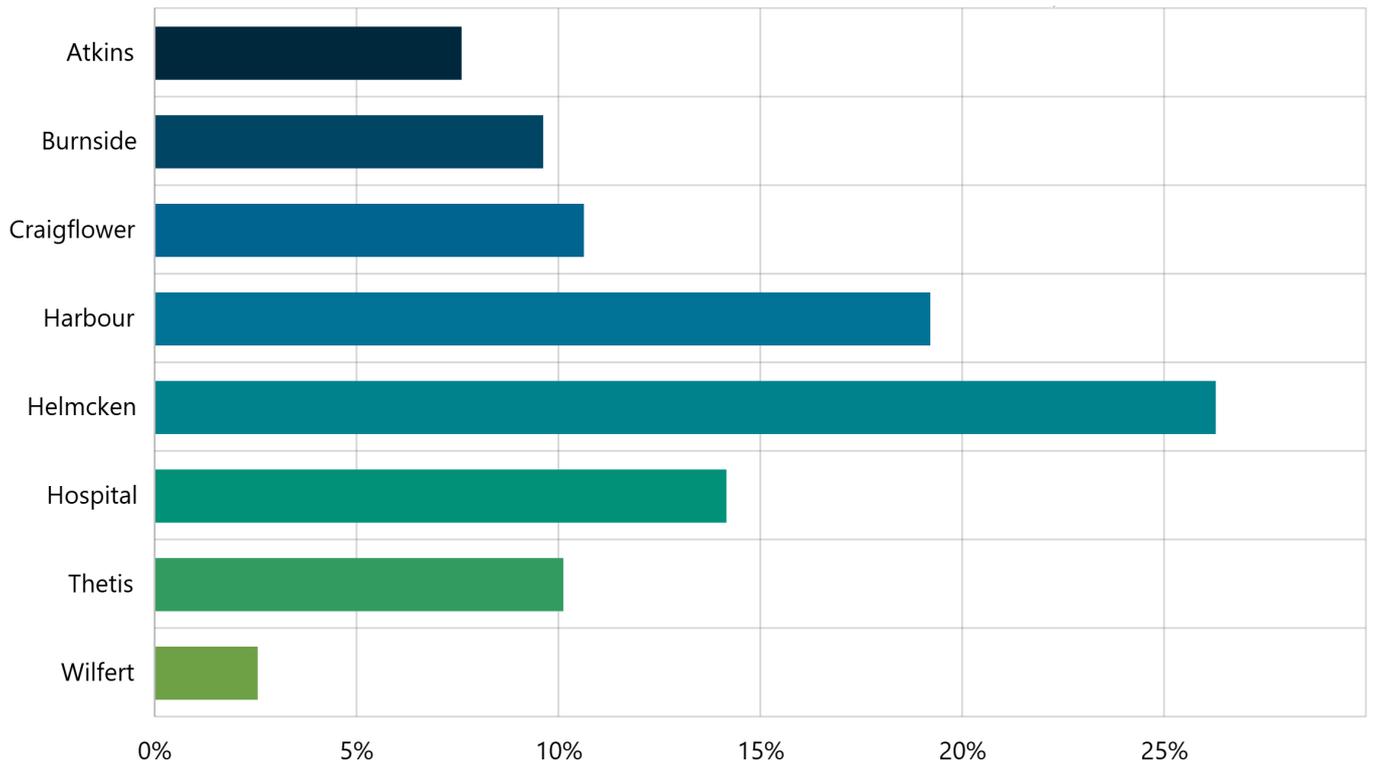
Multi Choice | Skipped: 1 | Answered: 236 (99.6%)



Answer choices	Percent	Count
Resident of View Royal	84.32%	199
Business owner in View Royal	5.08%	12
Student at a school in View Royal	14.83%	35
Work in View Royal	13.14%	31
Shop in View Royal	47.88%	113
Access recreation or other activities in View Royal	48.31%	114
Travel through View Royal to get to another destination	40.25%	95
None of the above	0.42%	1

23. What neighbourhood to do you live in?

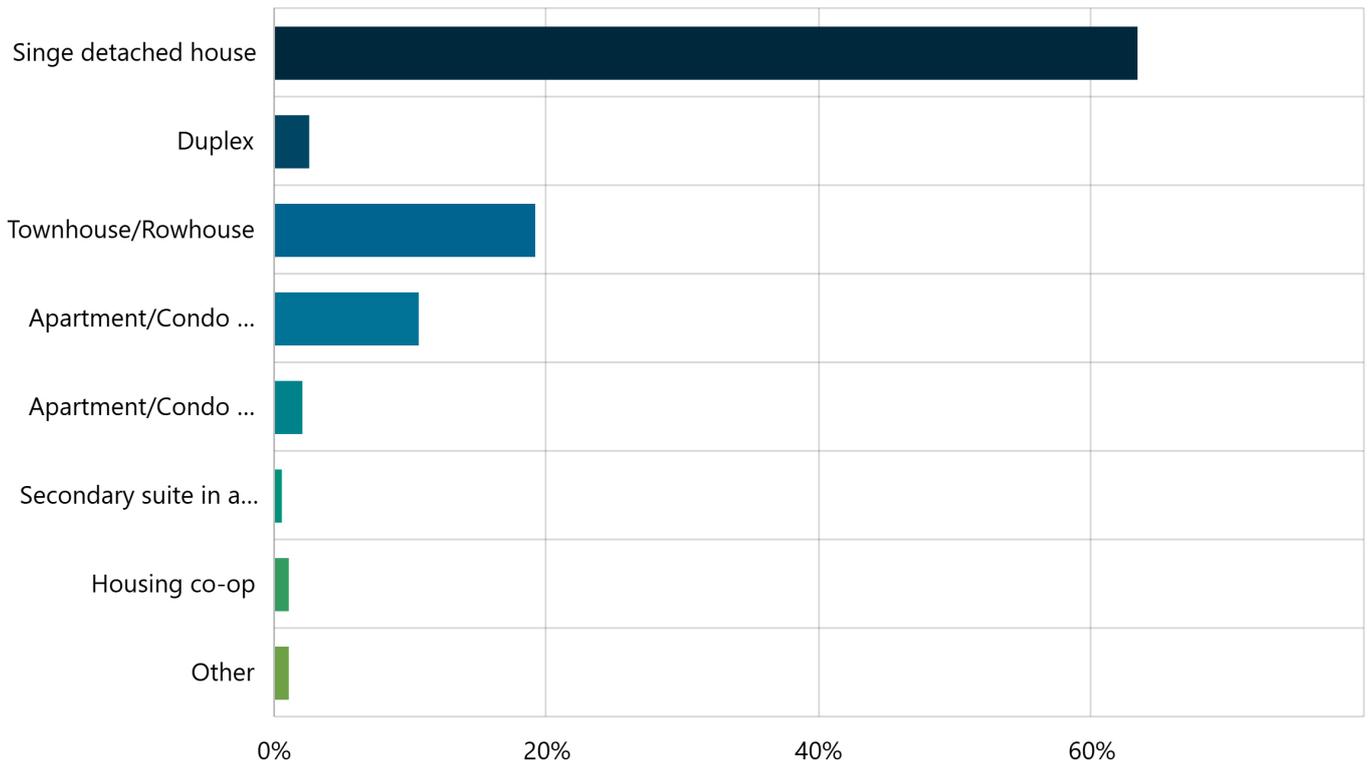
Multi Choice | Skipped: 39 | Answered: 198 (83.5%)



Answer choices	Percent	Count
Atkins	7.58%	15
Burnside	9.60%	19
Craigflower	10.61%	21
Harbour	19.19%	38
Helmcken	26.26%	52
Hospital	14.14%	28
Thetis	10.10%	20
Wilfert	2.53%	5
Total	100.00%	198

24. What type of housing do you live in?

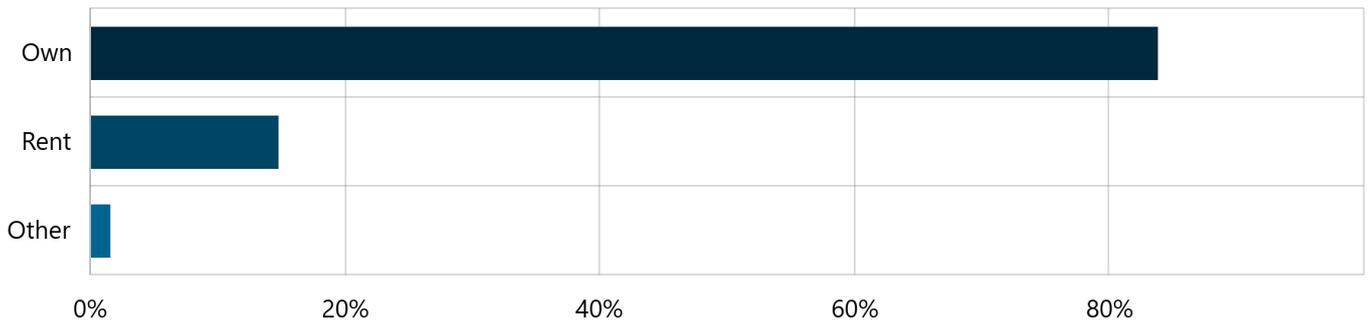
Multi Choice | Skipped: 38 | Answered: 199 (84%)



Answer choices	Percent	Count
Single detached house	63.32%	126
Duplex	2.51%	5
Townhouse/Rowhouse	19.10%	38
Apartment/Condo (fewer than 5 storeys)	10.55%	21
Apartment/Condo (more than 5 storeys)	2.01%	4
Secondary suite in a house	0.50%	1
Housing co-op	1.01%	2
Other	1.01%	2
Total	100.00%	199

25. Does your household own or rent your home?

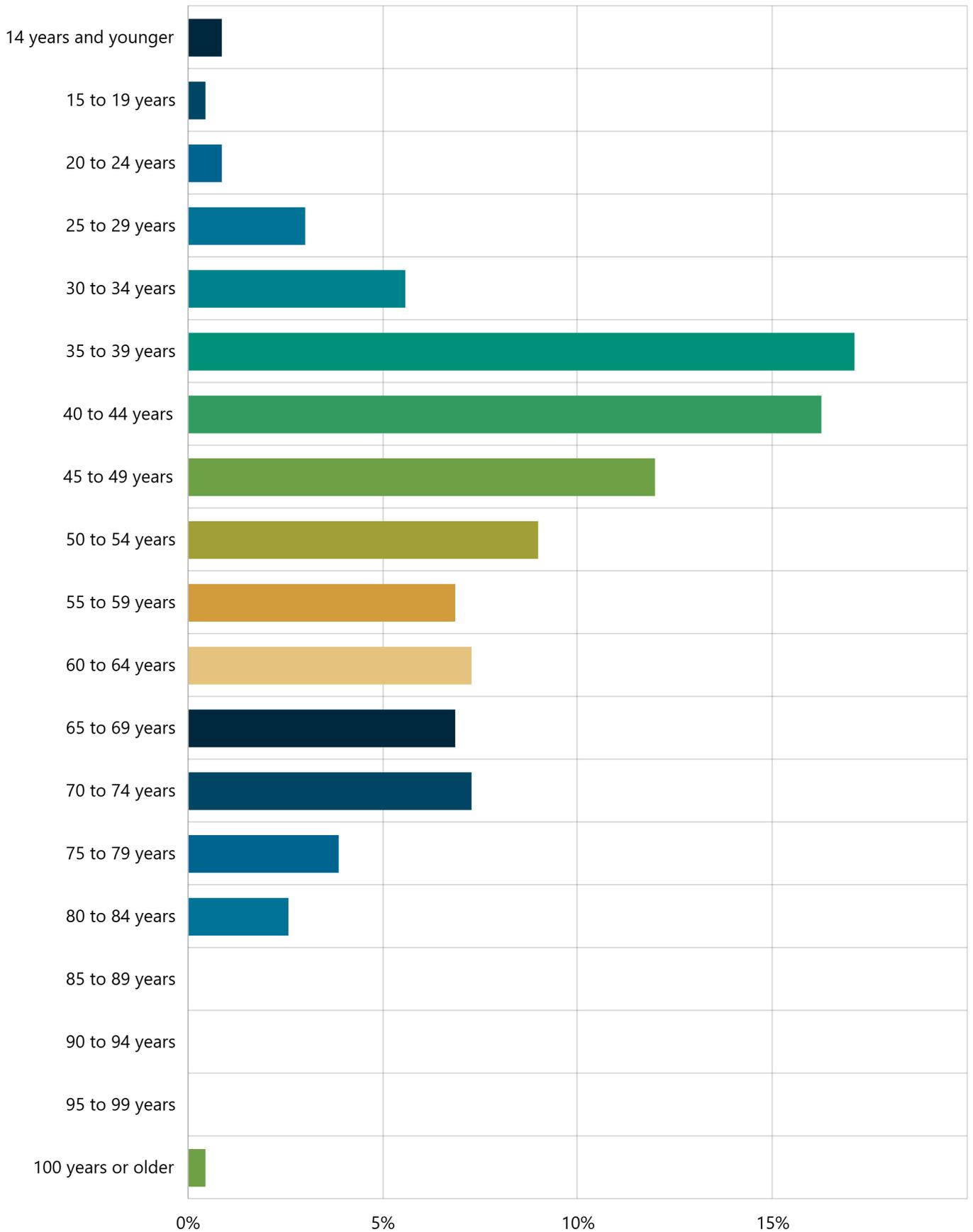
Multi Choice | Skipped: 40 | Answered: 197 (83.1%)



Answer choices	Percent	Count
Own	83.76%	165
Rent	14.72%	29
Other	1.52%	3
Total	100.00%	197

26. Please indicate your age group:

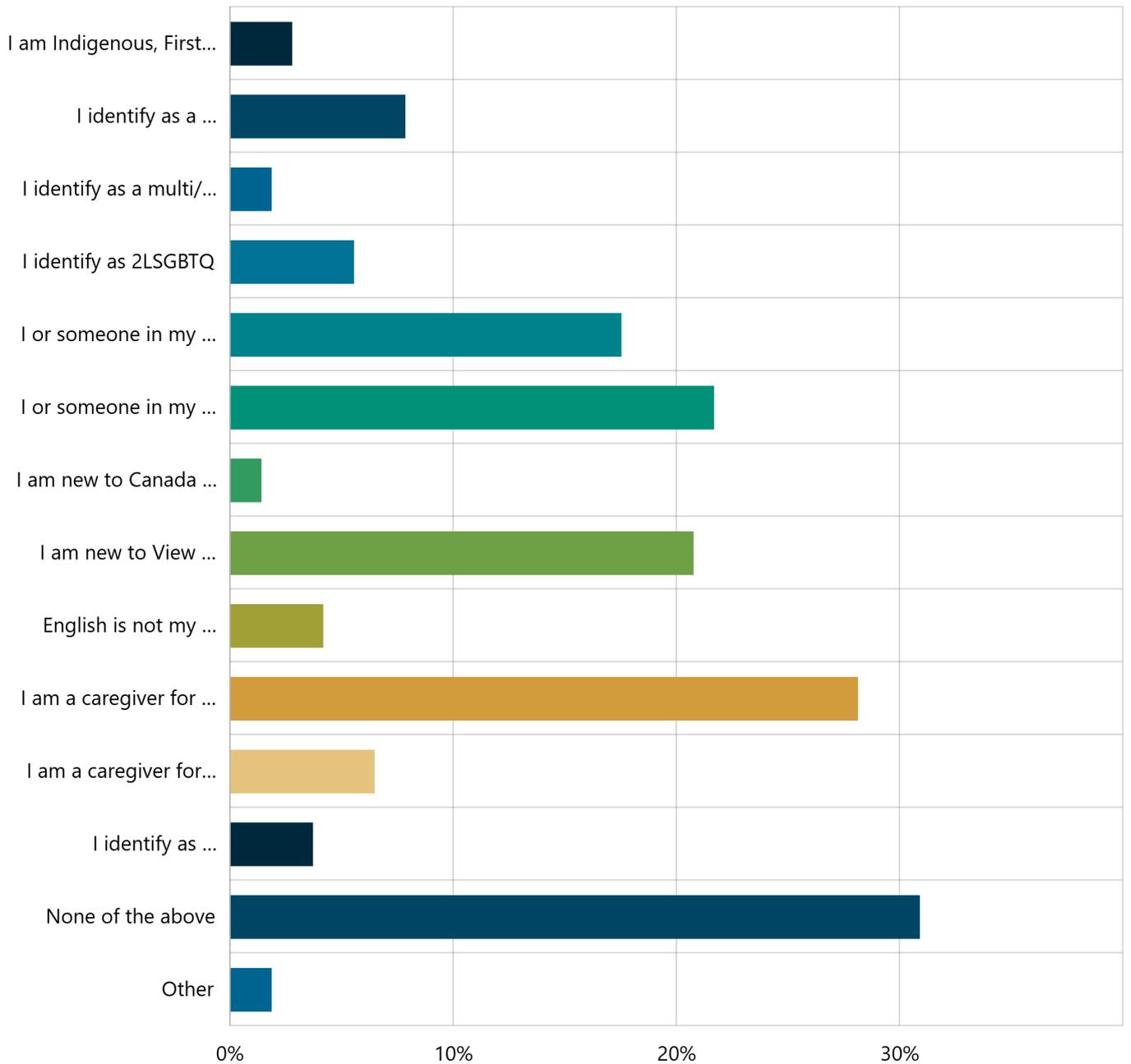
Multi Choice | Skipped: 3 | Answered: 234 (98.7%)



Answer choices	Percent	Count
14 years and younger	0.85%	2
15 to 19 years	0.43%	1
20 to 24 years	0.85%	2
25 to 29 years	2.99%	7
30 to 34 years	5.56%	13
35 to 39 years	17.09%	40
40 to 44 years	16.24%	38
45 to 49 years	11.97%	28
50 to 54 years	8.97%	21
55 to 59 years	6.84%	16
60 to 64 years	7.26%	17
65 to 69 years	6.84%	16
70 to 74 years	7.26%	17
75 to 79 years	3.85%	9
80 to 84 years	2.56%	6
85 to 89 years	0%	0
90 to 94 years	0%	0
95 to 99 years	0%	0
100 years or older	0.43%	1
Total	100.00%	234

27. Please indicate if you self-identify with any of the groups below.

Multi Choice | Skipped: 20 | Answered: 217 (91.6%)

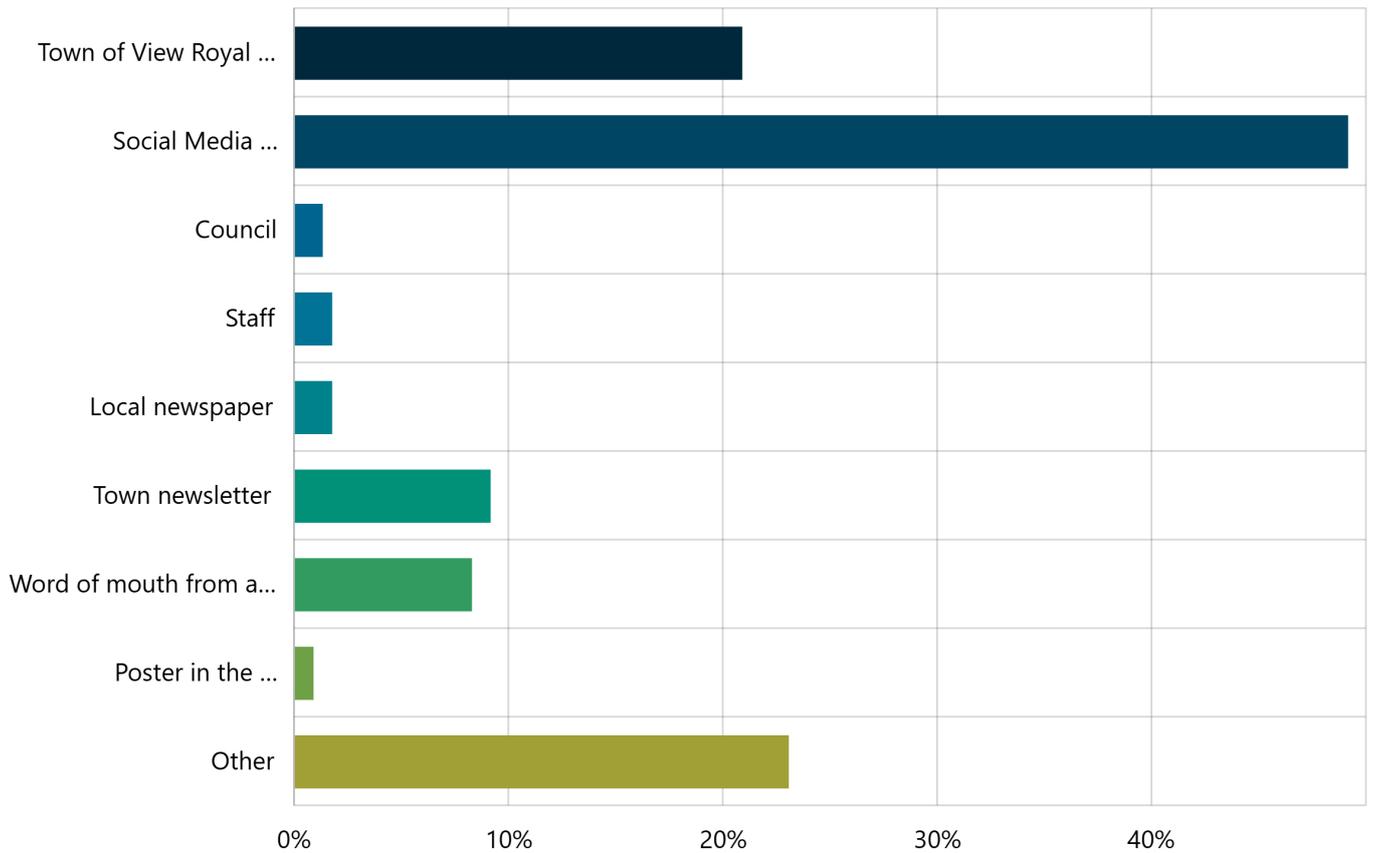


Answer choices	Percent	Count
I am Indigenous, First Nations, Métis or Inuk (Inuit)	2.76%	6
I identify as a visible minority or marginalized group	7.83%	17
I identify as a multi/bi-racial person	1.84%	4
I identify as 2LSGBTQ	5.53%	12
I or someone in my household has a disability	17.51%	38

I or someone in my household was born outside of Canada	21.66%	47
I am new to Canada (moved to Canada within the last five years)	1.38%	3
I am new to View Royal (moved to View Royal in the last five years)	20.74%	45
English is not my first language	4.15%	9
I am a caregiver for children (includes parents, grand parent, foster parent, etc.)	28.11%	61
I am a caregiver for an aging parent or family member	6.45%	14
I identify as belonging to an equity-deserving group (equity-deserving communities are groups who face unequal access to opportunities, resources, funding, and support or who experience systemic discrimination and oppression)	3.69%	8
None of the above	30.88%	67
Other	1.84%	4

28. How did you find out about this public engagement process?

Multi Choice | Skipped: 7 | Answered: 230 (97%)



Answer choices	Percent	Count
Town of View Royal website (viewroyal.ca)	20.87%	48
Social Media (Facebook, Instagram, Bluesky)	49.13%	113
Council	1.30%	3
Staff	1.74%	4
Local newspaper	1.74%	4
Town newsletter	9.13%	21
Word of mouth from a friend, family member, or colleague	8.26%	19
Poster in the community	0.87%	2
Other	23.04%	53

APPENDIX B:

Qualitative Survey Responses

Note, some comments have been blacked out to protect identifying information.

Do you travel by any other modes (e.g. carpool, rideshare, taxi, etc.)? If so, how often?

2x month uber

a few times a year

Car pool uber

Car pool, monthly

car share occasionally

Cargo bike transporting kids.

Carpool

carpool

Carpool a few times per week

Carpool every few weeks

Carpool once a month

Carpool twice weekly

Carshare - occasionally because there is none nearby

Delivery vehicle (work)

Eco car share occasionally

Handydart

I am a senior in my 70's. Whatever you do please do not follow other jurisdictions by making it much more difficult to be safe and for others to be safe. Too many speed changes with too little speed signage, too many things to be aware of to be safe.

I drive a school bus, (with student) twice a day

I would if you car share was available in view royal.

Modo carshare - once a month

n/a

n/a

Never

No

Not often

Occasional uber

Occasionally taxi or rideshare

On very exceptional cases I will use a taxi.

once a month

Once a month

Own car

rare

Rarely use any other method of transportation outside of bus, walk, or car.

Ride share - infrequently, a few times a year

Rideshare at least once a week

rideshare once a month

Rideshare, few times a year

seldom

Seldom

sometimes pick people up and take them to cancer clinic

Taxi

Taxi

taxi

Taxi - a few times a year

Taxi - a few times a year

Taxi a few times a year

Taxi a few times a year.

Taxi a few times per year

Taxi few times a year

Taxi occasionally

Taxi or car share when we go out for drinks. Not often enough

Taxi or ride share a couple of times a year

Taxi or Uber 10 times a year

Taxi rarely

Taxi, but rarely

Taxi. A few times a year

Uber

Uber - 1-2 times a month

Uber a few times a month

Uber or can a couple times a year

work truck, daily, in and out

Zero

Please let us know where and at what time of day traffic congestion most impacts you.

07.30-09.00 and 15.30-17.30 Old Island Highway from Admirals to Island Highway and Highway 1

0700-0900 am, 14:30-1900

0730-0900 and 1430-1800 weekdays entering Admirals Rd from Aldersmith Place and left turns from Admirals onto Old Island Hwy

0745-0845 the traffic along six mile road backs up into our neighborhood on Chilco. It also backs up on the old island highway and the number one highway considerably. It alleviates around admirals so most of the congestion on my commute from chilco to the Jubilee hospital is within view royal.

1a anytime from 3-6pm M-F

2:30 -6

2:30 pm to 6pm.

2-5

3-6pm, old island highway

3pm -6pm - Old Island Highway from Craigflower to Helmcken.

630 - 8am traffic going from Burnside/Watkiss towards VGH area. I believe most of this is going north up Wilkinson. Seen same issue going along Burnside from same corner excessive speed. Afternoons: Burnside Rd W towards Helmcken. Wilkinson towards hwy entrance at Helm - need another lane to hwy

8-9:30am and 3-6pm, the intersection at Admirals and Craigflower backs up in all directions. Traffic along Craigflower is crawling at these times.

8am 3pm 4pm 5pm 6pm and any time an accident happens

8am-10am, 4pm-6pm.

900am. Noon 4-500 pm

Accessing Old Island Highway from Burnett Rd most times of the day. Likewise accessing Burnett Rd from the Old Island Highway - turning left onto Burnett especially in the afternoon.

Admirals & Craigflower, All of Craigflower, Helmcken Rd, Wilkinson Rd

Admirals and Craigflower.

Admirals and Old Island Hwy at:

- 1) 3:00 to 6:00PM (weekdays)
- 2) 8:00AM (weekdays)

Shoreline Drive and Old Island Hwy at:

- 1) 3:00 to 4:00PM
- 2) 8:00 to 9:30AM

Admirals/Mckenzie (from Hwy #1 to the military base)

- 1) 3:00 to 6:00PM
-

Admirals Craigflower/Island Hwy.

Admirals from hwy 1 thru Esquimalt and Craigflower/Hwy1a from Colwood thru Vic West M-F 0700-0930, 1430-1830.

Admirals Rd and Craigflower are brutal between 2:00-6:00 pm

Admirals, Island Highway, morning and afternoon

Admirals, old Island Hwy, Western corridor morning and afternoon rush hour.

On Island HWY - All day

After 5pm

After school/work on weekdays. Specifically around Admirals and Craigflower/Island Hwy to Helmcken.

Afternoon

afternoon - after 3pm

afternoon between 2pm and 6pm

Afternoon rush hour.

Afternoon rush hour.

Afternoons and mornings

Afternoons on Island Highway...especially after 3pm.

All day

All day but mostly 8-9 and anytime after 2:30. We never plan to leave for groceries or errands after 2:30

All day everyday

All day, every day. It is worse when people are going to work and coming home.

Along the island highway between admirals and helmcken around 4 - 4:30pm

AM Colwood crawl. PM dnd traffic. The only times I can now leave VR are between 9:30-2 without major congestion.

AM Rush hour: TCH, north Helmcken-Wilkinson, Island Highway, Admirals

PM Rush hour (TCH, north Helmcken-Wilkinson, Island Highway, Admirals

The PM rush starts at 2:30- 3 pm and getting worse.

Any travel on Old Island between 2 and 6. I normally avoid that road because of the traffic.

Anytime near watkiss and helmcken roads, that bump out on the corner of watkiss closest to vgh is backing up traffic, needs the 2 full lanes so cars can get underway faster

Around the old island highway corridor. Mostly at rush hour but since the highway construction expanded is all the time, even as early as 7:30 am

at Helmcken/Burnside from 3-6pm. The traffic congestion down Burnside all the way from Helmcken to Spectrum is INSANE! This is largely due to people commuting and taking Burnside instead of the highway from McKenzie to Helmcken.

At Shoreline Drive and Island Highway during school pick up and drop off hours the intersection becomes extremely congested with students walking, backed up traffic on Island Highway and cars entering and exiting Shoreline Drive. That intersection desperately needs traffic lights to control traffic.

Atkins Road, Six Mile Road, Island Highway

Before 0900 and 1400 - 1700

Between 2:30 and 5:30 each weekday the Admirals and Craigflower intersection and the Island Hwy heading west are horrendous. A drive from the shopping centre on Admirals to View Royal road is typically a three minute drive and it takes upwards of 37 -45 minutes between 2:30 and 5:30 on weekdays.

Between 4 pm and 6 pm daily. Trying to get my son to and from his activities.

Between 4:30 and 5:30pm on week days.

Between 4-5:30pm

Between 6-930am and 3-6pm

both the AM and PM peaks are very bad for traffic congestion—particularly along the old island highway and up to the border with Colwood

Burnside and helmcken. Westshore commuters use burnside as a third lane to the highway and residents get stuck in that's traffic. It's very frustrating to make a grocery store run to quality foods and it take 25 minutes to travel 600 m.

Burnside and Helmeken light. From 3:00-6:00. Sometimes later if there is an accident on the highway, which unfortunately is happening more frequently

Burnside and Helmken, Helmken and Watkiss.

Burnside at helmcken road, any time after 3.30 but rush hour getting earlier

burnside Helmcken Watkiss. All day every day to be honest. When is it the worst? Before and After school and 4pm-6pm or any time there is an accident anywhere in Greater Victoria.

Burnside Rd West and Helmcken Rd, 4pm-5:30pm

Chilco/Six Mile Rd. Colwood Crawl & the loud, very loud, TCH which is a parking lot every day.

Colwood crawl, highway to town/Langford, 6 Mile Road,

Coming home from downtown during rush hour is frustrating; never sure which route is the best. Varies between the #1 Highway, Gorge and Craigflower. Sometimes coming back from Thrifty's during rush hour can be very backed up.

Coming home to View Royal from downtown or Saanich is very slow and congested, especially between about 2:30 to 6:30pm.

Or trying to get from home in View Royal to the Westshore in similar time frame.

Coming into View Royal from Esquimalt (from Island Highway and Admirals). I work from home, so this is not my office commute. But I avoid doing any errands taking me East of View Royal from 3-5pm, for fear of it taking too long to get back into View Royal.

Craigflower and Admirals intersection, Four mile hill 0600-0900 or 1430 - 1730

Crossing over the Halm overpass lights aren't synched. I think the metal detectors for left turn vehicles don't work anymore. Also left turn onto Watkiss also Colwood underpass

Driving children to sports between 4pm and 6pm on weekdays

Driving north along the old island hwy between 3:30-5pm weekdays. A ton of congestion turning from Admirals onto the old island hwy.

My family also cycles and although the E&N trail is safe, routes such as the old island hwy do not feel safe.

Early morning between 7:30-8am traffic into town from the Helmcken overpass is horrible. And between 4:30-6pm traffic is very congested on the highway between uptown and Atkins exit. Also between 4:30 and 6pm the intersection at burnside rd west and Helmcken.

entering Island Highway @ Admirals from any direction from 330pm-6pm, exiting Eltham Rd during commuting time, although many drivers let you in, & anwhere there has been construction (hoping that will resolve when buildings are occupied and traffic controls are managed for the increase in traffic

Evening rush hour

Exiting and entering Eltham Road off Helmcken and just navigating Eltham Rd some days around the 4-6:00 pm hours.

From 3-6pm on Admiral's Road an Island Highway.

From 7-10 am and anytime after 2 pm. Considering relocating

Getting on or off the TCH. Or getting home past Watkiss Way and Burnside rd.

Getting out of my strata driveway at 15 Helmcken Road is problematic pretty much all day long every day.

The intersection of West Burnside/Helmcken is a problem every afternoon from about 3:00 to 6:00 pm

Gorge to admirals

Admirals to Craigflower

Craigflower to Langford

The turn out of shoreline road onto Craigflower. It's so difficult with traffic, and dangerous for the kiddos without a crosswalk light

Heading west onto Island Highway (back up at Admirals intersection). Very frustrating.

Helmcken and Burnside is the worst. 4-6 pm

Helmcken and Watkiss in the morning and afternoon

Helmcken and West Burnside - at rush hour and on weekends

Helmcken burnside rush hour

Helmcken corridor negatively effects my travel between burnside and Watkiss way contributing to burnside West gridlock

immediate action needs to be taken for burnside and there should be a no left turn off Burnside between 4:00-6:00 Mon-Fri heading West along Burnside.

Helmcken Rd very congested between burnside and watkiss way not time dependant. Between 2-6:30pm other point of congestions is burnside/helmcken intersection. Watkiss/Helmcken/Chancellor, turning left needs and advance of Chancellor crosswalk to eagle creek very dangerous needs flashing lights

Helmcken rd and Burnside

Helmcken Road backing up

Helmcken, between Burnside and TCH, Old Island Highway, Admirals to 4 Mile

Helmecken and Burnside intersection

Helmecken and west Burnside, primarily turning left onto helmecken from west Burnside (coming from downtown direction) many different times of the day. Also along west Burnside in general towards helmecken can get very backed up.

helvecken burnside cragflower at all times

Helmeken from royal oak to island highway. Mornings and afternoon weekdays.

I am lucky to work from home however the traffic stops me from going out through the day unless absolutely necessary. Hospital by Watkiss and Helmcken, Burnside/Watkiss and 6 mile are all major bottlenecks anytime between 7am to 5 pm

I am retired and no longer have to commute to work. However, I still have to travel to the Westshore and Victoria for shopping. Given the volume of traffic that funnels through View Royal during the morning and evening rush hours, I try to complete my errands or shopping between 10 am and 2 pm.

I am retired so I try to avoid traveling at certain times of the day.

I do not go to Admiral's Walk after about 2:30 pm nor to Canadian Tire. Going to the library at this time of day is annoying but doable. I avoid coming home via Helmcken Rd after 3pm.

I live at eagle creek and all roads are severely backed up because the previous mayor supported reducing southbound Helmcken from 2 lanes to 1 to calm traffic. All intersections affect me getting home and are bad between 3-5pm mostly, sometimes later.

The corner of Craigflower and Admirals - It is a nightmare trying leave or come home any time after 2.

I live near Admirals and Craigflower so on weekdays I have to plan around traffic getting backed up and any appointments need to be in the morning to avoid getting caught in it. And whenever there's an accident on Highway 1, it also gets backed up.

I live off Six Mile Rd and travel back/forth towards downtown daily/few times a day. Traffic congestion has gotten worse over the last few years as we are a feeder route for Colwood/Langford communities. Congestion is no longer confined to rush hours but is constant.

I ride anywhere from 6 am to 10 pm

I work downtown 2-3x/week and get there by bus or car. If I leave before 8am - I can get downtown with no issue but if I leave after, the #14 bus is jammed packed. When coming home at 4:30pm, I will wait in traffic either down Craigflower, Gorge or Admirals so it can take 45 min by bus or car.

in the afternoon like 3-6pm

In the morning: Traffic congestion from Atkins onto Six mile and onto the highway. There is also significant congestion on the old island highway.

In the early evening, there have been significant delays returning home on exit 10

Intersection near Shoreline middle school 2:30-3:39 pm

Intersection of Admirals and Craigflower around 4pm

Intersection of craigflower and admirals and general Shoreline middle school area at pickup time (2:30-3:00)

Island Bay 9am to 3pm

Island highway and Craigflower from bay st to mile 6 in morning around 8:30 and in afternoon from 3 to 5.

Island highway and highway 1

Island highway at Helmcken in the morning

Island highway at Admirals in the evening

Island highway during commute to and from work

Island Highway is consistently congested. Between Admirals Rd. and Helmcken is where it affects us most.

Island highway to CFB Esquimalt 630 am to 7 and 330 pm to 5 pm return

Island Hwy

Island hwy, hwy 1, usually between 10 am and 2 pm. Try to go out between those times because traffic is even worse otherwise

It can take forever to make a left turn onto Helmcken towards Quality Foods off of Burnside at any time of day. It's worse between 7am-9am and 3pm and 6pm. The later afternoons can take 4+ light changes

It is particularly difficult exiting Aldersmith Place onto Admirals Rd in the mornings, at noon and from 2:30-5:30pm weekdays. Old Island Hwy and Sooke Rd are also congested 2:30-5:30 pm weekdays.

It's all the time!!

late afternoon

Leaving Newcastle Court prior to 9am week days. The traffic entering Six Mile Road is often backed up on school days blocking Newcastle Court.

Left turn from Burnside onto Helmcken

McKenzie to TCH northbound towards View Royal , island highway 4-5:30 pm

Mid-afternoon at the Helmcken/Burnside Intersection is always choked with traffic; turning left is a challenge; the section from there to Helmcken/Watkiss is backed up from light to light

Morning (0700-1000) and afternoon (1500-1730)

Morning and after work. It's terrible!

Morning and afternoon

Morning and afternoon rush hours but those are extending in duration.

Morning and afternoon rush hours. Mostly Island Hwy and Trans Canada Hwy.

Morning and afternoon rushes. 6-8am, 3pm onward.

Morning and afternoon traffic on Island highway

Morning and evening coming out of my driveway going right or left.

Morning and evening commute anywhere between 7-930, an 3-7PM. Old island highway to admirals

Morning and evening rush hour (7am / 4pm)

Morning and evening rush hour, especially between 4-6pm burnside rd w and helmcken

Morning commute (7-715 am) and after work (330-4)

Morning commute down 6 mile road to turn left on Island Highway.

Morning rush hour (around 8:15-8:30am) leaving our neighbourhood, specifically on Six Mile between Atkins and Island Highway.

Morning rush hour at six mile road turn left onto old island highway.

Morning rush hour travelling from home to get to appointments or shopping. Anytime after lunch until 6pm on weekdays trying to get home either on the TransCanada highway or the old Island hwy.

Morning, afternoon between 2:00pm until 6:30 pm

mornings before nine and afternoons after 4 - Craigflower, Admirals, Highway 1

Most days there is congestion on the Old Island Highway, but it is particularly bad between 7:30-10 am and 2:30-6:00pm. Lately, traffic is congested frequently given construction.

mostly the morning and afternoon commute. but specifically, the congestion that impacts vehicles the most is all the construction being done on the highway. all this construction just for bus lanes, and the buses barely even use them. what a waste of taxpayers money and now time in vehicles.

Near Helmcken and Watkiss, and near Helmcken and Burnside in the evenings.

Northbound traffic on island highway between 4:30pm and 6:00pm

Old Island highway and highway by Six mile Pub in the afternoon

Old island highway between knollwood and helmcken towards downtown

Old island highway near 4 mile pub during rush hour

Old Island Highway: any weekday morning going into town until after 9:30am.\

Old Island Highway: going home starting 2:30PM until 6 PM

Old Island Hwy to Craigflower (from Colwood to downtown and back) between 7:30am-9:45am, and 4pm-5pm

On Craigflower after work 3:00-5:30pm.

On Helmcken between Watkiss and Interurban. Every weekday morning between 8-9:30 and every weekday between 4:30 and 6:00pm. Sometimes on West Burnside near Watkiss at around 5:30pm

On Old Island Highway leaving Shoreline Middle School in the afternoon.
In the mornings getting onto Old Island Highway from Price Road.
Turning left onto Price Road in the mornings.

Pretty much every major street in the town and greater Victoria area, at almost every point in the day. The fact that a city of our size has so many different and competing councils is mind-boggling to me. The traffic issues are bad enough on their own, but they're compounded by layers of muni govt.

Pretty much every time.

right now impacts me every time I leave my house. The main traffic along the corridor impacts me 7-830 am and 330-530

Rush hour - View Royal is a major pinch point for commuters between the westshore and downtown, and there is no possible way to build enough road space for these commuters. They need rail.

Rush hour (330-530 pm) along Island highway and Highway 1.

Rush hour periods to get on and off Jedburgh Road, with blind spots to turn right on both sides; to return from westshore, on old island hwy, and to turn left onto Burnett is very challenging at this time too

Rush hours

School opening and closing times

Also 3:30 -6 work days

Shoreline Middle school entrance at Shoreline drive. Safety at admirals/craigflower/old island hwy
After school is the most concerning 230pm - 330pm

Also a concern between 8-9am

Six Mile road and old island highway congestion in the mornings.

Six Mile road round about. Intersection of admirals Rd and Island hwy.

Six Mile trying to get in on the highway towards Victoria

Six mile/atkins/sooke rd

Burnside @ helmcken

Colwood exit from Hwy 1

Star and end of the work day traffic including construction. Island highway and view royal avenue

The intersection of Burnside and Helmcken, especially when turning left from Burnside during weekdays from 4pm to 6 pm. Turning left from our driveway onto Helmcken to travel east on Burnside is also becoming increasingly challenging.

The intersection of Burnside and Helmcken, next to the new Aspire development is intensely congested during my family's transit to and from school and work.

The main areas of traffic congestion are along highway 1 exits/onramps, the intersection of old island highway and Six Mile road, and the length of the old island highway within View Royal overall

The section of old island highway is terrible, but more recently the new light by big o tire and since the timing has been changed at the hart rd light it backs everything up significantly more and causes congestion back up to jdf rec on the weekends now which i haven't ever seen before.

The window where it doesn't is decreasing consistently with construction, accidents, and general vehicle traffic congestion due to poor planning.

The worst is the reduction in speed along Craigflower due to volume and Tillicum to gorge. Yesterday we watched an ambulance going code 3 sit in traffic because you've created infrastructure that does not allow them to pass

Traffic congestion along Old Island Highway makes it very difficult to get in and out of Shoreline after about 2:30 p.m. It becomes complete gridlock, so I have to plan all my errands and appointments before this time during the week.

Traffic congestion negatively impact my ability to exit and enter my townhouse complex at any time during the day, especially in the morning and afternoon rush-hours. It is impossible to turn left onto Helmcken and we often have to wait for someone to stop and let us make a right hand turn.

Traffic congestion severely impacts me during the afternoon rush hour (about 3:00 - 5:30):

- bus home from work downtown (14). Congestion around Admirals-Craigflower means near Rankin Rd the bus is slower than walking
- very difficult to get home from Esquimalt
- impossible to go west by car or bus

Traffic impacts my walking safety. It also severely impacts my enjoyment of what once was a lovely area.

Traffic moving west along Island Hwy late afternoon.

Um random times every day at helmeken and burnside and helmeken and eagle creek and helmeken and the little traffic light at old helmeken market. It is unpredictable but consistently jacked up during commuter hours but many other random times of the day or week like on a Sunday mid morning etc.

Watkiss and burnside. 4 pm or any highway 1 closures

We live at admirals and Craigflower and trying to leave the house during rush hour is almost impossible

We live in a strata ([REDACTED]). The stretch of Helmcken between Burnside and Watkins Way can be congested for long periods of time where it is impossible to turn onto Helmcken eastbound and I have to to right and go westbound to find a place to turn around to go eastbound.

Weekdays 2:00 PM to 6:00 PM

West burnside and Watkiss Way, sometimes turning off Prospect Lake Road to west burnside at approximately 4:30 pm weekdays

When I pick up my daughter from Shoreline Middle School at the end of the day. I come from Esquimalt and traffic is moderate to terrible.

Please let us know which neighbourhood you live in and the impact of the through-traffic.

Traffic from surrounding municipalities is to be expected but there is so much of it there are more accidents plugging up the highway. When that happens our side roads get flooded with cars. And of course we are used as a cut through to Saanich, Central Saanich, the airport and ferries.

4 mile pub area

4Mile to Helmcken

Admirals and Aldersmith Place and along Old Island Hwy

Admirals and Craigflower

Admirals and craigflower area behind Thrifty foods

Aldersmith Place. See above

Burnett Rd.

Burnside and Helmcken. My driveway is on Burnside and it can be impossible

Burnside Rd between Helmcken and Knockan Hill; it takes too long to drive anywhere during rush hour or anytime the highway is backed up, noise and exhaust from traffic constantly idling in front of our house

Burnside Rd West resident and between 4:00-6:00 pm it takes average 20 mins to travel 800 m West along Burnside towards Helmcken

Burnside Road area. Hundreds of commuters use this road daily.

Burnside road west and helmcken

Burnside road west and helmeken. We have to go all the way around Strawberry vale school to come back on to burnside road west just to turn right on to Helmeken instead of going on burnside to turn left on to Helmeken because of the way the lights are set

Burnside vgh

Burnside. my road is a second hwy. and helmeken was reduced to one lane and was already backed up.

By Eagle creek and at Burnside/Helmcken

By the 6 mile pub on Atkins - so many commuters from the Westshore

Chilco area near Thetis lake. Cutoffs from #1 highway can create major congestion and make it hard to leave our neighbourhood on weekday mornings

Commuters coming onto Helmcken Rd. to access the highway result in significant delays getting home.

Craigflower

Craigflower

Craigflower and admirals

Craigflower/Admirals

Craigowan

Delays at Watkiss/Helmcken + Burnside Rd W/Helmcken: I understand people need to travel through VR so make it easier. If there is ever a major emergency and I need to escape, multiple routes that flow would be important as it stands I figure I will be dead.

Eagle creek

eagle creek

Eagle creek - most people are taking burnside to go to the highway, not to local residence. Very few actually turn into view royal or eagle creek.

Eagle Creek Area

Eagle Creek area, prevents me from leaving my street when traffic backed up

Eagle Creek, slowed down by commuter traffic

Eagle Creek, slows down bus times and makes walking dangerous as drivers make dangerous maneuvers, such as not waiting at signalized crosswalks to make left turns, illegal u-turns, or poor sight lines at roundabout

Esquimalt - back logs all routes in and out if any incident such a a highway closure occurs

Glenairlie

Glenairlie Drive

Glenairlie Drive

Glentana Rd, Admirals@Craigflower - Commuter traffic from the Navy Base is bumper to bumper down Admirals on workdays & commuters on the Old Island Hwy to the westshore & those to the Island Hwy. It can take 2-3 lights to turn left onto the Old Isl Hwy from Admirals to get to my son's school.

Gull Road

Harbour

Harbour

Harbour

Harbour - along island hwy

Harbour area and travelling east (AM), west (PM)... North helmcken/Wilkinson both AM and PM. I always use Google Map FIRST to assess red grid lock, accidents etc. Never go along the Gorge or downtown anymore... the bike lanes causes congestion / confusion, especially bi-direction.

Harbour neighborhood

Harbour neighbourhood. A drive from the shopping centre on Admirals to View Royal road is typically a three minute drive that takes 37-45 minutes between 2:30 and 5:30 on weekdays. Commuters avoid congestion by speeding through View Royal Ave and endangering people walking or biking.

Hart Road Area

Loud Cars and very loud M/C's

Helmcken

Helmcken

Helmcken - Traffic on island hwy and on the transcanada frequently delay my travels around town

Helmcken / Burnside west, overburdoned by westshore commuters

Helmcken at Camden.

Helmcken Precinct. Congestion and idling cars is really polluting our air.

Helmcken Rd. People use Helmcken to come from Pat Bay Hwy and go to the Trans-Canada Hwy. And vise-versa.

Helmcken Rd. (Between Eagle Creek Mall and new Aspire apartments)

Helmcken rd. The worst intersection between Burnside w and Helmcken, the traffic is unbearable, it can't take between from 20 to 45 minutes to get through the traffic lights, We need a around about ASAP in that intersection.

Helmcken Road

Helmcken Road near Eagle Creek.

Helmcken, island highway, traffic back up from calming island is crazy, these " pretty" islands need to give way to more traffic lanes

Highland Rd area. Watkiss and Burnside get very backed up. This is the only way in and out of our neighborhood.

Highway traffic exiting onto Six Mile Road often blocks the entire road

Hospital area - can't get home during the evening commute - can't get out easily to go to recreational activities. When accidents happen on Highway 1, virtually impossible to go anywhere or get home by vehicle or transit.

Hospital Area -The traffic on Helmcken is always a problem. The major new development at the corner will add likely add about 300 more cars to the problem. Strata drivers can't enter Helmcken

Road when cars are heading south on Helmcken until the traffic backs up from Watkiss to our driveway.

Hospital neighborhood.

Hospital neighbourhood. People speeding through Eagle View Elementary school zone

Hwy1A near 4 Mile pub.

I live at High st and Burnside Road. Residents who live off burnside between helmcken and McKenzie are very negatively impacted by traffic heading to Langford and Colwood.

I live by Admirals and Craigflower so get locked in by people heading to the Westshore who come from Esquimalt or City of Victoria. Even walking is sketchy as people rushing to leave block that intersection and ignore pedestrians.

I live close to the Fire Department. Commuting through Craigflower Rd up to Old Island Highway/ Admirals at Canadian Tire and up to Four Mile Pub is awful between 4-5:30pm every work day.

I live close to the firehall. Commuter traffic makes congestion so bad on most weekdays that my drive to and from work downtown is 30 minutes longer than when there isn't congestion

I live in Esquimalt and my children live half time in View Royal. When I pick them up, it can take 45-60 minutes to travel 4 km. Commuters going from downtown to the Westshore travel through Esquimalt and View Royal.

I live in Esquimalt and my children's middle school catchment is Shoreline Community Middle School

I live in harbour district and I must take Island Highway to reach my home. A 5 minute journey can take hours when there's an accident on either of these routes. I have a newborn - cycling isn't always an option.

I live in Marigold in Saanich, right next to View Royal. Highway 1 and McKenzie Ave during rush hours is definitely the source of through-traffic.

I live in pacific village 2 and all the traffic to Langford affects me.

I live in the Harbour District. In the event if a major traffic disruption (on either the Trans Canada Highway or Island Highway), commuters frequently speed through our neighborhood to get around the congestion. View Royal Ave is narrow and congested without sidewalks.

I live in the north corridor of View Royal, and the through-traffic is causing traffic congestion on a daily basis, even on weekends.

I live in Thetis Vale and the congestion is heavy on six Mile road. The traffic coming from the highway and from Atkins road is heavy and causes six Mike to back up.

I live in View Royal Avenue and there is always traffic back up trying to get home at around 3-6 pm. Sometimes it is excessive and causes me to miss commitments etc

I live in View Royal. I imagine that traffic to and from the Westshore and downtown impacts congestion.

I live near Chilco. Traffic from the Highway 1 exit onto Six Mile road constantly backs up all the way from the old island highway and six mile road intersection. This is always in the morning and evening during peak commuting times

I live near Old Island Highway & Six Mile. There is nothing but through-traffic. Travel challenges are it takes longer. Safety challenges when I'm walking and/or biking with kids.

I live near the View Royal Town Hall, and traffic adds between 10 and 30 minutes depending on the day.

I live near Watkiss Way and Burnside Road West

I live off Watkiss by the bus loop. If I leave my neighbourhood, I am always met by people moving through VR

I live on Burnside Road West at the bottom of High street. We are extremely negatively impacted by people speeding through and extreme congestion. It has made us not want to live in this area

I live on Conard St. we see many vehicles speed up and down our street trying to "beat" the light it's a 30 zone. No regard to this being residential. It also takes forever to get home due to all the congestion of the traffic on Helmcken and burnside

I live on craigowan rd and coming out to Craigflower and seeing bumper to bumper traffic into Langford is challenging

I live on Gibraltar Bay Drive and only access is via Old Island Highway which is the route to service Westshore community and will only get worse with new developments.

I live on Helmcken Road between Burnside and Watkiss.

I live on High St (Shadow Ridge Pl.) very near the intersection of Burnside and Helmcken. Through-traffic along Burnside regarding people who live in Westshore and beyond has been, and is increasingly a negative part of living in this neighborhood.

I live on island highway by 4 mile pub...commuter traffic means I have to avoid going in certain directions by car depending on the time of day so I'm not stuck in traffic trying to get home

I live on Riverside Dr off of Highland Rd. Sometimes the traffic backs up on West Burnside near Watkiss due to people trying to avoid traffic in Helmcken.

I live on Shoreline Drive and it is hard to leave the road at rush hour.

I live on Stormont Road. Traffic often cuts through Rudyard and Stormont to access Island Highway and Helmcken Roads. Heavy traffic often speeds through here during rush hours. Rudyard does not have a sidewalk and also has an Elementary School on it, which makes it congested and dangerous for kids.

I live right by Shoreline school, the traffic of people going out to Langford, etc. is very heavy.

I live right on Island Highway & Helmecken. The noise over the 25 years I have lived/owned here has become unhealthy and unbearable. I can no longer open windows & I am AC dependant at least 1/3 of the year. I cannot afford heat pumps.

I'm near the corner of Helmcken and Island Highway. Sometimes the traffic on Island Highway is so backed up that it takes a few light changes to turn left from island highway onto Helmcken.

Island highway at Knollwood

island highway congestion into Colwood. If cycling the goose is great during daylight. Traffic from Uptown area/Victoria downtown along Craigflower during rush hour (Colwood Crawl). Great work on traffic projects for cycling cross walks, bus lanes, speed bumps, 4-way stops and so forth.

Island Highway in View Royal. Worst part is City could manage the 2 traffic lights between city hall and top of the hill before helmcken and they keep them as pedestrian only....does one one just look and see having proper lights to manage the flow would be the smart thing to do?

Island Hwy near town hall

Kami court and co own on watkiss

Knollwood / Island Highway area

Knollwood and island highway

Knollwood, Gibraltar neighborhood. There's only one road and intersection out of our neighborhood and it's always stop and go, or congested with commuter traffic.

Lions Cove (Eltham Rd getting onto Helmcken to go L on Isl Hwy). Don't want to increase traffic going past the school on Helmcken to go to the roundabout to ultimately get back to a left on Island Hwy. Also a giant rock & bus can obscure vision of oncoming traffic from the left when exiting

Near 4 mile pub /elementary school

Near four mile pub

Near Helmcken and Burnside. There is too much much traffic on Helmcken Road at various times of the day. This also impacts traffic coming from Burnside Road onto Helmcken.

Near Helmcken and Island highway.

Near Hospital Way and Watkiss Way. The through-traffic, especially motorcycles and sports cars, along Watkiss can be quite loud.

north view royal, traffic to colwood or the high impacts me no matter where I am going

Nursery hill dr, lots of backup at the round about and 4 way stop.

Off burnside at Charlton

Off helmcken, other side from vgh

On the opposite side of Helmcken from Eagle creek Village.

Our neighbourhood: Helmcken and Island Highway (South of Island Highway). Traffic on Island Highway during commute times means we try to avoid driving at all at this time of day.

Luckily commuter traffic does not come through the smaller streets in our neighbourhood (e.g., View Royal Ave).

Parklands

Pheasant Lane

Pheasant Lane area

Portage rd

Prince Robert drive near Island Highway. Obviously Island Highway has a lot of congestion

Same issues as above, Stancil lane

See answer to #1.

See answers to question above

Shoreline

six mile

Six Mile area

Six Mile rd

Six mile rd at rush hours

Six Mile. Gets backed up with everyone trying to get on / off highway

Six Mile. I find it very dangerous walking and cycling along the Island Highway Corridor. Very little protection from vehicles in certain areas (missing sidewalks/bicycle lanes) and too many vehicles turning right on the pedestrians right of way while in the cross walk.

Stoneridge

tawny place off west burnside. VR Hospital

There are always people exiting the highway at the thetis lake exit in an attempt to get ahead of traffic when there is significant congestion or an accident. This causes further delays.

Thetis lake

Thetis Vale

Thetis Vale. Coming back home from downtown starts getting busy around 2pm

Those driving on old island hwy to access downtown or the base

Traffic heading towards Victoria backs up into the chilco neighborhood. It can take 15 minutes just to exit the neighborhood. There is no traffic towards langford but because there is a Boulevard on chilco now even the people turning left towards langford dont have a lane to skip the backlog.

Vic West

Vic west

Vic west , Craigflower admirals Mackenzie

Vic West, through traffic to Victoria downtown

Vic West. People who live in View Royal impact my neighbourhood.

View royal

View Royal

View Royal

View Royal - Helmcken/Pheasant Lane

View Royal / Price Road

View royal avenue

View royal by fire hall and fort victoria on burnett. Not safe to turn burnett onto highway..I watch accidents all the time. Needs a light. For left turn.

View royal helmken road

View Royal Island highway four mile area.

View Royal.

Travelling along island highway to Colwood and langford

Watkiss area

Watkiss Way

Burnside West

Watkiss/ Burnside Road area

Commuters avoiding highway clog up the light at that intersection. Advanced left turn light should be started earlier so residents can turn up Watkiss from Burnside. Sometimes can take a couple of lights to get through. Especially if there's been an accident.

We live off Chilco and there is a lot of through-traffic in the mornings coming off the highway and Atkins that affects the amount of time it takes for me to reach Six Mile and Island Highway.

We live on Glentana rd behind the Canadian Tire.

When there is surge traffic people often take Watkiss Way to get off the highway to go to Colwood and it increases some rage or aggression. It also moves very very slowly. Several occasions it's taken me 30 minutes to get along Watkiss when surge traffic isn't moving.

While technically I live in Esquimalt, I am at the corner of Craigflower and Admirals which is directly across the street from View Royal.

Wilfert. Island highway very busy durning rush hour

Please let us know which crossings or intersections you would like to see improvements made.

Where the Galloping Goose crosses Atkins Rd, I've witnessed several incidents where cyclists don't bother stopping to check traffic causing drivers who have already slowed down just in case (they know now!). to have to slam on their breaks. There are user-activated lights but cyclists don't use them

4

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- 1) Admirals and Old Island Hwy
 - 2) Shoreline Drive and Old Island Hwy
 - 3) Admirals and Gorge Rd.
 - 4) Helmcken overpass

15 Helmcken across to Camden
Watkiss and Helmcken intersection is unsafe

6 Mile Pub crossing. If pedestrians could cross without the lights changing it would speed things up for public transportation as well as light changes.

Admirals and Craigflower

Admirals and craigflower

Admirals and Craigflower

Admirals and Craigflower intersection.

Admirals and Craigflower needs major improvements.

Admirals and Island Highway

Admirals and Island Highway. Have a safer way for bikes to merge with car traffic or ride along side of it.

Admirals at Craigflower. Signage is required to inform drivers about ZIPPER MERGING to improve flow. The right lane to Shoreline drive is labeled as right turn only so drivers try to merge left too early; they block the intersection. Other drivers don't allow them to merge, causing further backup.

Admirals at island highway

Admirals at hallowell

Admirals at aldersmith

Admirals at Glentanna

Retrofit intersections with slip lanes to remove them.

View royal elementary: Add cross ride for cyclists between e and n to reduce unlawful/unsafe movements.

Admirals Rd and Island Highway. Helmcken Rd and Island Highway. Wilfert Rd and Island Highway. 6 Mile Road and Island Highway. Helmcken Rd and Watkiss Way. Helmcken and Burnside Rd W

Admirals, Craigflower and Old Island Highway

Admirals/ Island Highway

Admirals/Island Hwy/Craigflower

Admirals and Aldersmith

Glenairlie and Rudyard

All pedestrian crossings should have flashing lights

All way pedestrian and cyclist crossing on red light for traffic.

Already stated in earlier comment. Change the pedestrians lights to BE LIGHTS so people can turn right or left

around the Six Mile Pub

As a pedestrian, crossing Island Highway at Stormont. The wait to cross, after pressing the button, is usually unreasonably long.

As a motorist: Island Highway/Burnside/Hwy1. Traveling West on Island Highway, no good way to get to Watkiss Way. There should be a way to turn North/East on Burnside.

Atkins and the goose. The lights aren't enough

Burnside and Helmcken.

Burnside Helmcken

Helmcken and highway 1

Burnside Road West & Helmcken Road

Helmcken Road & Watkiss Way

Island Highway & Shoreline Drive

Burnside road west and helmcken

Burnside road west and helmeken

Burnside west @ Helmcken "URGENT" years overdue!

Chilco and six mile rd , 4 way stop , still see people drive right through from TCH off ramp , like they don't even see the stop signs

Shouldn't allow parking in six mile rd , blocks stop sign ,

Chilli road and six mile road needs a round about

Corner of Admirals and craigflower is dangerous and uncomfortable for pedestrians. A highway interchange in the middle of a neighbourhood.

Craig flower and admirals.

Craigflower and admirals and along admirals

Craigflower and Admirals, Helmekin and Old Island Hwy,

Craigflower and Admirals. Additional crossings along Admirals and Old Island Highway. Aldersmith and Admirals.

Crossing Craigflower at Admirals

Crossings along burnside to go to eagle view elementary

Crosswalk at 15 Helmcken

Eastbound bike lane on Island Hwy at Admirals is lethal. Southbound biking on Admiral's Rd from Island hwy is very scary: needs a well marked bike lane on both sides, preferable separated from cars by lightweight posts.

Galloping Goose/Island Hwy/Burnside Rd W(Needs pedestrian Overpass), Island Hwy/Admirals Rd(Dutch-Style Protected Intersection), Galloping Goose/Talcott Rd(Needs unobstructed line of sight, no cars parked along road, add raised crossing), Helmcken Rd/Watkiss Way(Dutch-Style Protected Intersection)

Glentana @ Island Highway not accessible - lane slopes into traffic, no sidewalk to overpass or bus stop

Need at-grade crossing near Shoreline
Admirals-Craigflower traffic back-ups
Glentana-Admirals free-flow cars, bad for peds, need bus stop
Safe crossings near Admirals Walk - reconciliation

Granville at Burnside and burnside at helmcken

Helmcken & Island Highway. Also, the crosswalk that crosses the TCH on-ramp near VGH.

Helmcken and Burnside and Helmcken at Watkiss and Helmcken at Camden

Helmcken and Burnside as well as Watkiss and Helmcken

Helmcken and Burnside

Helmcken and Watkiss

Helmcken and Burnside. Helmcken and Watkiss.

Helmcken and Island Hwy

Helmcken and Watkiss (crossing Helmcken). Left turning vehicles from Watkiss to Helmcken nearly hit pedestrians. etc there everyday.

Helmcken and Watkiss is my highest concern, both for pedestrian safety and vehicle safety.

Helmcken and Watkiss Way

Helmcken road at Chancellor ave and Watkiss way. I've been nearly hit by a car crossing several times since moving here in June 2025.

Helmcken watkiss way. Many near misses as pedestrian

Helmcken/Watkiss, Watkiss roundabout, TCH ramps, especially northbound onramp

Helmcken-Burnside intersection. Craigflower-Admirals intersection.

Helmcken and Craigflower

Helmcken & Island Highway and Admirals & Island Highway.

Helmcken West burnside

Helmcken island highway and the crossing by Canadian tire onto the island highway

Helmcken and isl hwy

Helmcken and Watkiss

Helmcken/Hwy 1, and old island hwy/ Hwy 1 offramp

High St. and Burnside is dangerous when traffic at the Burnside, Helmcken intersection backs up beyond the High St. intersection. This is a scenario in which left-turning vehicles are blind to oncoming traffic and run the risk of an accident when pulling out onto Burnside, eastbound from High St.

I am concerned for safety near quality foods, helmcken and burnside, speeding on burnside and needing speed bumps to protect cross walks.

I find no problem crossing a road. But there needs to be more safety on the E and N. Some roads have no sidewalks and too many cars parked on the roadside making me walk on the roadway.

I like the Dutch-style intersections that Saanich put up on Shelbourne. Having advanced signals for pedestrians and cyclists and transit signal priority would be great too!

I would refer to ICBC crash data to identify the intersections that have had the most collisions. There are a number of intersections along admirals that I feel are concerning and where people have died or had accidents this past year. Admirals at Craigflower needs major safety improvements.

I've had cars come within reach of my kids and I at Helmcken and burnside. It's an awful intersection and because of the short light to turn onto Helmcken from Watkiss, everyone rushes it even when the walk signal is on. I hate letting my kids use it to get to the park or the goose.

Improve Helmcken rd

at Eagle Creek. Also Burnside, & Helmcken intersection-where traffic is blocked from entering the one lane on Helmcken that should be two, by traffic that won't clear the intersection. Please widen Helmcken road AND traffic calm it, to accommodate all users, including vehicles.

Intersection Helmcken Rd and Burnside W. A round about will be the best option.

Intersection of Craigflower/OldIsland and admirals cycling lanes. Vehicles block bike lanes.

Island highway @ helmcken

Island Highway and Admirals

Island Highway and Helmcken

Island Highway and Helmcken. The lights are not functioning properly and traffic is backed up on Island Highway when green lights to proceed in other directions have no vehicles present.

Island highway and Knollwood road

Island Highway and Old Island Highway

Island Hwy and Craigflower/Admirals intersection needs improvement. Why a bunch of one lane roads go to a two lane intersection makes no sense.

All crossings of the Goose/EN should be consistent: stop sign for cars (unless signalized intersection) with elephants feet.

Island hwy and stormont, stormont and rudyard, pedestrian access across the hwy

Knollwood and island highway.

Cars often go at 70kmph

Major improvements to crossings have already been made in my area. The four way stop at 6 mile road and chilco sometimes worries me as even years later and despite ample signage, some drivers totally miss the stop.

If space had permitted, a roundabout would have been my preferred option here.

Management of view royal avenue with all the illegal parking and lack of speed management. Speed bumps are needed to enforce the 20 (most go 40-50 plus)

Many crosswalks are not well lit at night and there's no crossing signal. Dangerous at night and in rainy or snowy conditions.

Lines on the road are barely visible at night in the rain, if I didn't know my way well it could be Dangerous and people newer to the community might not know.

Near Shoreline middle school

Need a bike lane on island hwy that extend to the light where the lane split for tch, island hwy, & bus lane so bikes can connect to rail trail. So many close calls with bike crossing over island hwy to access at adams pl.

Newly added crossing on Island Highway

No easy way as a pedestrian to get from Firehall to Quality Foods. A way across hwy to near Erskin would tie neighbourhoods together. Merge from Burnside to Island Hwy is dangerous.

Old Is at firehall crosswalk is invisible. The sidewalks at the overpass disappear at a short time too. Can't recall how Helmcken & Old Isl Hwy sidewalks are though

One of the goose crossings on Atkins - it needs lights like the first crossing. This crossing is on the view Royal/langford border. Cars come racing up the hill and aren't stopping

Pedestrian crossing at Integra Tire & highway entrance

Pedestrian crossing at the Highway on-ramp has no flashing lights, and drivers accelerate at unsafe speeds up the hill before the crosswalk.

Please consider a pedestrian only light first at Helmcken and Isl Hwy. Could be children/elderly crossing. People might be in a hurry to catch the bus they see waiting to turn L on Isl Hwy. People seem to often need to cross both directions.

Rail trail crossing on Burnett Rd. Currently supposed to be a 4 way stop but bike/scooter traffic seldom stops.

Burnett Rd to and from Old Island Highway - through traffic does not often yield.

Shoreline and Craigflower, especially before and after school. We need crosswalk lights for the kids ' safety

Shoreline Dr and Island Hwy

Shoreline drive

Admirals/craigflower/old island hwy

Six Mile Road and Island Hwy.

Six Mile/Island Highway

The bus lane that intersects with Price Road has become dangerous with car users entering the lane far too soon in order to exit via the Old Island Highway. Car users shouldn't be entering the bus lane until AFTER Price Road in order to make the exit to the old Island highway from Sooke Rd correctly.

The cross walk at Helmcken and TCH on ramp heading northbound. Cars regularly do not stop when a pedestrian is waiting to cross and are accelerating at high speeds to get to the highway

The cross walk that leads to the bus stop and has traffic going north bound on the highway. People often don't stop and it's hard to see pedestrians. There should be a pedestrian light there

The four way stop at six mile and Chilco is a fright to cross. Drivers constantly blow through the stop signs at high speeds. This usually occurs as they have just exited the highway or are heading to the highway on ramp.

The intersection by Shoreline Middle School and Canadian Tire. Lots of students use this crossing.

the intersection of admirals and craigflower is very unsafe for pedestrians and I do not ever feel visible to drivers there. Adding to that, the section of admirals road from craigflower and south to about hallowell rd is almost entirely devoid of crosswalks, sidewalks and safe bike lanes.

The intersection of Admirals and Old Island Hwy.

The intersection of Helmcken and Old Island Hwy.

The intersection of admirals rd, island highway and Craigflower is terrible. Drivers hurrying through the lights putting pedestrians, especially the students and elderly at risk.

The intersection of Burnside and Helmcken.

The intersection of Helmcken Rd and Chancellor Ave / Watkiss Way.

The overpass at Helmcken/TCH should have a grade separated bike lane

The two bus stops on Island Highway, closest to Helmecken should have a crosswalk closer to each of them instead of jaywalking or walking to a light controlled crosswalk, a block away nearly.

There needs to be a safe crossing area between Helmcken Road and Camden.

There simply needs to be consistent criteria applied to all as accessibility is felt everywhere and should not be limited to a select area.

Traffic needs to be slowed down on Helmcken, the speed limit is not respected by drivers

Trees and bushes at intersections should be removed so you can see oncoming traffic. A good example is the intersections at Helmcken and the trans Canada highway.

View Royal Elementary - pedestrian crossing.
School zone upgrade to discourage speeding at all times.
Speedbumps, lane dividers, etc.

Watkiss / Helckken / Chancellor E/W and N/S...

Island Highway / Helmcken: make NE a hard corner so cars turning north must actually stop before turning

Island Highway / Admirals: make SW a hard corner

Admirals: Remove both CTire and Nelson Sq "easy left" in

Admirals / Hallowell: make hard corner

Watkiss at Helmcken is the WORST. I don't know why but I am almost hit there on a daily basis.

Watkiss way and Marler Drive. That crosswalk is dangerous. Cars move very quickly.

Watkiss Way

Burnside West

Watkiss Way/Chancellor Ave crossing Helmcken

Watkiss/Helmcken/Chancellor. Traffic has no regard to pedestrians crossing almost being hit several times by vehicles. My children have almost been hit. vehicles turning left onto helmcken DO NOT pay attention once there left turn advance has ended and crossing begins. FLASHING LIGHTS needed

Watkiss/Helmecken, entries/exits onto the highways

Wider side walk from six mile road to Juan de fuca recreation centre, and sidewalk on the island highway

Wilfert Rd and island highway. 6 mile and island highway

Please let us know where you observe or experience parking challenges.

Eltham Rd

Along island highway, especially near 264 island highway

Along Watkiss

Lack of parking on Erskine

Bike lanes were added and residential parking removed on Erskin. All this does is move parking to Talcott. People need parking for deliveries, contractors and people who need their vehicle to work: transit is not an option, nor is a bike. People with kids need to use car to access extra activities.

Burnside road west

Conard street construction workers constantly parking on our streets, Business trucks parking on our streets, very difficult to back in and out of our driveway. Cover ditches and widen roads!!! INSTALL SPEED HUMP

Elham

Erskine Lane since the installation of the bike lane where previous parking was allowed

everytime a new MDU is built, surrounding areas become flooded with extra vehicles that the buildings do not accomodate either by space or costs to residents.

Glenairlie dr

In front of my driveway, I've contacted the town SEVERAL times that I cannot get my truck out or in of my own driveway as we have narrow street and cars park directly across from my driveway which makes it inaccessible. Now with the new building occupied on Erskine parking is getting out of hand

Island highway and Helmcken
Admirals and Gorge

Island hwy, Helmcken garbage/recycle truck stops traffic. view royal ave is dangerous for two way traffic
n worse w/ parked cars. Six mile needs st parking. Street parking a must on main & multi family dev's
rds for moving, refuse, handi, delivery access challenged by sm rds or undergrounds

More residential signs. So much damage and litter from employees parking and walking to work
Near the gorge

No enough parking for the residents of Helmcken Rd.

Not sure you are referring to attending business' or while visiting homes in the area? The parking area
on Island Highway & Stormont area always has vehicles parked in the parking lane. One can only
surmise it is residents living in the area who park their vehicles.

Old Island Highway can be dodgy in the sections where you can park.

Parking for public beaches and parks should be a priority. Residents should be parking off the street
and in driveways/parkades. View Royal doesn't not restrict homes/residents from parking on the
streets. Also workers on new developments and parking throughout neighborhoods

Parking in no parking areas out into the road on view royal avenue. Right next to the town hall.
Decreases the road to single lane. No sidewalks. Walking and biking is extremely dangerous.

Parking issues by six-mile road going to Thetis, especially in summer

Pheasant Lane

pheasant lane should be for residential parking only
not all units have enough space for 2 vehicles and have to park on the road.

Pick up and drop off at Craigflower Elementary School

Right on Nursery Hill Dr. We have no way for visitors to park as all nearby parking is for "residents"
but just not the condo residents.

Side streets are usually Residential only. Where will people in new rentals park?

Six Mile area

There is no more park and ride on ocean boulevard, no way to easily connect with public transit. Lack
of parking along the old island highway around city hall area.

There is none you live on Island Highway there is no where to go anymore.

there is very little street parking around Prince Robert Dr and Island Highway

Thetis lake requires more overflow parking

To the right and left of island highway

View Royal Ave

View Royal Park, Chilco & Six Mile area, along Island Highway, Glentana businesses, Watiss Way,
Highland Road.... most neighbourhoods at night, around condos / rental buildings. Bill 44 will this all
much worse and higher taxes for road improvements

Watkiss Way

Burnside West (school bus pick up and drop off)

Watkiss, Erskine and Talcot. Many residents have multiple cars and nowhere to park them or have
friends visiting who can't park nearby

We have a neighbour who has up to 7 cars in his driveway and then parks another 3 on the boulevard

With more houses turning into multi-unit dwellings on our street, more vehicles are parking on the
street which has no sidewalks and is narrow. Homeowners should be required to provide enough off-

street parking and by-law should be enforcing compliance. Both homes next door to me, have 4+ cars each

Where would you want light rail to go to?

Along the current Rail lines only.

Along the existing E&N right of way

Along the existing rail pathway

Along the highway

along the highway... obviously.

Beside the rail trail.

Between downtown and western communities. This would greatly reduce the car traffic on those routes.

BRT may be good enough

By the time it gets to VR it would probably be full, useless in my opinion

Connecting Admirals Walk with where the Casino is or nearby travelling along Old Island Hwy.

Connecting Vic gen to westshore and Downtown.

Courtenay as before plus airport, Schwarz Bay Ferry Terminal, Duke Point Ferry Terminal, Sidney, Port Alberni

Craigflower Colwood crawl downtown

Despite living very near the unused train tracks I would be in strong support of them housing light rail. Alternately, street level light rail using existing designated bus lanes being built on island highway and #1 highway would be amazing

Downtown

Downtown

Downtown

Downtown

Downtown

downtown

Downtown

downtown & UVic

Downtown and airport/ferry

Downtown and Westshore

Downtown and Westshore

Downtown And Wherever the island corridor goes.

Downtown or close enough to downtown so I can walk to downtown

Downtown or close enough to walk to downtown

Downtown or Langford

Downtown or Langford

Downtown to Nanaimo

Downtown to Sooke and to the ferries

Downtown via Esquimalt and out to Langford

Downtown Victoria

Downtown Victoria

Downtown Victoria, downtown Langford, ferry/airport

Downtown Victoria. Though one to Uptown or UVic would be useful too.

Downtown, airport and ferries

Downtown, Colwood, Langford, Airport, Ferry terminal

downtown, esquimalt, view royal, western communities, hospital, university

Downtown, Swartz Bay ferry terminal, RJH,

Downtown, then out to Langford malls

Downtown, through Colwood and Langford.

Downtown, university and west shore Juan de afuca rec

downtown, university, dnd

Downtown, Uptown, UVic, Goldstream

Downtown, UVic, airport, ferries, hospitals

downtown, victoria airport, ferries

Downtown, Westshore, ferries, airport. In VR probably stop at Helmcken overpass?

Downtown? The ferry

Duncan, and ferry

Duncan-Langford-Colwood-View Royal-esquimal-Downtown

E&N

E&N from westshore communities to Johnson street bridge would be reasonable

Either follow the E&N route or the Galloping Goose.

Either through the highway or the old railway corridor along the galloping goose.

Esquimalt to Duncan expanding to sooke than the peninsula

Everywhere possible

Follow the E&N route. Start with Langford to downtown, through View Royal, eventually expand up-island.

Following Island Highway or former E&N Corridor

From Costco to downtown, McKenzie to uvic and McKenzie at Blanchard to the airport and

From down town Victoria to Colwood.

From downtown Victoria to Langford.

From Duncan to Downtown

From Helmcken overpass to downtown and to ferry/ airport.

From Langford to as far as downtown as possible!!!

From Langford to Uptown area in Saanich, possibly a spur from Hwy 1 along McKenzie as far as Quadra (with rapid-bus beyond LRT in each case)

From Six Mile to Langford, Uptown, Downtown, Sidney, UVic

From the west shore to downtown, downtown to North saanich.

From Victoria to Langford using old rail road with several stations with car pulls and being close to bus stops.

From Western Communities to downtown and DND: use the E&N corridor

From Downtown Victoria to Duncan or further

Further the better. At least Langford to Downtown.

Greater Victoria connections including to ferry and airport

Greater Victoria to downtown as well to the airport and ferries.

I can't imagine how light rail is even remotely feasible in View Royal at present.

I likely would not use light rail, my commute is to the Vancouver Island Tech Park. But I do think light rail could be used by other commuters and ease traffic congestion

I thought it was limited to where the rail line is

I'd like it to follow the E&N to the west and the trans Canada highway to the east. Also, I think a skytrain would be better than light rail.

Into Victoria

it is not needed in View Royal. Light Rail would better serve other areas of Greater Victoria

It must be looked at from a regional perspective and be focused on replacing/improving the current 95 rapidbus. It should roughly follow the 95's alignment, and View Royal can then run local feeder buses to it's stations at Six Mile and Vic General

KEEP E&N as a transportation corridor, for bus or rail. The CRD will be studying the feasibility of light rapid transit and I hope that View Royal will make sure they are at the table for these discussions.

KEEP E&N as a transportation corridor, for bus or rail. The CRD will be studying the feasibility of light rapid transit and I hope that View Royal will make sure they are at the table for these discussions.

Langford

Langford and downtown Victoria

Langford thru Victoria, away from main road arteries in View Royal. Likely location could be parallel to HWY 1

Langford to downtown

Langford to downtown

Langford to west Victoria

Langford, Downtown Victoria

Light rail must connect the Westshore to 3 high priority areas: downtown, UVic, and BC Ferries. Camosun campuses would be ideal but may be better served via bus routes from light rail stations

Light rail needs to go down the existing EN rail corridor. It is literally mindboggling that this has not been used as rail.

light TRANSIT, not rail! Do not restrict the survey with bias. LRT along the TCH to Westhills. Light transit, buses on tires, on E&N to go around Esq Band, paved surface to share with emergency vehicles, MORE stops in View Royal (4), quick start / stop.

Major roads

make it a sky train and place it above the Highway 1 right of way from Victoria to Langford then along the veterans memorial right of way through Langford

Near TransCanada Highway (but only if it didn't affect the Galloping Goose Trail)

No rail please to loud for view royal. Disrupting to fort victoria and the community. Loud and decreases our quality of life for people traveling through view royal. We do not want it.. put buses in!!!! We have no bus...cheaper!

Not on the old E&N line, which is very close to my neighbourhood.

Old railway.

on the current rail system that isn't being used. The cost the province put towards bus lanes and upgrades would likely have gone to better use with rail.

on the E & N trail

On the e and n between Victoria and Langford

On the existing E&N

On the existing infrastructure.

On the existing rail system with stops at the Esq military bases, connecting the downtown to the Westshore and Sooke, reducing commuter car traffic

on the existing rails

On the existing train tracks

On the goose trail

On the old E& N track

On the old rail !!!!!

on the rail tracks or down the middle of Highway 1

People are avoiding Highway 1 by taking Craigflower/Old Highway. We cannot drive there any longer, we need to chnage work hours if we need to commute through Craigflower/Old Highway. maybe a light rail that would go parallel with Craigflower/Old Highway.

Possibly on the old E & N rail line which is not being used but would have to be a complete different set up than what was used in the past.

Similar to highway 1. Uptown, then downtown.

Sooke to Victoria (includes west shore communities to downtown)

Start with Victoria (Delta Hotel area) to Langford. Two trains with one leaving each end every 30 minutes and passing each other in View Royal alongside Portage Park where there is already a partial double track. Stops at Esquimalt for military/shipyard

TCH and island highway to goldstream , need access to hospital and uptown and Mayfair malls

the military base and downtown

The rail is a bad idea

There is not enough space for terminals and parking so it should not be built.

Through Langford, View Royal, Esquimalt and downtown Victoria

To downtown

To downtown and up island

To downtown and uptown and Langford and UVic

To the downtown, to Langford and Sooke,

To Victoria centre city and airport

Use the E&N route as a start.

use the goose , cyclist and pedestrains could use under the raised light rail

Using old rail tracks from up island through to Esquimalt

VGH to downtown Victoria and to Langford. Also from Victoria to Sidney/Victoria/Schwartz Bay.

Vic west to Duncan or beyond

Victoria and Langford

Victoria and the West Shore — with stops in View Royal, Esquimalt, and Colwood.

Victoria and Westshore

Victoria to Colwood/Metchosin

VR to Westshore locations (could be light rail to a single hub, then bus lines fanning out from there).

Not Costco, as shopping volume requires car. I no longer commute, but maybe there is an employment density map that would dictate destinations?

west and downtown BUT only when provincial spending is under control!

West shore or downtown

West Shore to downtown Victoria.

Westshore and Sooke

Westshore to downtown is long overdue and a no-brainer

Westshore to downtown would alleviate much traffic congestion

where E&N rail line was previously

Where it's most feasible and affordable.

where the cars go, to ease up on the horrible traffic.

Wherever it makes the most sense! The existing rails would be a good start

Wherever makes most sense for the general population

Please share any additional observations, questions, or experiences about transportation in View Royal with us.

1. As the use of e-transportation options such as e-bikes and e-scooters, alongside increased uses of path (e.g. old person scooters), feel unsafe. Suggest dedicated lanes. 2. Only use paths for biking and walking during daylight for safety. 3. Appreciate all that you have done thus far.

6 Mike Rd bus lane jumpers

Congestion and speed on Craigflower in between Helmcken and the 4 Mile pub

A few years back when the Craigflower Bridge was being rebuilt there was discussion about changing Old Island Highway from 2 to 4 lanes each way. The then Mayor and Councillors choose not to do that as it would become (according to them) nothing but a freeway to other Western Communities. Now as the Western Communities have grown so quickly the commuters use View Royal's Island Hwy daily which causes traffic back up which gets worse each and every year.

A key consideration for our future is how we prioritize Craigflower/Old Island Highway. Right now, it is designed to cause major westbound congestion during the entire PM peak. This snarls busses in traffic, causes emissions, and limits movement. This is one of only two E-W regional connections. I appreciate the planted medians, but from a climate and quality of life lens, moving busses and reducing congestion should be the priority. I can walk faster than bus as it approaches Admirals from downtown, and further west it's just stuck. Cars get stuck in intersection between lights. Let's redesign.

Accidents on Hwy 1 gridlock the entire area sometimes for hours. No travel possible during morning and afternoon rush hours. Rush hours getting worse in duration.
No more \$&@# bike lanes!!!! They are destroying the area.

Add a lane to island highway in View royal

Adding a piece of sidewalk on Helmcken to the corner of View Royal would be helpful. People walk there anyhow.

All highways from Westshore choke on view Royal making traffic brutal. There is no alternative routes available

All ways pedestrians and cyclists crossing during red traffic at watkiss and burnside

Already extremely busy, with the new developments being built, Helmcken Road north of Highway One requires traffic calming measures and improved safety and accessibility for pedestrians and cyclists.

As an immigrant to Canada nine years ago and a Professional Engineer who works in Transportation, it is hard to understand why the rail corridors of E&N and the Galloping Goose are not being utilized for light rail or rail, especially given the traffic challenges the local roads face.

As one of the "drive-through" municipalities between the Westshore and downtown core, View Royal should really push for improved public transit to reduce the "outsiders" impact our on community and infrastructure. Including better public transit and active transit integration with our destinations, like Thetis Lake and the E&N trail!

Better bike access to galloping goose please!

More ev chargers

Light rail!

Better lighting on the trails for night time and winter cycling. It would be nice to have cycling infrastructure on Ocean Boulevard down to the lagoon. Especially since there is going to be a mix used trail connecting the lagoon and Royal Bay Area.

Better speed control is required in school zones, people drive way too fast and do not obey those speed limits and do not always stop for pedestrians on crosswalks

Bill 44 and 47 has suddenly outdated, shifted, and re-prioritized active transportation demands, safety priorities, and costs. It is essential that town is proactive with transportation software to forecast density impact & traffic gridlock that would halt transit and school buses, emergency vehicles, delivery and service vehicles for town AND region. Our roads, businesses and budgets cannot accommodate concrete bike barriers, bi-directional bike lanes or shared bike /pedestrian. Bill 44 demands sidewalk planning / budgets now

Burnett road and e&n trail i live next to and watch cars hit bikes or bikes hit cars daily. I literally go outside to sceaming people fighting or hurt people. Big stop signs the bikers think they dont have to stop! Its 100% bikers as I am sitting in mu front yard watching them !!!! I literally am that house. Already talked to rcmp . They did nothing. Im ready to get my own stop signs and put them up or standing out with a sign and then sending the city a bill for safety. I am a nurse so I would expect nurse wages too ! Also where are the bus. 14 doesn't show up ever!!! I need to work.

Busses are often full with pax from other municipalities when arriving in VR

by it nature, view royal is a throughfair.

by accepting this and expanding capacity on old island hwy and burnside/helmeken other area will

see less traffic. dockyard/vsl will always use island hwy. accepting this and making it 4 lanes will improve everything!

Can we please get the people traveling through VR to their destinations?? Ive lived here 33 years and we've always been a thorough fare, people just want to get where they're going and for some reason we're impeding this with traffic calming, boulevards down the middle of the Old Island Hwy, removing lanes, (at Eagle Creek) and adding excessive bike lanes, (I'm a biker but not everyone can be). This spring I was in NY, London, Paris and Athen and our traffic was worse than any of them!

Changing the traffic lights should be simple and not require a committee. Bike lanes make driving so difficult and delivery trucks have an impossible task and as someone who lives on island highway for 9 years now.....NO ONE USES THE BIKE LANES!!!! What a waste of money. They use the beautiful paths all the time ...they are super busy and great job. On the highway NO ONE EVER!

Chilco & Nursery Hill Neighbourhoods need sound dampening fencing to cut down on highway traffic noise. Please! It has become insanely loud.

Congestion during morning commute and afternoon rush hour has been increasing over the last 4 years to the point that I'm considering moving away from view royal. Nothing is being done to improve traffic flow along island highway and more densification projects keep getting built compounding the traffic problems.

Construction is constant and unplanned - need more consultation with other municipalities to ensure not all routes are under construction at the same time. Buses are unreliable, often cancelled, unsafe, and often dangerously full... will only take public transit once there is a viable lrt type solution as I can't count on it to get me to work and home at set times. Roads need to be widened to make the commute better - cars still exist and will always be needed, traffic calming measures are only irritating and cause traffic to stall for 10x longer than necessary which is bad for the environment

Corner of craigflower and admirals needs an improvement. The corner cut should be removed or given access to buses only, a cycle lane, and rain garden. This is ideal

The stretch on admirals road heading south to Esquimalt/Vic west needs a cycling lane. There is a broken link when heading off the gorge bridge.

Despite being a daily commuter, I am I. Strong favour of prioritizing other modes of transport (transit, cycling, pedestrian) over single vehicle cars for
Future infrastructure projects

DO NOT DO MORE BIKE LANES! View Royal had the best trails through the municipality. Improve those!

E&N is great! Access to the Goose is great. Some of our roads and intersections need improvement. No ideas on the huge volume of daily westshore traffic. It's gotten ridiculous and many more developments continue to be built over on the westshore (which is great because we need housing) but transportation infrastructure needs to keep pace with development.

Expand out Island Highway, Craigflower, and Admirals! Nobody is giving up on cars. There is a billion dollar marketing culture for vehicles, people are not going to give them up. Make cities work!! Grieve the passing of quiet commutes and build the roads bigger and wider for traffic to fit! Refusing to do so will not stop people from using their cars and will lead to more road rage and incidents.

Figure out how to work with Saanich on the Burnside helmeken guagmire and ENSURE public consultation from a fair representation of the public and how they travel (so it would contain more people who drive than ebike) give opinions along they way and that this process is efficient and not overly bureaucratic-none wants that anymore.

Generally left turns are hazardous throughout the Town

Helmcken is a major artery between 2 highways. It is one lane! The backups are terrible. The Burnside/Helmcken intersection is a nightmare. No left turn lane on Burnside to Helmcken and no right turn access from Burnside to Helmcken. The new rentals will have 230 units.

Helmcken rd should not be used as a thru road to the West Shore

Helmcken sees a lot of traffic from commuters going from the TransCanada to Interurban/PatBayHighway.

Highway bus lane should be HOV to help encourage carpooling and reduce cars on highway. Speed bumps along Burnside to protect crosswalks.

How can we encourage traffic to use the highway and not our residential streets

I am not in favour of improvements for the traffic merely using our roads as a pass thru - that is what Highway 1 was supposed to be for

I am totally against any thoughts of reducing the speed limit along Old Island Hwy or any of the major arteries. Between the slow drivers, traffic and red lights, we're lucky if we make the 50km limit.

I appreciate the improvements that have been made to the major intersections on Six Mile at Chilco and Atkins.

I appreciate the presence of police at school zones during peak times. I am concerned at the number of people who still turn right on a light onto Watkiss Way despite a no right turn sign. I've been honked at a few times to turn right despite it being prohibited. If there was anything to boost awareness to that limitation it would be great.

I avoid travel down Admirals after 2 pm when Dockyard starts to end their day. I avoid Wilkinson/Helmcken any time after 12:30. I think changing Old Island Highway to single lane each way was a very poor idea, if a car/bus gets stuck between the openings, there is nowhere to go

I believe it essential to build roads that support all demographics of our population. Every single person in our community goes through phases of life where they are unable to drive, whether it be due to age, income, or trauma. Traffic congestion is also becoming an increasing concern, so the more we can encourage people to shift to biking/walking/bussing/carpooling, then the better everyone's commuting experience will be. Changes are difficult but inevitable, but making space for other modes of transportation is needed.

I believe traffic would flow a lot better if those leaving the city were not required to stop anywhere. Get them away from the city as quickly as possible. Instead, we see more and more traffic lights being commissioned.

Lastly, never think that cars will be eliminated. They will remain the dominant mode of transport for decades so get on with some serious road building and get rid of all the bike lanes on major roads.

I continue to observe housing developments do not take into account the transportation needs until it's already a problem.

There is no plan for the growth of bike lanes. I observe adding bike lanes to roads where vehicles rely on transportation and pedestrians require the same roads. VR should have a specific plan for bike lanes. Bikes are causing safety issues as there appears to be no rules to follow. They can jump to sidewalk, roads, walking paths with no penalty.

I couldn't work out your map but basically I travel in and out via Sox mile road in all directions but mostly towards town every day.

I feel like we do not have a resilient transportation network - a single accident on the highway or Craigflower will make my short commute time to work anywhere from 100-1000% longer. Improving

safety for alternative forms of transportation is important, but we need to also expedite the flow of traffic, as this will only get worse as the population of Greater Victoria grows.

I have heard talks about making the section of Helmcken between Burnside and Watkiss Way two lanes again, but in my opinion, this will only make more cars park on that section of Helmcken during traffic and won't relieve much congestion. We need an alternative route for the through-traffic to Highway One.

I have lived here 10 years and the widening of Island Highway to Helmcken has been proposed long before that. Wouldn't provincial/federal funds for infrastructure be considered for that? All improvements to Island Highway are becoming urgent as buildings are being proposed and developed along that corridor

I have seen proposals to add protected bike lanes on the Helmcken overpass and along Admirals Road, between Island Highway and Glentana. This is a terrible idea which will increase vehicle congestion

I have to drive to work as it's too far to bike and there are no public transit options. It would be nice if the congestion that makes my journey home so difficult could be addressed.

I have witnessed pedestrians being struck because drivers turning right cannot see past vehicles turning left when exiting Shoreline Drive. With school dismissal, parents attempting to leave the area, and ongoing gridlock traffic, it is extremely concerning. I am genuinely surprised that something more serious has not already occurred.

I have written 100 emails regarding the lack of a sidewalk along Watkiss way between the shopping centre and hospital. There are schools and dozens of residences and NO sidewalk ?!?!?!? It is appalling.

i live close to the six mile pub. i have witnessed probably the worst waste of tax payers money right here close to home on the multi million dollar project to add a bus lane and a bike lane. the buses don't even use the lane headed west as the bridge bottle necks the buses. why didn't anyone think about that? what a waste of tax payers money. who makes these decisions? i know the plan passed in 2018 but that was 6 years in the making - don't people revise these things? baffling.

I think that we should have free bus passes for youth like other municipalities in the region do. Many of the youth from Victoria come to View Royal and can catch the bus for free whereas our youth need to pay for the bus. It's inequitable and can be a barrier for catching and encouraging kids to catch transit.

I walk every day of the Goose, and while some cyclists slow down around pedestrians, dog walkers, people with strollers, most do not. Only a few use bells or tell you they are approaching. And the increase in fast-moving heavy built electric bikes and scooters is particularly scary. They also don't give much room when passing. I've actually been touched by them as they pass. Enforcement would be appreciated. Cars aren't allowed to turn right on a red light at Watkiss/Burnside W but I see drivers doing that a lot.

i would estimate 90% of the traffic is commuter from neighbouring municipalities during peak travel times.

would love an additional highway crossing for pedestrians/bikes and/or better bike lane connection across the Helmcken Overpass. it's a bit janky getting from the Goose onto Helmcken towards Island Highway

I would love to see clear signs on roads showing traffic how to merge such as at the intersection of admirals merging onto the Old Island Hwy. There are signs that show zipper merging that could be beneficial.

Connections between the E&N and the Goose would be great. Better bike lanes on roads. Safer crosswalks at intersections.

I'm honestly not sure why I am bothering to fill out this survey. I participated in the active transportation consultation that the Town conducted back in 2022 and as far as I can tell, it has done absolutely nothing with it.

Island Highway has a meagre painted bicycle lane, which is constantly being encroached upon by oversize personal vehicles.

Island highway is not suitable for alternative methods of travel due to vehicle speed and lack of protected bike lanes

It is nice to see the town working to improve our transportation infrastructure. However, major roads such as Helmcken are in extremely poor condition with cracks and holes throughout. I believe it is important to fix these basic issues first before moving to improve accessibility for bikes or pedestrians.

It needs to be more integrated with neighbouring municipalities. Regional traffic through View Royal on roads other than Hwy 1 is not a crime and needs to be maintained (but with appropriate calming measures to manage speed and safety). View Royal is strategically located in a key bottleneck area of the Saanich Peninsula and owes all regional travellers a duty of maintaining connectivity. Unfortunately NIMBYism is very influential and drives council decisions meaning appeasing the few at the expense of the masses tends to happen far too often.

Jedburgh residents pray for the day when we have proper sight lines to get on and off our street safely. As progress continues a round about would be nice for Jedburgh Road to be able to exit and enter effectively.... plus Eltham after their new builds happens

just too frustrated to share anything constructive

Left turn advance from Helmcken onto TCH #1 not always working
Traffic light on North Side of TCH #1 on Helmcken not working correctly.

Light Rail development is essential!! We have to get fewer cars on the road and a fast train from Langford to Victoria makes the most sense. The track is there! Crossings are already installed. It is so frustrating trying to get from Esquimalt to View Royal in the later afternoons. Also AI tools should be implemented to change the traffic light patterns at peak times especially on days where there are accidents or other issues. Burnside and Island Hiway become the only options. Lights on those 2 roads need to be prioritized at peak hours to allow for faster westward traffic in these instances.

Light rapid rail is essential to make the community function. The traffic is only getting worse every day.

Lighting and separating bikes and pedestrians along the galloping goose would be appreciated.

Lots of traffic seems to be from people passing through which makes getting around local places more difficult.

Love that you have not reduced the speed of vehicle on the main roads!

More residential parking for the condos near thetis. Why is the overflow lot closed? This could be used to supplement

more shade needed over asphalt & concrete. Need plan to buy land & update the parks master plan. Replace mature street trees 3:1 Need more sidewalks as we densify re bills 44,46,47 Use "View Royal Conditions Report" to identify critical sidewalk routes. Leverage BC Bill 16's expanded works & services authorities for enhanced urban tree canopy, heat mitigation & safe streets.

Do not combine rolling with walking. Do not create conflict & increase risks to all users by building

bidirectional and shared pathways, or replace sidewalks with them. See HUB Cycling Recommendations for Multi-Use Paths

More should be done to permit and incentivise car share services (e.g. Modo, Evo) so families can reduce the number of vehicles they need to store. Public storage of private property is a terrible use of land.

More protected bike infrastructure and dedicated transit priority lanes are desperately needed.

More traffic enforcement during rush hour. We could fund golden sidewalks across the municipality if enforcement monitored a few intersections during rush hour.

Multiple times View Royal has got in spats with other communities, and wasted our public tax dollars doing so. Improve flow instead of cutting off one's nose to spite one's face. We're all in Greater Victoria. Work TOGETHER with other communities.

My child takes transit from Esquimalt to Shoreline Middle School most days. Most days this works well, but on some days the #25 can be late or not show up. The #46 is more reliable, but does not run frequently. Increasing frequency and reliability would be great.

My daughter will be commuting to spectrum high school next year. I don't understand why there isn't a bus that goes from Esquimalt, down Admirals Rd, to the Uvic. There are many students in the area that would benefit from this bus.

Need more bus priority measures, both exclusive lanes and signal priority.

Need to get to UVic area by bus directly across McKenzie without going out of the way to downtown.

Need to work with Esquimalt. Get the rail line back in service to Langford. I bike everyday. We have too many bike lanes! It affects the car traffic with negatively affects bikers as well. You try and make too many bike lanes, too many lights, and now all traffic is worsened. You are trying to please everyone, which does not work. While you have more bike lanes to promote biking and less pollution, now cars are more congested and create much more pollution. It has an opposite affect.

No more bike lanes on roads. They are a hazard to everyone. Seniors are not biking in winter. All reasonable cities have rail. Get working in it while there is still space.

Not sure why so many cars pass through Island Highway if they have to go downtown and can just take the main highway causing enormous jams for local public making it impossible to leave and get anywhere during 7-9am and 3-6pm without waiting like 20 mins to move 1 km.

Old Island Highway is so congested during rush hours. Haha, what's new? Nothing is being done to alleviate the congestion.

Light rapid transit is a MUST.

Old island highway near city Hall, Salvation Army too narrow, gridlock at rush hour

One of the reasons people love View Royal is its natural beauty and gorgeous alternate transport routes, such as the Galloping Goose Trail. Please don't prioritize adding more parking lots/traffic lanes, which would just make View Royal look like a sprawling suburbia, and instead prioritize the diverse and outdoorsy lifestyle of its citizens.

Painted lines are not adequate infrastructure for bike lanes. Intersections should not combine sidewalks into multi-use paths for pedestrians and cyclists like was done at Atkins Rd/6 Mile roundabout.

Pedestrians are at risk, drivers go too fast, lack of police presence. Drivers turning left at intersections don't even look for pedestrians. There is little consideration for seniors with mobility issues.

People are avoiding the congested main roads by riding their e-bikes at inappropriately high speeds on the trails. It's dangerous, especially for children using the trails on foot or bicycle. We need a

solution to the congestion on the main roads. Light rail would be great. A start would be education for drivers on how to courteously keep traffic flowing at busy times.

People don't follow the speed limit along Atkins and the galloping goose is bumpy in spots which increases maintenance I have to perform on my scooter

People use the old island highway as an alternate route to get to Langford/Colwood as traffic is so bad on the highway. Causing terrible congestion along that route. I have witnessed emergency vehicles unable to get through due to the layout of the road

Please before parking in side roads. Multiple cars parked in no parking or out into the road is extremely dangerous with no sidewalks

Please bring the railway line back

Please fix Helmcken Burnside area. It's a real problem.

Police could help to keep traffic flowing! City could monitor impact of construction of traffic blockages and BETTER coordinate work!

Pretty sure you are aware of the transportation issues of View Royal, but hey let's waste more money on a survey when all you need to do is look out your window, drive or walk around

Public transit should be the ultimate priority.

Redesigned intersection or perhaps revised traffic lights. Some public education would be helpful
Safe, protected bike lanes please. View Royal has a few businesses I'd love to visit more often but cannot reach safely bike bike so we visit similar stores in Victoria or Saanich.

Single lane traffic headed west on Helmcken headed toward #1 Highway until past Watkiss Rd is causing long back ups, congestion on Helmcken Rd.

Some bus drivers in Greater Victoria start pulling out before or shortly after turning on their signal light. Recycle and garbage trucks cause significant travel delays requiring the need for them to be aware of where they are stopping. This is especially serious at intersections. Other drivers take risky actions in response. Leaving very early so you can be patient under all circumstances is unrealistic. All the road delays from road construction everywhere indicates that better planning needs to be a priority. Reducing speed limits adds to pollution and congestion.

Sometimes I wonder about the common sense of those designing changes in traffic flow - "calming measures" usually end up having the reverse effect.

Terrible commuting road, traffic is overwhelming. We don't want or need more cyclist trails, we need solutions for car owners to transport our children and ourselves to work on time.

Thanks for addressing the public for their concerns.

The "beautification" process that has added bike lanes and flower beds in the centre of the roads has slowed traffic and increased idling cars.

I choose to leave View Royal to do my shopping and other errands to avoid traffic congestion.

A bus broke down in View Royal near the 4 Mile Pub on Halloween and due to the "beautification" it was single lane traffic. It took over an hour to drive a 10 minute drive.

The bike connections from the E&N trail to Shoreline school could be improved.

Shoreline school should have better and safer pedestrian routes for the students. Improving the safety at Shoreline Road and Craiglow for bikes and pedestrians should be a priority.

The bus at the new development was supposed to get a pull out. That didn't happen. Traffic will get worse now because of it - people have to now wait longer to get off Burnside because the bus is on Helmcken

The construction of the apartment complex on Burnside and the development plans Helmcken Road will put considerable pressure on the movement of traffic. The bottleneck and delays in travelling Helmcken are already significant. How will the town of View Royal deal with this going forward?

The development near the Fire Hall is a positive move, but it will make traffic unbearable.

The e-bikes and other e- transportation methods are a danger due to their speed. They should be on the road and insured and licenced. Cyclists in groups should be more accommodating to walkers as they quite often stay in a pack and do not ride single file

The increase in population density, without increasing road infrastructure or serious mass transit, ie "light rail", the traffic will continue to increase and further infuriate commuters. It's already a huge problem for emergency vehicles, and I can see it getting worse.

The lack of planning and foresight at Helmcken/Burnside is worrisome. The log-jam of cars there is extreme - literally cars will not move at all for minutes at a time. It is literally a traffic crisis and it is entirely due to poor planning between the various municipalities, a lack of roundabouts, and a lack of coordinated traffic lights.

The light in burnside/Helmcken intersection has no turning left lane or turning left light, 4 cars. A get through during rush hour and traffic on burnside backs up halfway to Spectrum school. As one car waiting to turn left with ncoming heavy traffic is holding up a stream of cars behind them causing major backup

The lights coming off 6 mile road onto old island highway in the morning do not accommodate enough traffic coming off 6 mile road

The meridians pose challenges and reduce ability for emergency vehicles to get through traffic. Island Highway/Craigflower has too many bottlenecks and will only get worse as the community grows.

The observations are primarily that there are far too many levels of government for any serious change to be made on the transportation file. The best VR could do would be to advocate vigorously for light rail.

The part of Helmcken road south bound between Burnside and through the Watkiss way intersection should be two lanes.

The pedestrian crosswalk at Old Island Hwy & Craigflower Rd. This slows & backs up traffic entering the highway. The ped crosswalk is activated by pushing the button, which lengthens the stop time that the light for cars preparing to merge onto the hwy allowing time for an older pedestrian to cross 6 lanes of the roadway. I don't have a problem with this however if there is no pedestrian the bike riders will always push the pedestrian crossing button. They probably think this will change the light sequence faster.

The plan has to be co-ordinated with other municipalities. I like to describe View Royal as "the place you have to drive through to get somewhere."

The plan to put flower boxes in the middle of island highway by 4 mile pub was poorly devised and executed. If there is an issue during rush hour, traffic cannot move aside for emergency vehicles.

The regional trails are great. Would like to see more consistency with adjacent esquamalt and Saanich with protected bike facilities rather than the painted bike lanes which are not comfortable for many view royal residents and don't offer the same safety. Hope you can be bold on admirals to prioritize pedestrians, cyclists, and transit.

There are areas, especially near my neighborhood that don't have proper sidewalks or that feel safe to walk along the road, especially at night. I always fear of being struck by a speeder.

The intersection near my neighborhood is the only way in or out for anyone who lives in this area which feels scary if there was a disaster or emergency.

The questions about public transportation are nuanced because the current bus system, even with

improvements is not a safe choice for me. There has been incidents of violence towards women and several of the bus stops can be a 15 to 20 minute walk.

There is poor planning in relation to developments. The Boardwalk development beside the firehall needs a roundabout like was done at Atkins, not another light which will congest the traffic more. Bus lanes should be abolished. Tax payors paid into those roads and all should be able to use them. Not a few buses only. It should be an HOV lane at a minimum like is done in other cities. Bike lanes should be kept to the created trails (E&N and Galloping Goose).

There is too much development with not enough infrastructure improvements

There needs to be a far greater emphasis put on moving the flow of traffic and to reduce emissions through a reduction in idling, and improve the flow of goods for our economy

There needs to be a regular bus connection from Admiral's Walk to the Juan de Fuca exchange, all day at 15 minute intervals.

Three lanes merging from McKenzie onto the highway is very dangerous and causes issues.

Throughout View Royal and the Greater Victoria area, the E&N and Galloping Goose need to have wheeled traffic separated from pedestrians. As the push towards alternative travel from vehicles increases, safer options for e-assist scooters and bicycles need to be developed. However without separation from pedestrians, the risk of severe injury moves from the cyclist to the pedestrian.

Too much reliance on traffic circles

Town Council ignored traffic concerns we expressed during the approval process for the development next door to our strata. Now we are experiencing what we said would happen and it will get worse as the new development is fully rented out. There is a problem with the development process not recognizing traffic issues for existing residents that needs to be incorporated into the development approval process.

Traffic calming by four Mile ten years ago was an abject failure in planning and accounting for road use. Current plans to further develop and build along old island are going to make this even worse with no plans to improve commutes.

Traffic cuts through bus lanes at Helmcken and highway 1

traveling to and from shopping and cancer clinic with clients.traffic horrible on the way back to view royal

TVR is only accessible through Craigflower/Gorge and Island Highway, Highway 1 and Helmcken/Admirals/Island Highway.

Effectively if Highway is blocked, traffic to/from and throughout TVR grinds to a halt for many hours.

Two lanes on burnside at watkiss needed to turn left onto watkiss towards VGH . The traffic backs up on burnside for a km during rush hours because of this single lane

Unfortunately the TCH runs right through our community. But if we added AAA bike infrastructure we could get around our community safely and access stores, schools, etc. even during rush hour.

Vehicles need to get into Eagle Creek from Helmcken. Instead, they pull into our complex at 15 Helmcken Rd and then head back to the mall. We went through this with David Screech, prior mayor. No action or interest was taken!!

Very few bus routes and frequently late or full

View Royal approved 3 large condo developments without the infrastructure.

Shoreline Middle School's intersection is an accident waiting to happen.

View Royal cannot make transportation decisions as if it were a community on its own. The changes made to Old Island Hwy a few years ago where lanes were eliminated and ditch/landscaping was put down the middle was a mistake and just contributes to congestion along that route.

View Royal has great connections (Goose and E&N) for getting out of View Royal but when you try get somewhere in View Royal the connections aren't great.

View Royal is a very central community and a cut through for a lot of traffic. It has become very difficult to get home from work most days of the week. I work in Oak Bay and drive my kids to school at Spectrum and Colquitz daily. My kids have found transit very congested as well and buses often drive by as they are too full. More resources for school buses would help this it's very limited in view royal as families are often told they live "too close" to the school Colquitz is far from Conard street for a 10 yr old to walk to and from daily.

View royal is becoming a massive bottle neck for the expanding regional cycling network. It lacks safe connections to the regional network. For example, a connection from Gorge to The E and N on Admirals is huge hole in the current network. In addition, the "faux rock" or "tile" side walks are a potential hazard for people with mobility issues. Finally, improving transit priority by adding dedicated bus priority lanes and signals will be key to reducing traffic and commute times for people.

View Royal should have the ebike/ scooter program like victoria and langford to encourage alternate travel modes especially for employers like VGH , to access jdf rec, Town Hall, kids to school instead of having to find parking. Honestly- bc transit should include these as part of service extension for public transit and include use free under a monthly transit pass.

View Royal should look into transit priority measures along Craigflower and Helmcken as they are served by the FTN Bus #14. This route is one of the busiest in the city and is frequently very delayed due to growing congestion.

Too there is presently a lacking connection from the E&N Trail around Admirals Walk into the protected bike lanes on the Gorge in Saanich. This is a critical but small gap in the cycling network that should be fixed—having both safe cycling connections on Admirals Rd and also up the old island hwy to the E&N trail overpass.

Volume of traffic using the 1a to commute through to their communities. We are approving lots of development of new housing (density) which will only make this worse

Watkiss Way
Burnside West

We need improve the bus should go all the way here.

We do NOT need any further bike lanes. Traffic does not necessarily feel congested unless an unexpected accident on the highways .

We need a lot more shade trees on over our asphalt and concrete. Will save the roads but buckling in the heat.

As we densify buildings, we need to densify our tree canopies and parks making sure any trees removed are replaced 3:1.

We need to focus more on sidewalks and safety for pedestrians and not just cyclists.

Work with landowners to create a trail from RISE to Little Rd Park.

A trail/sidewalk is desperately needed along the Island Highway to the JDF Rec Centre.

No bi-directional and shared pathways; rolling people go way too fast and one does not feel safe.

We need a sidewalk between Eagle Creek down to stoneridge. The goose is not safe as a single walker from Helmcken to Eagle View at any time of day.

We need more buses in the morning, or else double decker buses again on the 14 route because of all the students going to Shoreline middle school and Esquimalt High school

We need more lanes and traffic control in such a highly occupied area of Helmcken and Burnside area.

We should be looking at LRT along the E&N line.

When I have tried to take public transit during snowy days - it never came! Frequency of direct public transit without a very circuitous route limited. Not suitable for many on a timeline.

When walking on Island Highway from 6 Mile Road area to Colwood Corners, sidewalks are missing in some sections meaning you have to walk on the shoulder of the road or switch from one side of the road to the other so that you can consistently walk on a sidewalk. I would feel much safer walking on a sidewalk versus on the shoulder of the road. This is a well lit road so the addition of sidewalks where none currently exists would enhance safety when walking on Island Highway.

While there seem to be a lot of improvements, they don't feel coordinated. A stronger plan linking current state to future would be helpful to both the public and the municipality.

There is also a great need to ensure public safety in accident prone areas (eg at thetis lake exit above chilco neighbourhood). The constant accidents impact the residents across this and neighbouring View Royal communities.

With the many building projects the traffic along island highway from admirals to mile 6 will be greatly impacted and travel time will be greatly increased

Please let us know if you have any questions about the development of the Transportation Master Plan update. We are sharing Questions and Answers as part of this engagement process on the project website.

- 1) How will traffic be controlled with the three new condos on Old Island Hwy?
 - 2) Please consider Miovision for traffic signal data analysis.
 - 3) People need to learn how to zipper merge at Admirals/Old Island Hwy. Is there an automated dummy system?
-

Are you planning for the future with increased density in mind? We need to have egress for emergencies. Emergency vehicles need to be able to get to a site in a timely manner. Is that being factored in? Will we need satellite stations to accommodate this? What is the cost of that?

Are there plans to extend the dedicated bus lane to the JDF bus exchange?

Will you create a new route for the #40 Admirals that serves Canadian Tire, FN and Glentanna?

Will you increase Westshore -Dockyard bus to run more frequently to better accommodate their workers?

Will we need to widen the Island Highway?

As a pedestrian who lives on Craigflower I wish there was a way to reach Esquimalt road efficiently

Bus stop should have covered

Do not sacrifice traffic lanes for bicycle lanes. It is not getting people out of cars and just making traffic worse. The 10 minute cities only exist in planners heads, but are not realistic with the housing crisis. We need better flow of cars throughout the city, View Royal is an important alternative to the highways to connect the central areas and western communities.

Does View Royal support the reintroduction of rail/light rail for public transportation use through the Municipality?

Does View Royal take into account the principle of induced demand in its transportation planning? (the phenomenon whereby an increase in supply results in a decline in price and an increase in consumption). In transportation planning, this has been commonly observed by the construction of more traffic lanes and more parking lots just leading to more cars on the road, and defeating the purpose and tax dollars of these ventures.

How can View Royal make such a plan in isolation? Surely it must be a joint effort with all other municipalities and the province?

How is View Royal's transportation plan integrated with Colwood and Langford, as their new housing, density issues have aggravated View Royal roads.

How much influence do we really have on decisions? And how much do we spend on 'consultations' if decisions will be made that contravene public sentiment?

I am a resident of View Royal but I do believe half the problem is actually other people passing through our community. I think View Royal should be dissolved and divided geographically to merge with the municipality that makes the most sense. Or even better How about Greater Victoria is just that... One municipality so the chaos and poor communication doesn't negatively impact residents and all areas are given equal resources and attention to things like roads...

I am frustrated with the addition of bike lanes. We already have severe traffic congestion, and I'm lucky if I see two cyclists using them. The bike lanes take up parking spaces, remove driving lanes, and we simply don't have the room for more. If there were hundreds of cyclists, I wouldn't have an issue — but when there are only one or two riders and hundreds of cars stuck in gridlock, it's hard to justify. I don't want my tax dollars funding more bike lanes when traffic congestion is the much bigger concern.

I don't think your survey makes sense. Everyone could answer that they all make a difference. Let people choose what is more important, list which is important. Survey is kind of useless. We all know it's bad.

I think the very vocal previous Mayor needs to be reminded he allowed the single southbound lane on Helmcken when he whines to council about the traffic issues.

But a question - why have a center lane to turn left into the run down houses on Helmcken? That could be the much needed second lane rather than serving a few houses that are beat up. They can go onto Watkiss and turn around. It's ridiculous when half of them are vacant and we're helping them vs all other residents in the area.

I would love to see more shopping in the neighbourhood that is walkable. I was very excited to see that a grocer was to go into the new building at Helmcken and Old Island Hwy, but now I see it is being rezoned. Is there a continued plan to make this a more walkable community?

Is there a solution for all the desperate drivers who try to avoid Highway 1 congestion towards Langford after 3pm by taking Craigflower/Old Highway?

Land use /zoning like 6 storey FSR 2.5-3.5 along Island Highway... no ability to regulate on-site parking for Bill 44... What AI predictive models will give credibility and confidence to the Master Plan? Will the TMP be able to CAUTION residents, staff, Council BEFORE approving an OCP with no public hearings, and no recourse from disaster? Will TMP partner with regional transportation service for 3 lane regional trails? Will it give a strong business to maintain the E&N as a transportation corridor, and NOT just rail? Listen to pedestrians, transit users etc equally with cyclists?

Let's hope this includes everyone not just special interest groups like in Victoria.

Light rail will get a lot of commuters off the road, including myself, travel time will be longer but much more reliable than driving, better for the environment and wallet.

Light rail.

Wild idea a bridge crossing Howell rd to Wilfert connecting to Ocean Boulevard, big cost but increase alleviation with CFB employees to get to western communities and alternative route during highway closures

Please don't add bike lanes! The Goose is enough.

Please put in light rail because not everyone can bike to work. Stop building houses without improving infrastructure first.

Please start taking action rather than implementing years of consultative input which puts today's needs being implemented years down the road and if any improvements do start to occur they have already been under implemented as the pressure on them continues to grow and outdated the earlier requirements.

PLEASE!!! No bike lanes with concrete barriers

The Active Transportation Network Plan that the Town completed in 2023 identified 13 priority infrastructure projects to be completed within 1-3 years. How many of these projects have been completed or are on track to being completed within this timeframe?

There is a letter from Karin McTaggart to Harley the chief engineer from around 2016 and again in 2019 on file with Saanich or view Royal. Read it, that's me. This problem was predicted 9 years ago. Hope to help out if need be with a sensible opinion. Quick would be take out the Henley meridian with the trees and add more lanes back going at least towards the highway.

There's too much on street parking. Too many parked cars on streets is unsightly and dangerous.

This better not be an excuse for more bike lanes!!!

To what degree does the planning department consider the ramifications of increased traffic on those of us, many long term, residents. ie noise. It's more than just about getting from point A to point B for a vehicle. The traffic is destroying my quality of life, enjoyment of my property, and value of my property. The traffic increase came after my family purchased. Moving to get away from it isn't affordable or reasonable.

Transparent sharing and active public engagement with a focus on long term sustainability

Underbuilding roads or reducing speedlimits makes the issue worse. I would take the bus if it were faster but it's not. VR will never stop through traffic is it has to happen so move ppl through smooth and fast. Remove obstructions of modes that compete from overlapped use area. Build wider sidewalks to allow for pedestrian and ppl with mobility scooter/ walkers. Better road markings for lanes on all sts that can be seen well at night in the rain- glow in the dark paint & cat eye lights for helm & island hwy

View Royal is the main municipality in which people commute through to go to work, making it challenging for people who live here to go about their daily lives.

Can there please be another, safer option for commuting?

I have lived in other cities with sky train, or rail systems and they are much safer & more efficient than the current BC transit option.

Is a commuter train something that View Royal is actively working on creating with other municipalities?

I'd rather be stuck in my vehicle during a commute than a bus where I don't feel safe or physically able to get home from stops.

View Royal should not be just for retirees who have no where to go during rush hours.

People with regular jobs have places to go to and pick children up, which does not unfortunately take

any precedence for traffic planning.

Why not let more

View Royal traffic has increased substantially. It's time to make traffic more better. Burnside Rd., for example, is so backed up.

View royal, like other ares of Victoria is anti car. I choose to frequent areas that have adequate parking and car friendly roads.

We need more thorough express bus through View Royal from Colwood to downtown. It seems ridiculous that the bus lane stops at 6 mile Road. Should run at least up to Colwood corners. Further, some politicians need to take the bull by the horns and get commuter traffic rolling on the E&N track.

We need to limit our high density living. Congestion is adding loss of enjoyment to living in view Royal.

What are the future plans for Helmcken Rd, Burnside to Watkiss Rd

What is the priority for the master plan? I am a huge proponent of transit and active transportation, however the issue with cars on Burnside/Helmcken will NOT be solved by transit as these people are vehicle commuters.

What road improvements are being made in View Royal? I have only seen the opposite in the last 10 yrs.

What we can expect for management of parking and additional traffic from construction. Especially spots less then 100 feet from the town hall. Is it going to be made safe?

When will admirals be redone between island highway and hallowell? What is the design?

When will island highway be redone? What is the design?

Where is the talk on LRT? Where is the talk of dedicated bus lanes? Where is the talk on a bike share program?

Why are bike lanes created adjacent to regional trails that already support this. Why are development applications not having roundabouts.

Why is it single lane

Why is there no exit on to Highway #1 heading south at end of Island Highway - there appears to be an opportunity for an exit ramp either by Adams Storage or allowing a right hand turn. Allowing a right hand turn with an arrow could address safety issues for cyclist, walkers and runners crossing the intersection.

Why was a hUGe condo complex approved for 300 more families without updating the infrastructure first?

Will the CRD apply for Federal Funding for LRT from Victoria to Langford. Start with 2 small trains. One leaving each end every 30 minutes and passing alongside Piritage Park. The Liberal Government is funding infrastructure so let's apply for this funding!

Will the galloping goose be replaced soon?

Will there be a specific plan for implementing Bike transportation other than an extension of a sidewalk or road?

Will there be any workshops, or questionnaires with additional opportunities for comments and feedback on this subject?

The VR pre covid satisfaction survey made it clear traffic congestion is a major dissatisfier.

How will staff ensure police, fire and ambulances will get around with the imposed density from Bills 44 and 47?

How will busses, delivery & service vehicles find effective efficient routes. Time is money and this will impact on our economy if we cannot move goods around efficiently.

Will this survey really change anything? Nothing is going to happen until all western communities start to talk to each other about issues like this and stop functioning as independent "cities". Most folks in Greater Victoria are now starting to realize municipalities need to work together as one not independently as currently exists.

Will View Royal contact MOTI to make sure safety improvements are made to Six Mile from Island Hwy to Atkins. There is no street lighting nor bike lanes to the Galloping Goose access. I know MOTI is responsible for that stretch of road but the town should be more proactive in getting them to make those safety improvements. It should have been required when the roundabout was installed.

Yes we need NO TRAINS PUT BUS in .. lots of them. Dont spend millions on light rail when the the island highway is perfectly fine . They can improve that not put more through view royal. Why would we not put a big bus system in before rial that wont support our community only make it loud and bring more people through. We wont to decrease number of people. Not increase. Sorry we have to many people already atm.

APPENDIX C:

Mapping Tool Comments

Note, some comments have been blacked out to protect identifying information.

Contribution ID	Address	Help us understand your daily travel experiences. Use this map to reflect on your daily journey and share with us where you encounter travel or safety challenges. Use the comment box to share issues and your ideas for improvement.
943	137 Gibraltar Bay Drive, Victoria, British Columbia V9B 6M2, Canada	Not sure what you are requesting; this is way too complicated. The area is from Knollwood to Craigflower Bridge area both coming and going
940	[REDACTED]	[REDACTED]
940	119 Helmcken Road, Victoria, British Columbia V9B 1M2, Canada	View royal.elementary
940	[REDACTED]	[REDACTED]
940	838 Admirals Road, Esquimalt, British Columbia V9A 2P2, Canada	Groceries vet doctor pharmasve etc etc
937	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Merging onto the south bound highway one is confusing for anyone newer to the area. I wish there was more clarity about what to do to merge onto the highway from burnside.
937	119 Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	I appreciate the bushes and foliage around the traffic circles but they impede pedestrians. Could they be scaled back to see pedestrians who just step out?
937	20 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	The congestion in this area for much of the day causes rage and dangerous driving. Despite following the rules, people drive aggressive along this stretch. I am concerned that with all the added units it's going to get much worse over the next years. The infrastructure cannot handle what is there already.
936	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	Terrible antiquated intersection. Lanes need to be added and advance turn signals need to be added.
936	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Dangerous for pedestrians. Remove the bulge on the southwest corner to improve the flow to the highway. Do not 4 lane Helmcken.
935	2401 Lund Road, Victoria, British Columbia V9B 0S9, Canada	There is a stop sign her where no one stops. That bad behaviour is carried onward to stops at actual intersections in the neighbourhood. Change this to a yield sign!
935	31 Carly Lane, Victoria, British Columbia V9B 0A2, Canada	This trail connects the upper and lower parts of the neighbourhood and is in need of more small gravel to eliminate the muddy sections.
935	121 Thetis Vale Crescent, Victoria, British Columbia V9B 6S6, Canada	The neighbourhood has sidewalks which are important to many walkers. However, when it snows contractors pile up snow banks here, plus they don't plow the sidewalks. These actions force pedestrians onto the street in bad road conditions which is an accident waiting to happen.
935	1950 Chilco Road, Victoria, British Columbia V9B 6S7, Canada	When driving this intersection from Lund to Chico looking up the hill is hampered by shrubs on the corner lot. This forces one to crap into the crosswalk which is heavily used. Another area where accidents will happen.
935	314 Six Mile Road, Victoria, British Columbia V9B 2Z6, Canada	The traffic circle is a big improvement. Its only issue is that some drives from Atkins expect to "zipper" merge which is not how to navigate it.
935	15 Kaleigh Lane, Victoria, British Columbia V9B 0A2, Canada	Contractors for the Strata here pile up snow on the sidewalks every snowfall.
935	Burnside Road West, Victoria, British Columbia V9B 2Z6, Canada	The trail here needs better visibility for everyone as there are a lot of shrubs/trees preventing good viewing.
935	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	The bike lane South bound is forced to swerve into the single lane of traffic. Redo so the cyclists don't have to swerve outward - make an island.
935	1445 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	In times when the One is shut down traffic congestion here becomes a nightmare. Consider some way to address it.
935	Trans-Canada Highway, Victoria, British Columbia V9B 1M4, Canada	If I'm going into town around 4 PM congestion starts here.
935	22 Brydon Road, Victoria, British Columbia V9B 5G5, Canada	Escotter and E bike riders are very fast and don't consider other users. One can't Hera them coming most of the time. They see others as obstacles to get around without warning they are going to pass. Start giving out tickets to riders who aren't curious or wearing a helmet.
935	1759 Island Highway, Victoria, British Columbia V9B 1J1, Canada	Turning in or out of the library is hard during peak traffic hours.
934	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	We need a round about.
934	6 Camden Avenue, Victoria, British Columbia V8Z 1P5, Canada	We need a pedestrian pathway here.
933	1445 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	This appears to be a bottleneck intersection. Because traffic is slow, there are little safety issues.
932	120 Hollowell Road, Victoria, British Columbia V9A 7K2, Canada	remove soft left, make hard corner

932	1510 Admirals Road, Victoria, British Columbia V9A 2R1, Canada	remove left in/out of Nelson Sq... use Aldersmith St
932	100b Aldersmith Place, Victoria, British Columbia V9A 2P8, Canada	Signalize intersection with left out turn lanes onto Aldersmith / Cooper. And left out of Aldersmith / Cooper
932	1511 Admirals Road, Victoria, British Columbia V9A 4J9, Canada	Add PULL IN bus stop for #40 and all buses. Do not block traffic
932	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Remove "easy left " into Canadian tire complex. Use Glentana
932	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Remove 'soft corner' towards Esquimalt. Bring bike lane to the shoulder, no longer "sandwiched"
932	251 Helmcken Road, Victoria, British Columbia V9B 1S8, Canada	remove "soft corner" ... require vehicles to stop before turn
932	1a Price Road, Victoria, British Columbia V9B 1V4, Canada	Very dangerous to make left out since transit lanes added
932	305 View Royal Avenue, Victoria, British Columbia V9B 1B5, Canada	add sidewalk on View Royal ave from Heddle to Stormont, one side. Traffic has dramatically increased. Pedestrian hazard
932	7 Stillwater Road, Victoria, British Columbia V9B 1M2, Canada	increase size of Park & ride another 20 spaces
932	201 Quincy Street, Victoria, British Columbia V8Z 5E9, Canada	Add pedestrian lane to Galloping Goose and safety lighting along trail
932	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	E&N / GGT cycling converge giving little room for pedestrians. Add dedicated pedestrian lane from Island Highway to Langford E&N off ramp
932	245 Helmcken Road, Victoria, British Columbia V9B 1S8, Canada	Add 'no left out' of Eltham when new townhouses go in
932	1736 Island Highway, Victoria, British Columbia V9B 1H8, Canada	Continue standardized sidewalk from Wilfert to Westshore Rec. Colwood has not / will not for View Royal.
932	280 Wilfert Road, Victoria, British Columbia V9C 1A3, Canada	work with Westshore and DND to create safe trail from Wilfert to Westshore trails (behind Montessori)
932	238 Burnett Road, Victoria, British Columbia V9B 5S2, Canada	Add bike lane from E&N up to public safety building
932	1300 Pheasant Lane, Victoria, British Columbia V9B 1L2, Canada	add pedestrian sidewalk next to narrow little road to parking lot
932	Watkiss Way, Victoria, British Columbia V9B 6C9, Canada	Add sidewalk ON Watkiss from Creed Road up Highland to transit stop
932	Watkiss Way, Victoria, British Columbia V9B 6C9, Canada	Finish sidewalk to Hospital Way
932	Watkiss Way, Victoria, British Columbia V9B 6C9, Canada	Negotiate with Saanich to cost share & grant funding application for sidewalk, and on street parking
932	4 Watkiss Way, Victoria, British Columbia V8Z 5G5, Canada	Negotiate with Eagle Creek to build sidewalk on PARK side from rentals to Watkiss Way
932	16 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	2m sidewalk from Chancellor to Burnside
932	1285 Burnside Road West, Victoria, British Columbia V8Z 1P4, Canada	Coordinate with Saanich for north sidewalk from High St past Knockan Hill Park
932	18 Camden Avenue, Victoria, British Columbia V8Z 1P7, Canada	provide bike lane up Camden between Helmcken and GGT
932	34 Vickery Road, Victoria, British Columbia V9B 1M4, Canada	widen and provide safety lighting along MacLennan Trail into View Royal Park
932	Trans-Canada Highway, Victoria, British Columbia V8Z 1R2, Canada	Widen and provide safety lighting along trail from Helmcken / Chancellor
932	2340 Watkiss Way, Victoria, British Columbia V9B 6C9, Canada	Standardized sidewalk all along Watkiss way to Burnside
932	1900 Watkiss Way, Victoria, British Columbia V9B 0S8, Canada	standardized SEPARATED sidewalk on Watkiss Way from Burnside to Saanich border
932	95 View Royal Avenue, Victoria, British Columbia V9B 1A6, Canada	Design sidewalk / widening / safety improvements... getting extremely hazardous
932	1490 Admirals Road, Victoria, British Columbia V9A 7K7, Canada	Do NOT continue the bi-directional bike lanes along Admirals to Island Highway
932	1500 Admirals Road, Victoria, British Columbia V9A 2R1, Canada	Work with MOTi and First Nations to construct separated bike lane / sidewalk along all of Admirals east side
932	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Do NOT remove vehicle merge lane from Admirals to Shoreline
932	5a Erskine Lane, Victoria, British Columbia V8Z 1R7, Canada	Work with CRD to build wide bike AND pedestrian access to/from Erskine and GGT with good signage, maximum sightlines, and lighting

932	1502 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	lobby Transit to increase #46 to frequent 7 day week 30 min waits
932	450 Six Mile Road, Victoria, British Columbia V9B 6S6, Canada	lobby transit to increase #53 route to daily, every 30 minutes
932	201 Atkins Road, Victoria, British Columbia V9B 2Z9, Canada	install bus shelter
932	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Work with CRD Water to resolve rock slide risk and re-open full sidewalk
929	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Bad intersection. Chokes and creates traffic.
928	21 Chancellor Avenue, Victoria, British Columbia V8Z 1R1, Canada	Safer way to cross street. Maybe pedestrian overpass.
928	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	Traffic gets congested here.
928	305 Trans-Canada Highway, Victoria, British Columbia V8Z 1K8, Canada	From this area of the highway from downtown to the west short going both north and south it is not a properly functional highway. There needs to be a light rail or alternate route to make the highway functional. Western community has too much population going downtown to accommodate the commuters.
927	2302 Watkiss Way, Victoria, British Columbia V9B 6J6, Canada	Start advanced left turn earlier than 4:30 Local residents find it difficult to turn up Watkiss and get out of the congestion
927	Trans-Canada Highway, Victoria, British Columbia V9B 6J7, Canada	Bus stop added here in New bus lane to accommodate residents in Watkiss/Highland Road area. If traveling from downtown on the bus you have to get off just before the Shell station at 6 Mile Road. At night that is a very unsafe and scary walk once you leave the well lit main road. You have to go under the overpass along a poorly lit Galloping Goose to eventually get to Watkiss Road. As adults we are not happy walking this afternoon dark and certainly wouldn't allow my teenagers or older children to walk it. Also would be much better service in bad weather. Would service a lot of residents in that area.
925	1445 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	Major congestion immediate action required Multiple suggestions include No left turn West on Burnside at Helmcken between 4:00-6:00 pm Mon-Fri or ask Saanich in good faith to put a No left Turn on Granville at Burnside, because drivers are turning left onto Burnside off Granville than turn right onto Helmcken with the right of way over people turning left off Burnside onto Helmcken.
925	26 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	This should not be an exit onto Helmcken leaving the parking lot as people need to be let in the single lane traffic therefor adding pressure back to Burnside. Vehicles should have to travel through Watkiss way while exiting again at least during peak commuting hours
925	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	This intersection needs the same right turn access exiting Watkiss onto Helmcken as exiting Helmcken onto Watkiss way has.
925	Trans-Canada Highway, Victoria, British Columbia V9B 6M7, Canada	This is a failure on BC Highways this is not where the Exit needed to go instead it should have been further along highway toward Thetis but still south and did a loop exit to return back down to old Island Highway. This would have resulted in a safe separation between entering and exiting highway
924	1255 Burnside Road West, Victoria, British Columbia V8Z 5C8, Canada	From the Strawberry Vale Hall to the lights at Helmcken took 16 mins and this was on a less busy day
924	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	turning left on to Helmcken from Burnside-usually a max of 3 cars can get through the light because of oncoming traffic turning right and traffic being backed up from the light at Eagle Creek.
924	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Traffic should not be allowed to turn out of Eagle Creek here. They should have to use the roundabout by the hospital. This bottles up the traffic heading if towards the highway
924	1285 Burnside Road West, Victoria, British Columbia V8Z 1P4, Canada	It is faster to go all the way around (down Wilkinson to Strawberry Vale School, left on Hastings, left on Granville and left back on to Burnside Road West to get to the Burnside and Helmcken light. Then to turn right onto Helmcken. Then to wait along Burnside to turn left at the lights. The traffic is awful.
923	1801 Admirals Road, Victoria, British Columbia V9A 0B2, Canada	the southbound lane needs to be doubled between Gorge Rd and the bridge.
923	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	put two southbound lanes to cross Watkiss Way intersection to alleviate the terribly choked traffic
922	1279 Burnside Road West, Victoria, British Columbia V8Z 5K1, Canada	How is that the town isn't fully aware of how terrible this intersection is... How can I add markers all the way along W Burnside? it backs up for miles [REDACTED] [REDACTED] Just off Eaton. We have NO choice but to face traffic .

922	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Again, HORRIBLE congestion. Why is this one lane? Why does it back up and block the round about? Why is there a left turn lane that is so short but only one lane when 90% of the cars travelling south here are heading to the highway?
922	2302 Watkiss Way, Victoria, British Columbia V9B 6J6, Canada	Why is this suddenly a slow intersection that backs up along rural burnside?
922	1271 Burnside Road West, Victoria, British Columbia V8Z 5E8, Canada	Can't get off the only street that goes to my house when traffic is backed up!
922	150 Nursery Hill Drive, Victoria, British Columbia V9B 0P2, Canada	The entire thetis area is horrendous. both round about, the intersection at Island Highway and where burnside turns to island highway. All a gong show... I promise I am a really positive human being but traffic in residential neighbourhoods is out of control in our community.
921	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Vehicles turning left from Watkiss Way onto Helmcken Rd. frequently fail to yield to pedestrians crossing Helmcken Rd.
921	119 Helmcken Road, Victoria, British Columbia V9B 1M2, Canada	Cycling over the overpass is an uncomfortable experience. A separated bike path is needed.
921	211 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	The cycling connection from Helmcken Rd. to the E&N Rail Trail needs to be improved.
921	45 View Royal Avenue, Victoria, British Columbia V9B 1A6, Canada	I don't think I have seen a bike rack in a single municipal park or facility within the entire town. Am I wrong?
920	3 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	Traffic congestion
920	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	Traffic congestion
920	150 Island Highway, Victoria, British Columbia V9A 4K1, Canada	Rush hour traffic congestion
920	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Traffic congestion
920	1950 Chilco Road, Victoria, British Columbia V9B 2Z8, Canada	On street parking
920	80 Atkins Road, Victoria, British Columbia V9B 2Z6, Canada	Removal of overflow parking
918	[REDACTED]	[REDACTED]
918	[REDACTED]	[REDACTED]
918	1860 Wale Road, Victoria, British Columbia V9B 1J2, Canada	Groceries
918	3531 Blanshard Street, Victoria, British Columbia V8Z 0B9, Canada	Workouts
918	2510 Herbate Road, Victoria, British Columbia V9B 6J7, Canada	Walking
918	799 McCallum Road, Langford, British Columbia V9B 6A2, Canada	Shopping
917	15 Helmcken Road, Victoria, British Columbia V8Z 7Z7, Canada	Access to and from Helmcken rd is tricky at high volume times. Sidewalk not finished at ASPIRE development on Helmcken Rd, very dangerous
915	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	Long traffic delays along Helmcken
913	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	The intersection at Admirals and Craigflower is dangerous for walkers, bikers, and drivers. Low visibility, lanes merging, bike lanes disappearing, far too many cars using the Island Hwy as a commuter route instead of the freeway create a choke point here.
913	99 View Royal Avenue, Victoria, British Columbia V9B 1A6, Canada	Commuters avoiding congestion on Island Hwy speed through View Royal Ave creating an unsafe situation from 3-5PM weekdays for walkers and bikers. This is the only route for Harbour neighbourhood residents to walk to the park or trails.
912	184 Island Highway, Victoria, British Columbia V9A 7A7, Canada	Craigflower/Old Highway up to 4 Mile Pub between 3:30-5:30pm.
912	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	Worst intersection ever between 3:30-5:30 with all the traffic coming from the Marine Base and from downtown Victoria, all cars trying to avoid Highway 1 on their way to Langford
912	955 Craigflower Road, Esquimalt, British Columbia V9A 2X8, Canada	bad intersection too
909	1445 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	Can't make left turn from burnside to Helmcken Only 2 cars per light are able to turn and burnside gets backed up

908	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	This is the worst intersection in View Royal. Traffic gets so backed up and often times only 2 or 3 vehicles turning right off of Admirals Road onto Craigflower during rush hour actually make it through the light. Here's a thought how about a 2 lane traffic circle to eliminate the congestion especially during rush hour.
907	176 Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	Cannot get ██████████ to townhouse project.
906	3024 Craigowan Road, Victoria, British Columbia V8Z 6Y6, Canada	Terrible traffic makes it very difficult to get in and out of our complex
906	1279 Burnside Road West, Victoria, British Columbia V8Z 5K1, Canada	Burnside and Helmcken intersection is a disaster
905	150 Island Highway, Victoria, British Columbia V9A 7A7, Canada	The bike lanes are not sufficient to provide a safe option for riders, there is no vertical/horizontal from this busy arterial. This needs either barrier curb buffer or a cycletrack raised from traffic to encourage more riders. This is a common route down from glentanna area to connect to E and N and most cyclists use the sidewalk as they feel unsafe with legacy painted bike lanes, especially those with kids riding alongside or on a cargo bike.
905	288 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Why rebuild a legacy painted bike lane and slip lane on a bike route when frontage is being replaced? Why not separate cyclists from traffic using the on street parking as a buffer, and rebuild the intersection with the slip lane removed? Lots of money spent and opportunity not taken advantage of.
905	211 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	Add cross ride here to allow cyclists to traverse safely between the E and N and the elementary school. This will benefit all road users: pedestrians not angry that cyclists are riding on the sidewalk, drivers nor delayed by additional cyclists crossings at the crosswalk, cyclists with an all ages and abilities connection to an elementary school.
905	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	This is an unsafe and uncomfortable intersection for pedestrians and cyclists. Remove slip lanes to reduce conflict points for pedestrians, add vertical/horizontal separation between cyclists and motor vehicles.
905	1502 Admirals Road, Victoria, British Columbia V9A 4J9, Canada	Missing sidewalk, 5m vehicle travel lanes, No bike lanes, Missing or inadequate road crossings? Some low hanging fruit here.... Admirals should be a street to be proud of, coming off the beautiful bridge and Gorge Park. Better crossings between Songhees and shopping district, protected bike lanes to connect E and N with Gorge etc.
905	77 View Royal Avenue, Victoria, British Columbia V9B 1A6, Canada	Common spot for people (including cyclists) to stop and enjoy the view / waterfront. Add a secure place to lock up a few bikes. Concrete pad with 3 or so inverted u racks near the garbage can or picnic table.
905	239 Heddle Avenue, Victoria, British Columbia V9B 1T9, Canada	Add vertical/horizontal separation between cyclist and motor vehicles along island highway.
905	1146b Admirals Road, Victoria, British Columbia V9A 7K7, Canada	Add vertical/horizontal separation between cyclist and motor vehicles along admirals.
905	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	Opportunity for transit priority, gets congested NB, WB during peak hour.
905	996 Gorge Road West, Victoria, British Columbia V9A 1P2, Canada	Add bike parking.
904	15 Helmcken Road, Victoria, British Columbia V8Z 7Z7, Canada	It's very difficult getting in and out of our complex.....SO much traffic on Helmcken.
903	277 Rudyard Road, Victoria, British Columbia V9B 1K6, Canada	This road is very unsafe for pedestrians with cars parking everywhere for school but no sidewalk for most of it and the little bit of sidewalk there is sucks
903	227 Glenairlie Drive, Victoria, British Columbia V9B 4V3, Canada	Sidewalk ends before you get to school gate...have to walk around a curve on the road to enter the school property
903	238 Stormont Road, Victoria, British Columbia V9B 1P6, Canada	Sidewalk is crap
903	260 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Pedestrian crossing can take forever to change
903	119 Helmcken Road, Victoria, British Columbia V9B 1M2, Canada	Needs better crossing for pedestrians
903	1502 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Between Canadian tire and Thrifty's it needs a bike lane
903	287 Island Highway, Victoria, British Columbia V9B 1G6, Canada	This section of road currently missing the bike lane when heading east needs to be updated
901	29 Knollwood Road, Victoria, British Columbia V9B 1E4, Canada	Live here
900	107 Island Highway, Victoria, British Columbia V9A 4K1, Canada	Severe PM traffic congestion makes bus or car travel near-impossible. Need another westbound lane and/or bus priority
900	1345 Craigflower Road, Esquimalt, British Columbia V9A 2Y7, Canada	Severe westbound PM traffic congestion means bus is slower than walking and cars are stuck. Need westbound improvements.

900	1621 Glentana Road, Victoria, British Columbia V9A 4K1, Canada	Glentana at Island Highway is not accessible - fire lane is steeply sloped with no sidewalk to overpass or bus stop
900	101 Glentana Road, Victoria, British Columbia V9A 4J9, Canada	Glentana at Admirals is designed for free-flowing turning cars, not for pedestrian comfort. There is no bus stop, making access to 24 and 25 difficult
900	1500 Admirals Road, Victoria, British Columbia V9A 2R1, Canada	Unsafe crossings and no sidewalk on east side make this area unsafe. It is an environmental justice and reconciliation issue
900	1490 Admirals Road, Victoria, British Columbia V9A 7K7, Canada	No trees or shade, poor quality of bus stops make this area unpleasant in summer. It is an environmental justice and reconciliation consideration
900	107 Island Highway, Victoria, British Columbia V9A 4K1, Canada	It would be nice to have an at-grade crossing somewhere near Shoreline or Glentana
900	286 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Westbound congestion all through here is bad for buses. An added westbound lane and bus queue-jumping lanes, even at the expense of the centre medians, would be welcome for regional mobility and making transit attractive, thus reducing GhG emissions. There are only 2 east-west routes, this is not just any street.
900	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	The bus stops at the highway are very auto-oriented, not attractive to pedestrians
900	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	The southbound bicycle experience is scary - riding southbound and competing with fast cars turning west onto the on ramp.
900	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Eastbound bicycle lane is scary - fast-moving cars on two sides
900	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Southbound bicycle experience is poor - sharing wide or regular lane with full-speed cars, then competing with right-turning cars at Hallowell Road
900	1801 Admirals Road, Victoria, British Columbia V9A 0B2, Canada	Southbound often backs up in PM rush as cars are turning west onto island highway, southbound traffic must wait
900	1342 Trans-Canada Highway, Victoria, British Columbia V8Z 5E5, Canada	Park and trail heavily impacted by highway noise - it would be great to have a berm or noise barrier
900	996 Gorge Road West, Victoria, British Columbia V9A 1P2, Canada	Bicycle-sidewalk interface may not be the safest for seniors from Amica
900	1801 Admirals Road, Victoria, British Columbia V9A 0B2, Canada	It is unclear if Craigflower Manor site is publicly accessible - suggest welcoming signage and some park-like amenities for this provincially-owned site
900	285 View Royal Avenue, Victoria, British Columbia V9B 1B1, Canada	General lack of sidewalks and lighting south of Island Highway make it uncomfortable with kids
900	333a Stewart Avenue, Victoria, British Columbia V9A 7P4, Canada	Would like to see more accessible, well-marked water access
900	88 Trans-Canada Highway, Victoria, British Columbia V9B 4P7, Canada	Would love to see some noise mitigation (berms, noise barriers) and under or overpass connections across highway to knit community together
900	1352 Trans-Canada Highway, Victoria, British Columbia V8Z 5E5, Canada	Would love to see some noise mitigation (berms, noise barriers) and under or overpass connections across highway to knit community together
900	991 Portage Road, Victoria, British Columbia V8Z 1K9, Canada	Would love to see some noise mitigation (berms, noise barriers) and under or overpass connections across highway to knit community together
900	Trans-Canada Highway, Victoria, British Columbia V9B 0S9, Canada	Would love to see some noise mitigation (berms, noise barriers) and under or overpass connections across highway to knit community together
900	220 Hart Road, Victoria, British Columbia V9C 1A1, Canada	Opportunity for expanded water access and park-like features near six mile
900	1700 Wilfert Road, Victoria, British Columbia V9B 1H8, Canada	Opportunity for creek-side trails and natural areas
900	1344 Trans-Canada Highway, Victoria, British Columbia V9B 1M3, Canada	Would love to see a connecting trail (over- or under-pass) to knit community together
900	2401 Burnside Road West, Victoria, British Columbia V9B 6J6, Canada	Love bicycle access to the cafe!
900	21 Caton Place, Victoria, British Columbia V9B 1L1, Canada	Would love to see a ped connection under the rail and across the creek
900	101 View Royal Avenue, Victoria, British Columbia V9B 1A6, Canada	Would love to see a ped connection from the beach to the road here to create a loop for enjoying our waterfront
900	30 Demos Place, Victoria, British Columbia V9A 7A7, Canada	Poor connections from Glentana neighbourhood to Portage Park, many walking trails not accessible to those with mobility limits or strollers
900	1184 Burnside Road West, Victoria, British Columbia V8Z 1N6, Canada	Cycling on Burnside Road West is beautiful but scary
900	32 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Bicycle access to Eagle Creek Shopping Centre is poor - lots of stairs from bike lane to parking areas
897	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	Daily congestion on Burnside and the heavy traffic traveling south on Helmcken makes turning left from Burnside to Helmcken difficult.
897	9 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	Turning left onto Helmcken to travel north is often difficult and dangerous.

895	2136 Meadow Vale Drive, Victoria, British Columbia V9B 6J2, Canada	Since adding the stop sign by Thetis/ 6 mile it significantly backs up traffic to Burnside/Watkiss. Impact was immediate. Now with all the new lights, it only has gotten worse. Helmcken /Watkiss is a nightmare at all times. Remove the traffic calming jutouts, let traffic flow.
894	298 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Heavy traffic all ways of the corner which will increase once condos filled. Safety issues when children get out of schools both elementary and Jr high. Bikes do not obey lights or stop signs making driving difficult.
894	26 Midwood Road, Victoria, British Columbia V9B 1L6, Canada	Vehicles jump through helmcken road from highway which is for buses only. Vehicles are moving fast, trying to avoid long lineups of backup Vehicles on highway cutting back onto highway past helmcken overpass.
894	1279 Burnside Road West, Victoria, British Columbia V8Z 5K1, Canada	Significant backup of vehicles getting worse and will increase will so much development. Safety issues for walking on sidewalks, crossing roads. Delays for vehicles which then causes more traffic on sides roads.
893	1519 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Needs a traffic signal
893	15 Quincy Street, Victoria, British Columbia V8Z 5E7, Canada	Needs left turn lanes
893	32 Chancellor Avenue, Victoria, British Columbia V8Z 1R2, Canada	Needs two lanes on Helmcken
892	Trans-Canada Highway, Victoria, British Columbia V8Z 1M9, Canada	McKenzie is always backed up.
892	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	The right turn from Admiral onto Old Island Highway heading towards 6 Mile has a red light, causing major backup along Admiral.
892	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	The light here causes major backups. Could a roundabout be considered here?
892	4136 Wilkinson Road, Victoria, British Columbia V8Z 5A7, Canada	This intersection is always backed up. Could a roundabout be considered here?
890	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	This intersection is always congested during morning and afternoon commute and seems like frequent accidents happen because people are getting impatient with being stuck in traffic for so long trying to get to work, or home.
890	1445 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	This intersection has been a nightmare for at least the past 8 years that I've had to travel through it for work. It's backed up in all directions not only during commuter hours, but even midday. It can take me 2 to 3 times as long to get home as it does for me to get out to Saanich.
890	996 Gorge Road West, Victoria, British Columbia V9A 1P2, Canada	This intersection also becomes congested during commute
890	Mckenzie Avenue, Victoria, British Columbia V8N 1A7, Canada	Another very heavily trafficked area, especially during commute. In all of the locations I've mentioned i have witnessed people running red lights, speeding and endangering other drivers and pedestrian with recklessness while in a hurry or being impatient.
890	22 Knollwood Road, Victoria, British Columbia V9B 1E2, Canada	This is the only way in and out of or neighborhood. It's frequently backed up in either direction due to commuter traffic. It also feels unsafe if there was ever an emergency that all of the people in this neighborhood only have one way in or out. There's also frequently speeders coming from Sooke rd plus people running the red light, in both directions. I was nearly hit by a speeder running a red light while crossing with my dog one evening. Also, there's no proper sidewalks in this area, it feels dangerous to walk in this area.
889	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	Waiting multiple lights to turn left onto Helmcken when headed north towards Helmcken from Mackenzie. Over congested as main artery for Westshore residents by pass Mackenzie & #1 Hwy. When accidents occur on the #1 Hwy between Mackenzie and Helmcken off ramps, Burnside West becomes the main artery westshore residents flock to to "get around" highway. It now sometimes takes 45 min to an hour for me to travel from Burnside West @ Mackenzie Ave to turn onto Eaton Ave. to get home. Accidents are occurring a few times per week now.
889	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	single lane till past Watkiss way, area WAY overburdened by Westshore residents by passing #1 highway
888	46 High Street, Victoria, British Columbia V8Z 5C7, Canada	Dangerous intersection at which to try to turn left during periods of congestion. A traffic light should be installed.
888	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	This is the worst intersection I have encountered in Victoria as choke points go. During peak work/school day hours, and especially in the event of an accident in proximity to this intersection, things become gridlocked at this point. The Aspire development, with its 250+ units will worsen this dramatically and is an utterly irresponsible development for View Royal to have greenlit in this regard.

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883	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	Long traffic waits and grid locks Too many condos with lack of parking
883	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Dangerous for pedestrians no one ever checks since they have green light
882	296 Eltham Road, Victoria, British Columbia V9B 1J9, Canada	Site line to turn right is awful since 2009
882	325 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Site line to turn right is awful, and to get onto Old Isl and turn right onto Burnett is challenging due to speed of behind you vehicles
882	Trans-Canada Highway, Victoria, British Columbia V8Z 1R7, Canada	Traffic doesn't stop for you to cross until you wave your arms, as they just fly through here
882	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Turning left off Craigflower to Admirals is challenging. The scissor route to merge into one lane on Old Island highway doesn't work very well as drivers go all the way to shoreline to squeeze in
881	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Vehicles turning left from Watkiss onto Helmcken often do not yield to crosswalk
881	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	Traffic backs up badly, particularly for people turning left from Burnside onto Helmcken.
880	11 Quincy Street, Victoria, British Columbia V8Z 5E7, Canada	I love here and it's hard to leave my own driveway
880	3 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	Turning left here is near impossible some days
880	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Very sketchy place to cross
879	101 Hospital Way, Victoria, British Columbia V8Z 1R7, Canada	general area I commute to/from
879	785 Pandora Avenue, Victoria, British Columbia V8W 1N9, Canada	general area i commute to/from on daily basis from vic general hospital area
877	95 View Royal Avenue, Victoria, British Columbia V9B 1A6, Canada	Steep hill with no visibility
877	276 View Royal Avenue, Victoria, British Columbia V9B 1A8, Canada	Both bends of Beaumont/View Royal are tight turns with poor visiblity due to plants/brush on each corner. Very busy with pedestrians walking
877	293 View Royal Avenue, Victoria, British Columbia V9B 1B3, Canada	Just an observation - recent paving done here and water pools at the stop sign.
877	288 Helmcken Road, Victoria, British Columbia V9B 1T2, Canada	Not safety, just drives me nuts that the yellow lines don't line up here
877	323 Island Highway, Victoria, British Columbia V9B 1G9, Canada	This needs to be lit for pedestrian safety , firehall is next door so power should be possible for some lights.
877	529 Prince Robert Drive, Victoria, British Columbia V9B 1C9, Canada	Deadly little outcropping here, no visibility and tight turns around the rock
877	589 Prince Robert Drive, Victoria, British Columbia V9B 1E1, Canada	Poor visibility due to overgrowth. When entering or crossing the road here traffic from Langford can come quickly around that corner.
877	474 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Allow Uturns here to save the poor people on Price from endless cars turning around in their driveways
877	Burnside Road West, Victoria, British Columbia V9B 5R2, Canada	Review if it's possible to turn right here to access Watkiss from Island Hwy and vice versa. It will help connect two halves of View Royal and reduce the need for the U turns on Price
877	80 Atkins Road, Victoria, British Columbia V9B 2Z6, Canada	This seems like it's helped.
877	1a Jedburgh Road, Victoria, British Columbia V9B 1S8, Canada	Review if the no left turn is still required here, residents will turn there regardless so let's make sure it's still appropriate.
877	168 Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	This can be a little tricky turnong out of the park to the left as traffic can come up quick from the South. Might need a right turn only similar to the school and they can use the roundabout.
877	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	I'm sure this one has enough comments on it.
877	20 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	This whole area is silly. Traffic calming is a poor choice of words. There should be a right turn lane so it doesn't needlessly back up for those trying to get on #1.

873	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	entering Six Mile Road from Chilco can take over 15 minutes during school hours prior to 9am.
872	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	This intersection is the worst! Need to improve the light timing to increase time for traffic heading to Langford/Colwood at peak times. Encourage full use of right lane on Island Highway after getting thru the intersection so maximum number of cars can get thru each light cycle. Signs saying "use both lanes to merge point" as well as "merge like a zipper" would help as would removing the paint that shows the right lane only used as a turn lane. This lane needs to be maximized. Also would put up some plastic post barricades to stop people from sitting in the right lane with their signal on at the bottom of the hill. BOTH LANES need to be maximized to merge point!!
871	211 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	The connection from the EN trail to Helmcken Rd is terribly configured for cyclists.
871	3146 Esson Road, Victoria, British Columbia V8Z 4P4, Canada	There should be a stop sign here - cyclists continue straight onto McKenzie; cars have a blind corner but no stop sign (thus the right of way).
869	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Very congested
869	290 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Very congested
869	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Very congested
869	1490 Admirals Road, Victoria, British Columbia V9A 7K8, Canada	Very congested
869	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Very congested
866	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Traffic very bad on Island Hwy in rush hours. Twin Island Hwy to 2 lanes each direction. Use bike lanes for extra width if needed.
865	228 Island Highway, Victoria, British Columbia V9B 1G2, Canada	Terrible traffic congestion during rush hour. People using this route as an alternative to the highway due to traffic
864	1490 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Adding bike crossing and proper AAA intersection protection for bikes and pedestrians
864	100b Aldersmith Place, Victoria, British Columbia V9A 2P8, Canada	Adding AAA bike intersection and protected bike lanes that connect E & N to Gorge.
864	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	Adding AAA bike intersection and protected bike lanes that connect gorge to the E and N.
864	192b Helmcken Road, Victoria, British Columbia V9B 1S2, Canada	Updated side walks so that they are smooth and not "faux rock" to reduce tripping for people with mobility issues who might using a cane or walkers
864	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Adding AAA bike intersection and protected bike lanes that connect to the E & N
863	2264 Kami Court, Victoria, British Columbia V9B 6J5, Canada	Crossing here
863	1985 Burnside Road West, Victoria, British Columbia V9B 6N1, Canada	Traffic here
862		
862	635 Kent Road, Victoria, British Columbia V8Z 1Z2, Canada	Capital City Allotment Association
859	119 Helmcken Road, Victoria, British Columbia V9B 1M2, Canada	Remove bushes at intersections so you can see oncoming traffic.
859	131 Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	Add speed bumps on Helmcken road by Centennial park to stop cars from going 60kms.
859	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	Install a left turn advance light or separate turn lane for west bound traffic on Craigflower trying to turn left onto Admirals road.
859	18 Demos Place, Victoria, British Columbia V9A 7A7, Canada	Remove the high maintenance flower beds in the middle of the road on four mile hill. The maintenance crews slow down traffic as they are constantly there doing garden maintenance. This will speed up traffic flow and cut costs as well.
859	218 Helmcken Road, Victoria, British Columbia V9B 1L1, Canada	Add speed bumps in front of the elementary school to make cars obey the 30 kms school speed zone.
857	2208 Burnside Road West, Victoria, British Columbia V9B 6J6, Canada	travel too and from this area
857	940 Bullen Court, Langford, British Columbia V9B 6W5, Canada	shopping
857	800 Kelly Road, Langford, British Columbia V9B 5P8, Canada	shopping
857	1370 Mckenzie Avenue, Victoria, British Columbia V8P 2M2, Canada	shopping

857	2334 Trent Street, Victoria, British Columbia V8R 4Z3, Canada	cancer clinic
854	284 Helmcken Road, Victoria, British Columbia V9B 1T2, Canada	These roads needs fewer cars on them. Adding rail and dedicated high speed busses will lessen the number of cars.
848	86 Atkins Road, Victoria, British Columbia V9B 2Z8, Canada	Congested 4 way stop at rush hour, At times drivers go right through don't stop at all
848	494 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Volume at rush hour very high , xxx markings for liquor store dangerous , access SB closed as it is a double yellow line
848	Trans-Canada Highway, Victoria, British Columbia V8Z 1M9, Canada	Double merge from McKenzie to TCH gross too much volume at rush hour 4 to 5pm , people don't know how to zipper merge
848	315 Six Mile Road, Victoria, British Columbia V9B 5G5, Canada	Sidewalks too narrow , too dark at night
846	3 Cooper Road, Victoria, British Columbia V9A 4K2, Canada	Along admirals is always bad.
845	912 Vancouver Street, Victoria, British Columbia V8V 3V7, Canada	Daily travel to and from school
845	737 Laurentian Place, Victoria, British Columbia V8S 4A4, Canada	Daily travel to and from school
845	Ring Road, Victoria, British Columbia V8P 2B1, Canada	Daily travel to and from school
845	612 Boleskine Road, Victoria, British Columbia V8Z 1E8, Canada	Uptown bottleneck is horrific every day.
845	Trans-Canada Highway, Victoria, British Columbia V8Z 4T1, Canada	The worst merging setup in the city. This school year, it has been the rare day there has not been an accident in this section of the highway
845	1352 Trans-Canada Highway, Victoria, British Columbia V8Z 5E6, Canada	Solid gridlock up until here.
845	2550 Blanshard Street, Victoria, British Columbia V8T 5E4, Canada	Pretty much all routes into and out of town are choked with traffic.
845	653 Pandora Avenue, Victoria, British Columbia V8W 1N8, Canada	I cannot even begin to describe my frustration at the planning and execution of bike lanes in this city. Victoria mayor and council are effectively conducting a class war — those who can't afford \$1.5 m to live in the centre of town close enough to bike to school or work can suck an egg, apparently.
845	6698 Rey Road, Victoria, British Columbia V8Y 1V2, Canada	The Pat Bay is the rinky-dinkiest highway that was built for another era. It is an embarrassment.
845	1192 Trans-Canada Highway, Victoria, British Columbia V8Z 7E5, Canada	A few weeks ago, there was a very serious accident here. Both sides of the highway were closed for hours. Traffic was choked in every direction. God help us if we ever get the Big One in our lifetime and have to use these routes to evacuate.
844	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	Can take a looong time to get through this interesection during rush hour.
844	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Always incredibly congested during rush hour. would prefer a hard right turn from Island Highway down to Thrifty's. Safer that way for cyclists and pedestrians.
844	996 Gorge Road West, Victoria, British Columbia V9A 1P2, Canada	Again, can take forever during rush hour to get onto Admirals from the Gorge if turning left.
843	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	This is the most congested intersection in View Royal. Please reduce traffic from the military base during 3:00-6:00PM.
843	288 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Construction in Colwood clogs this intersection up. This is bumper-to-bumper.
843	199 Island Highway, Victoria, British Columbia V9B 1G1, Canada	New condos = more stress on traffic, especially with no turn lane. I have seen drivers drive up the wrong side to 4Mile (and this is before these condos are finished).
843	245 Helmcken Road, Victoria, British Columbia V9B 1S8, Canada	New condos = more stress on traffic. View Royal has not communicated how they will handle the increased traffic.
843	243 Island Highway, Victoria, British Columbia V9B 1G3, Canada	New condos = more stress on traffic. View Royal has not communicated how they will handle the increased traffic.
843	1494 Admirals Road, Victoria, British Columbia V9A 2R1, Canada	Military base traffic - please consider lightrail traffic to reduce this traffic.
843	829d Admirals Road, Esquimalt, British Columbia V9A 2P1, Canada	Military base traffic - please consider lightrail traffic to reduce this traffic.
843	840 Admirals Road, Esquimalt, British Columbia V9A 2P2, Canada	Military base traffic - please consider lightrail traffic to reduce this traffic.
843	1145 Admirals Road, Victoria, British Columbia V9A 7K7, Canada	Military base traffic - please consider lightrail traffic to reduce this traffic.
843	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Add a right hand turn lane for hospital traffic
843	213 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	People are speeding through this school zone.

843	2765 Admirals Road, Victoria, British Columbia V9A 2R2, Canada	Better light control - congestion during 3-6PM.
843	2765 Admirals Road, Victoria, British Columbia V9A 2R2, Canada	People are speeding through this school zone.
843	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	This intersection needs a crossing guard to allow Shoreline staff to leave between 2:30 to 4:30PM.
843	282 Plowright Road, Victoria, British Columbia V9B 1A8, Canada	Poor visibility/sharp corner - during rush hour, very dangerous as people are very impatient. No sidewalks, many pedestrians.
843	276 View Royal Avenue, Victoria, British Columbia V9B 1A8, Canada	Poor visibility/sharp corner - during rush hour, very dangerous as people are very impatient. No sidewalks, many pedestrians.
843	290 View Royal Avenue, Victoria, British Columbia V9B 1A9, Canada	Poor visibility/sharp corner - during rush hour, very dangerous as people are very impatient. No sidewalks, many pedestrians. People cutting through neighbourhood to avoid traffic.
843	307 Beaumont Avenue, Victoria, British Columbia V9B 1R2, Canada	Nefarious activities here - suicides, drug deals, garbage dumping, stolen car dumping
843	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Why is the pedestrian light 40s now to cross? That's far too long. 20 s max.
843	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Lights have changed so now turning left onto Helmcken off Hwy #1 increases commute by 2 min.
842	1848 Burnside Road West, Victoria, British Columbia V9E 1H6, Canada	At 4:30, driving home from work in Saanichton, traffic is congested at watkiss and west burnside.
842	1180 Gerda Road, Victoria, British Columbia V8Z 2Z4, Canada	If I go home on Helmcken to watkiss way, traffic is backed up all the way to the prison
842	Trans-Canada Highway, Victoria, British Columbia V9B 5X8, Canada	If I take the highway home, the view Royal exit is impossible.
842	Trans-Canada Highway, Victoria, British Columbia V9B 0S9, Canada	There have been several accidents at this on ramp to the trans Canada leading to extreme traffic congestion in all of my routes home from Saanichton
841	2302 Watkiss Way, Victoria, British Columbia V9B 6J6, Canada	All way cyclist and pedestrian crossing during traffic red
841	Burnside Road West, Victoria, British Columbia V9B 2Z6, Canada	Light rail stop
841	1832 Burnside Road West, Victoria, British Columbia V9E 1H6, Canada	Handidart busses using as a thru road to avoid traffic
841	3 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	Better flow needed
841	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Better flow needed during peak times Sensor not great for cyclists without a vehicle to help
841	1600 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	Lots of thru traffic using this route to avoid helmcken
839	2212 Burnside Road West, Victoria, British Columbia V9B 6J6, Canada	Need advance green turning left onto Watkiss way from burnside 24 hrs a day
838	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	This intersection can't clear because Helmcken is 1 lane and backed up.
838	21 Chancellor Avenue, Victoria, British Columbia V8Z 1R1, Canada	Awful intersection. So dangerous for pedestrians. Lights not long enough to clear Watkiss.
838	2302 Watkiss Way, Victoria, British Columbia V9B 6J6, Canada	Impossible to get through because of colwood crawl. Again, people using view royal as a pass through rather than the highway
838	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Most infuriating light sequence. One shouldn't hit both lights crossing the highway and the length at 6am is way too long
836	37 Camden Avenue, Victoria, British Columbia V8Z 1P8, Canada	Galloping Goose Regional Trail - Gradient is a challenge to people who don't want or afford powered micro-mobility.
836	5 Erskine Lane, Victoria, British Columbia V8Z 1R7, Canada	Galloping Goose Regional Trail - Gradient is a challenge to people who don't want or afford powered micro-mobility.
836	2401 Burnside Road West, Victoria, British Columbia V9B 6M7, Canada	Galloping Goose Regional Trail - Gradient is a challenge to people who don't want or afford powered micro-mobility. Worth getting a bypass as a tunnel under Burnside Rd W.
836	Burnside Road West, Victoria, British Columbia V9B 5R2, Canada	Is this multiple junction future-proof and disaster-proof? This is the spot where regional road, bike, pedestrian and potential rail traffic go through.
836	184 Island Highway, Victoria, British Columbia V9B 5C6, Canada	Island Hwy bike lanes - Gradient is a challenge to people who don't want or afford powered micro-mobility. This can be mitigated by applying multi-level intersection with the E&N Trail bridge in long term.
836	211 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	Helmcken Rd bike lanes - Gradient is a challenge to people who don't want or afford powered micro-mobility. This can be mitigated by applying multi-level intersection with the E&N Trail bridge in long term.

836	118 Aldersmith Place, Victoria, British Columbia V9A 7M7, Canada	Lighting along E&N Trail desperately needed. One day there was a cougar sighting and I didn't dare to ride through here in the evening.
836	304 Wilfert Road, Vancouver Island, British Columbia V9C 4J7, Canada	Is there any study done to make any kind of highway or light rail or transit bypass here? This may be attractive to light rail or bus because of shorter travel times between west shore and downtown. This may need blessings from the Federal Government.
836	1640 Island Highway, Victoria, British Columbia V9B 1H8, Canada	Consider renaming the "Old Island Hwy" to avoid subconscious confusion with a freeway. Goldstream Avenue is a good example.
836	494 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Consider widening the Six Mile Bridge to allow well protected sidewalk and bike path, or even bus lanes.
835	314 Six Mile Road, Victoria, British Columbia V9B 5G5, Canada	Heavy traffic in the mornings when there are a lot of cars and the lights at Six Mile and Island Highway do not allow enough cars to drive through each time.
835	1900 Watkiss Way, Victoria, British Columbia V9B 0S8, Canada	Many drivers do not follow the school zone speed limit. We feel unsafe driving in the bike lane on the way to school on Watkiss between Burnside and Talcott.
835	3895 Helmcken Road, Victoria, British Columbia V8Z 7Z3, Canada	Traffic congestion at rush hour is very backed up at this intersection, particularly going southbound on Wilkinson towards Burnside, right next to the Eagle Creek Village.
834	1950 Chilco Road, Victoria, British Columbia V9B 2Z8, Canada	Severely backed up during rush hour
834	314 Six Mile Road, Victoria, British Columbia V9B 5Z7, Canada	Severely backed up during rush hour
834	22 Knollwood Road, Victoria, British Columbia V9B 1E2, Canada	Severely backed up during rush hour
829	22 Knollwood Road, Victoria, British Columbia V9B 1E2, Canada	This is the only way in and out. To get anywhere in rush hours, there is like 15 minute jam.
829	251 Helmcken Road, Victoria, British Columbia V9B 1S8, Canada	The light turns red so often that traffic backs up up to six mile road and sometimes all the way up to McDonalds bumper to bumper. This should not be acceptable, why is limited incoming traffic on helmcken road taking so much preference to traffic sitting idly on old island highway for like half hour to get through this signal to reach work in the morning. This is ridiculous.
828	2440 Chilco Road, Victoria, British Columbia V9B 6V5, Canada	My neighbourhood
828	314 Six Mile Road, Victoria, British Columbia V9B 2Z8, Canada	Bad congestion in the morning
828	310 Wale Road, Victoria, British Columbia V9B 0J8, Canada	Bad congestion going towards Langford throughout the afternoon
827	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	It is daily that someone runs this 4 way stop. Traffic enforcements must be made. Ideally speed bumps along the 6 mile portions on both sides
827	300 Six Mile Road, Victoria, British Columbia V9B 1H5, Canada	This intersection is a massive bag log. Should be either a two lane round about or an overpass.
827	Burnside Road West, Victoria, British Columbia V9B 2Z6, Canada	High levels of congestion due to traffic light. Suggest better transition options to remove the need for that light
823	184 Island Highway, Victoria, British Columbia V9B 5C6, Canada	Would be nice to have a better bike trail connection for students heading to Shoreline school. The Overhead walkway is great, but they have to go down to the sidewalk and up the sidewalk to the school. This inhibits my child from riding their bike.
823	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	I'm not sure what's needed but this is a very busy intersection with many students crossing. Traffic congestion here can make travel very slow.
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818		
817	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	crazy busy!!
815	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	A it if cars park on the shoulder of six mile road between the highway off ramp and the 4 way stop at Chilco. It's not clearly marked dedicated parking.
815	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	Residents living in the condominiums park on Chilco road street parking. Into summer it is extremely bad with lake traffic taking up resident parking.
815	86 Atkins Road, Victoria, British Columbia V9B 2Z8, Canada	Traffic is especially heavy on Atkins road and with the volume of cars coming off of the highway it causes six mile road to be heavily congested.
815	307 Six Mile Road, Victoria, British Columbia V9B 5G6, Canada	Six Mike road is not well lit, it needs better street lighting. As a transit user walking from up Six Mike can feel unsafe due to lack of lighting
815	101 Nursery Hill Drive, Victoria, British Columbia V9B 0P2, Canada	As a daily transit user the 53 bus route would be improved if it went downtown more than one trip a day. This bus is well used daily.
814	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Terrible congestion in afternoons..west bound

812	290 Island Highway, Victoria, British Columbia V9B 1G5, Canada	290 Island Highway is the address of Lions Cove however the front door is off Eltham Rd terribly confusing for deliveries and ambulance drivers
812	295 Eltham Road, Victoria, British Columbia V9B 1K1, Canada	Getting in and out of Eltham Rd during rush hours is a challenge.
812	288 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Turning left onto Helmecken can take a few light changes if you are travelling up Island highway.
812	302 Island Highway, Victoria, British Columbia V9B 1G8, Canada	These two exits should have some kind of access onto and off of Island highway and coming out of those parking lots...so many near accidents there.
812	474 Island Highway, Victoria, British Columbia V9B 1H5, Canada	The new dotted line is meaningless to people turning into View Royal. Cars are pulling into the bus lane way before the turn lane begins. I have nearly been smashed by some care speeding down the bus lane. Brand new but try again. Not a good short cut.
812	490 Island Highway, Victoria, British Columbia V9B 1H5, Canada	people turning into View Royal. Cars are pulling into the bus lane way before the turn lane begins. I have nearly been smashed by some care speeding down the bus lane. Brand new but try again. Not a good short cut.
810	306 Damon Drive, Victoria, British Columbia V9B 5G5, Canada	From Six Mile Rd to Atkins, there is no street lighting and no bike paths.
810	490 Island Highway, Victoria, British Columbia V9B 1H5, Canada	This intersection is very dangerous with the addition of the bus lane. There should be a right turn light from Six Mile onto Island Hwy.
808		
808	1495 Admirals Road, Victoria, British Columbia V9A 7K2, Canada	Our nearest grocery store
808	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Bottleneck making it hard to get home after going to the nearest stores.
808	107 Island Highway, Victoria, British Columbia V9B 1M6, Canada	My kid's school
807	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	This intersection is very difficult for southbound admirals to eastbound craigflower
807	301 Island Highway, Victoria, British Columbia V9B 1G9, Canada	This intersection often is backed up and congested. If going from westbound old island to northbound helmkin you can be held up by east west traffic on old island
807	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	This intersection can be challenging when on bike heading eastbound old island and merging to continue on eastbound old island because bike lanes from 6 mile to there are confusing
806	205 Island Highway, Victoria, British Columbia V9B 1G3, Canada	I've found that the only way I can reliably get onto Island Highway on school mornings is by going to the light at View Royal Ave and Island Hwy.
806	284 Helmcken Road, Victoria, British Columbia V9B 1T2, Canada	The only way I can reliably turn left in the evenings is by driving to Helmcken and using the left turn lane at the light because there's so much traffic it's nearly impossible to make a left turn from any of the other streets.
805	1511 Admirals Road, Victoria, British Columbia V9A 7M8, Canada	The bike lane ends, forcing bikes into the road and slowing cars down. It feels really scary to bike along here as cars are often going very fast as they approach .
805	107 Island Highway, Victoria, British Columbia V9A 4K1, Canada	As this is a priority destination that students need to get to, there should be protected bike lanes that lead up to the school, with safe crossing points.
803	168 White Pine Road, Victoria, British Columbia V9B 5E1, Canada	Homeless tents and sketchy people sometimes around this walking path
802	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	The majority of traffic are already heading South on Helmcken or are turning left from Burnside Rd to go S on Helmcken. However when the light for Burnside Rd traffic is green those coming from the West (maybe 8-10 of them) currently get priority over those coming from the East (who are lined up for blocks). Having an advanced left turn for Burnside Rd traffic coming from the East would be of great benefit. However changes to the Helmcken/Watkiss light would also be necessary so there is room to turn left onto Helmcken.
802	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Traffic heading South on Helmcken is regularly backed up for blocks. At Watkiss Way the light for cross traffic is regularly longer than it needs to be; most times I am there the light is green for traffic coming from Watkiss long after all the traffic has already passed through. This means blocks of traffic heading South on Helmcken are waiting for no good reason/while no traffic or pedestrians are moving through the intersection. Changing the timing on this light so it is longer for Helmcken traffic and shorter for Watkiss traffic compared to its current settings is imperative for improving traffic flow in the area.
801	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	Cars are still sometimes unsafe at this 4 way. If space permits, roundabout would be great.
801	1950 Chilco Road, Victoria, British Columbia V9B 6S7, Canada	Improved lighting of this crosswalk at night would be great
801	80 Atkins Road, Victoria, British Columbia V9B 2Z6, Canada	Improved lighting on this section of trail would be great

798	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	It's dangerous for pedestrians trying to cross — vehicles are always in gridlock, and people have to walk around cars that get stuck on the crosswalk because the drivers aren't timing the lights properly.
797	1520 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Dangerous intersection
797	250 Island Highway, Victoria, British Columbia V9B 1G2, Canada	Hard to park, not much parking
796	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Traffic is very heavy and aggressive. My daughter goes to shoreline and it feels unsafe to pedestrians
796	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	There are very few bus stops in close proximity. And it does not feel very safe to walk to the bus stops with young children
795	2750 Shoreline Drive, Victoria, British Columbia V9B 1M6, Canada	School
795	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Would love a bus stop here for children going to Shoreline who are using bus 24/25 Improvement to crossing at this location would be nice too. The right turn lane does not have a pedestrian light
793	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	20 mins waits at this light
793	107 Island Highway, Victoria, British Columbia V9A 4K1, Canada	People don't know how to zipper merge and this is such a stressful area to deal with everyday from 3 until 6. People are so unsafe, forcing their way through the intersection so that sometimes no cars can move when the light turns green
793	1500a Admirals Road, Victoria, British Columbia V9A 2X9, Canada	No light to help direct people coming out of the parking lot on reserve. Often there are near accidents. People going to the base in the morning and coming home in the evening are known to run red lights here out of impatience or because they are not paying attention.
793	1500 Admirals Road, Victoria, British Columbia V9A 2R1, Canada	All along this stretch between 5 am and 6 am, people headed to the base and dockyard drive well above the speed limit racing each other to get to work. I go to Esquimalt pool three days a week at 5:15 am and the aggressive driving at that time of day is very dangerous.
793	1752 Island Highway, Victoria, British Columbia V9B 1H8, Canada	My son goes to rugby twice a week at JDF and it takes us 45 mins to get there in our car from our home which is 5 mins away. The base and dockyards need to provide a shuttle service for those employees coming in from the westshore. It's ridiculous how many single person vehicles are coming from that area.
793	1736 Island Highway, Victoria, British Columbia V9B 1H8, Canada	The turn into the JDF Parking lot is very frustrating, why can't we turn left into the parking lot when the light turns red for people to cross? Seems like an unnecessary rule when all traffic is stopped.
793	1700 Island Highway, Victoria, British Columbia V9B 6V4, Canada	We might ride to practice more often if there was a more direct route to get to JDF. It's always been frustrating that there isn't a good bus service or better bike route that is more direct to JDF from Admirals, Craigflower, Gorge area.
793	2765 Admirals Road, Victoria, British Columbia V9A 2R2, Canada	There are so many post secondary students living in this area who have to go all the way down town and clog up the #14 route to get to Uvic and Camosun Lansdowne campus. There should be better service from our area directly across Admirals/Mckenzie. The esquimalt students and people who work downtown know all too well how frustrating it can be to take the 14 to town and back. For years it has been leaving 10s of people at each stop because it is so full.
793	288 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Thank you very much for the Advanced left turn here, has made a big difference for safety.
792	135 Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	Traffic needs to be slowed, speed limit not being respected
792	200 Helmcken Road, Victoria, British Columbia V9B 1S4, Canada	Traffic needs to be slowed, speed limit not being respected
792	225 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	Traffic needs to be slowed, speed limit not being respected
792	1445 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	Timing on this traffic light needs to be adjusted to match traffic flow
792	2709 Shoreline Drive, Victoria, British Columbia V9B 1M5, Canada	Pedestrian traffic needs to be better managed at the end of the school day
792	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Right hand merge lane needs better markings to avoid drivers merging left to proceed on island hwy only when they arrive at Shoreline Dr
791	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Dangerous crosswalk - needs a light Also, could use a light to allow folks to turn in and out onto Craigflower
791	1801 Admirals Road, Esquimalt, British Columbia V9A 0B2, Canada	This road could use a widening to 2 lanes earlier to help congestion that is going straight and not turning onto Craigflower

788	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Very difficult to exit onto Island Hwy from Shoreline Middle School. Unsafe for kids crossing too.
788	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Difficult to turn right onto Island Hwy and then merge. Also difficult for those not needing to merge onto Island Hwy (i.e. just wanting to stay in right-hand lane to turn onto Shoreline Drive). Vehicles trying to turn right onto Island Hwy also block bike lane on Admirals (even though there is a sign that says do not block bike lane). I see near-accidents daily.
788	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	Since there is no left turn signal from Craigflower onto Admirals, many vehicles wanting to carry on straight to Island Hwy choose the right lane to get around those waiting to turn left. Then they have to immediately merge left again once they're through the intersection to continue going straight.
783	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	There is no sidewalk or anything protecting pedestrians from traffic and low street lighting here, many people walk here and traffic goes by very fast and the sun affects drivers ability to see. Many people walk up onto Holland avenue from eagle creek.
783	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	Gross. The whole thing is gross. See anyone else's feedback.
783	1271 Burnside Road West, Victoria, British Columbia V8Z 5E8, Canada	30 speed limit is so dumb and this area backs up like crazy regardless of speed limit.
783	6 Camden Avenue, Victoria, British Columbia V8Z 1P5, Canada	Why the heck was this road changed from two lanes? It has now proven to be such a nightmare and the utopian vision of people walking or bussing or biking isn't happening. There will be many many more co do units along this corridor in the future and it is going to get much worse. Accept reality that people still do and will majority of the time drive cars because: we have to go far, we have small children, we are old, we can afford cars, we like the privacy of cars etc. we are not Amsterdam even though it's a nice place.
782	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	This intersection is regularly backed up around school pick up hours. It is also used by a lot of kids and could use some safety measures.
781	1502 Admirals Road, Victoria, British Columbia V9A 4J9, Canada	This should now be a 4-way intersection. Dangerous! Plus better lighting at night
781	1494 Admirals Road, Victoria, British Columbia V9A 2R1, Canada	Traffic get so back up on this road between the Navy Base and the Old Island Hwy and Island Hwy. We can get trapped in our road if we need to go out between 4-6pm weekdays.
781	1520 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Could have advanced left onto Admirals going Northbound because cars get stuck behind those turning left and visibility is not great.
780	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Always backed up! Need to move more vehicles westwards. Lane needs to be added going west. Remove sidewalk on Canadian Tire side. Or have lane flow change 3/1 at peak times. Big traffic = big city solutions.
780	184 Island Highway, Victoria, British Columbia V9B 5C6, Canada	Love the bike lane over pass but access to Shoreline is poor for middle school students. They need to exit here and either ride the wrong way on in the bike lane or on the sidewalk. Could there not be a path past the maintenance building and the school? It could be fenced to prevent people going else where on the property.
780	494 Island Highway, Victoria, British Columbia V9B 1H5, Canada	No bike lanes when needed most. Super dangerous. Defeats the purpose of the new lanes where there is lots of space. Whole way or not at all!
779	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Admirals Craigflower merge lane at Shoreline needs better signage pertaining to zipper merging and lengthened to ease congestion

778	474 Island Highway, Victoria, British Columbia V9B 1H5, Canada	<p>The merge lane on Island Highway for traffic turning onto Old Island Highway is so close to our street, it's dangerous to turn into traffic from Price Road. If we need to turn right and get to the far lane to access Burnside, it is near impossible and very dangerous. It is almost impossible to turn left in the morning unless a pedestrian presses the button at the bus stop crosswalk that was created. If we cant turn left, we have to find a place to make a u-turn if we need to travel toward Colwood.</p> <p>It's also dangerous to turn right into our street off Old Island Highway from Colwood after the transit changes because the merge from the bus lane is so late, people don't realize we are turning at Price and almost rear end us and then honk and get angry when we slow down to turn. Additionally, cars will often turn into the bus lane early and then cut us off on the right side when we are trying to turn into Price Road. We have had near misses and I know our neighbours have too. There have been accidents at that location since the change.</p> <p>Also the changes were made with no thought to bikes. Our daughter cannot access the bike lanes to get to Shoreline Middle School without having to walk her bike on the sidewalk from Price Road and crossing Island Highway at the crosswalk on the corner. People get upset when bikes are on the sidewalks, but cars drive on Island Highway too fast for her to be safe any other way. We need a safe alternative to access the bike path from our area.</p>
778	Burnside Road West, Victoria, British Columbia V9B 1V3, Canada	It is dangerous on a bike at this area because you have to cross traffic and go straight to get onto the bike path or follow the turn onto Island Highway and cross traffic at Adams to get onto the path. We are so close to an amazing infrastructure, but it's inaccessible!
778	377 Kislingbury Lane, Victoria, British Columbia V9B 5R2, Canada	This stretch of the E&N is not lit or if it is, insufficiently. In the winter months, it's unsafe for kids to bike there in the early mornings or late afternoon/ early evening making biking an unsafe alternative for travelling to and from school.
778	130 Burnett Road, Victoria, British Columbia V9B 4P7, Canada	For kids trying to get to Shoreline on bikes from Harbour area on the E&N, this is a challenging area where they either have to walk their bikes on the Shoreline side of the sidewalk (which they may or may not do) or cross the road and ride on the road and try to cross traffic at Shoreline drive. Clear lines and signage indicating bikes ride on the shoreline side of the road when they come down the ramp would make the area safer for everyone.
777	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Admirals at Craigflower. Signage is required to inform drivers about ZIPPER MERGING to improve flow. The right lane to Shoreline drive is labeled as right turn only so drivers try to merge left too early; they block the intersection. Other drivers don't allow them to merge, causing further backup.
777	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	The red light here is extremely long considering it leads to the Emergency room at the hospital. Waiting to turn left takes too long.
777	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	There is no advance left traffic light to turn onto Admirals southbound from Craigflower. This is dangerous.
775	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Very congested after work
775	1520 Admirals Road, Esquimalt, British Columbia V9A 2X9, Canada	Very poor sidewalks on Admirals Rd by the Circle K. Inaccessible to many strollers/wheelchairs/etc. Unable to have two people walk side by side.
774	3830 Mildred Street, Victoria, British Columbia V8Z 7G1, Canada	Traffic between high st and eagle creek. And high st to marigold school
774	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Helmcken gets very backed up in morning and evening. Traffic light at watkiss is not aligned to light at burnside
774	3760 Grange Road, Victoria, British Columbia V8Z 4T1, Canada	Narrow road to drop kids off at school in grange. Bike lane has reduced the safety of kids on Grange because cars are now so tight. Bike lane is unnecessary and wasted funds
774	151 Island Highway, Victoria, British Columbia V9A 7A7, Canada	Terrible congestion along old island highway and light backs up the traffic. busses are well used here.
773	Burnside Road West, Victoria, British Columbia V9B 5R2, Canada	This is where the daily congestion starts in the morning
773	199 Island Highway, Victoria, British Columbia V9B 1G1, Canada	Construction here and several other condo developments have suffocated traffic flow
773	184 Island Highway, Victoria, British Columbia V9B 1M6, Canada	A stalled bus snarled traffic here for 3 hours because there are ISLANDS all through the one lane road.
773	298 Island Highway, Victoria, British Columbia V9B 1G5, Canada	UNNECESSARY ISLANDS, SO MANY UNNECESSARY ISLANDS
773	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	This ridiculous intersection, three lanes emptying into one?????

773	2709 Shoreline Drive, Victoria, British Columbia V9B 1M5, Canada	This frightening intersection needs lights or something! But only if Island Highway is expanded outwards!
772	[REDACTED]	[REDACTED]
772	[REDACTED]	[REDACTED]
772	174 Wilson Street, Victoria, British Columbia V9A 7N6, Canada	Shopping
772	1503 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Shopping
772	Six Mile Road, Victoria, British Columbia V9B 5G6, Canada	Recreation
772	3170 Tillicum Road, Victoria, British Columbia V9A 7C7, Canada	Shopping
772	2945 Jacklin Road, Langford, British Columbia V9B 5E3, Canada	Shopping
772	3872 Swan Lake Road, Victoria, British Columbia V8X 3W2, Canada	Recreation
772	107 Island Highway, Victoria, British Columbia V9B 1M6, Canada	School
771	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	There is not safe connection for children by bicycle from rail trails to Thetis lake park
770	1506 Admirals Road, Victoria, British Columbia V9A 7B1, Canada	Home
770	1368 Courtland Avenue, Victoria, British Columbia V9E 2C5, Canada	I attend school here at peak traffic time, 5pm. For a drive that should take 10 minutes, can take an extremely long time.
769	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Terrible congestion and unsafe intersection
766	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Drivers miss seeing pedestrians in crosswalk when turning left despite pedestrian signal priority. Needs advanced pedestrian crossing timing.
766	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Frequent speeding, which makes crossing unsafe as cars often aren't expecting pedestrians due to road design
766	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Drivers gain speed going downhill and enter roundabout at high speeds, making crossing dangerous. Also, many are confused using roundabout and become distracted to presence of pedestrians actively in crosswalk. Needs pedestrian flashing warning lights
766	3844 Helmcken Road, Victoria, British Columbia V8Z 5C7, Canada	Slip lane makes pedestrian crossing unsafe, and creates conflict with left turn drivers from Helmcken over who has priority
766	26 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Vehicles often make dangerous, illegal left turns
766	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Illegal u-turns at intersection
766	20 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Traffic congestion slows down bus travel. Needs bus only lane between Burnside and Watkiss
766	2709 Shoreline Drive, Victoria, British Columbia V9B 1M5, Canada	Right lane should extend to E&N overpass to allow more time for traffic to merge. Ending at an intersection doesn't allow proper zipper merge, increasing congestion
765	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Consider better signage for zippering, remove turn only designation, be able to adjust signal timing for excessive traffic, for when drivers are avoiding congestion elsewhere or there is a slowdown on Isl Hwy, like Oct 31 5pm, dead bus in underpass. Influence employers start/end times, if possible to alleviate congestion. Change the lights to green arrow all four directions, not 3. "No stopping in bike Lane" sign with words, not pictures, on Admirals (at driver eye level, at bike lane). There are too many cryptic signs at that soft right turn. We can't assume everyone does that route everyday, so they know. It might be someone's first time at the intersection and there is a lot to read. I also really don't like the exposure of riding my bike between 2 lanes, so cars can zip off Isl Hwy to the R to Rexall. I would never attempt biking over to the turn lane to turn L to go to Iluka. I would only feel safe going to the lights and being a pedestrian, but, other bikers probably take the chance.
765	290 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Entrance between daycare and Lions Cove needs to have a 2 way turn option on Isl Hwy. R in and R out causes more congestion.
765	284 Helmcken Road, Victoria, British Columbia V9B 1T2, Canada	Has typically felt unsafe as a pedestrian crossing Isl Hwy, S on Helmcken. Cars are frequently trying to beat the oncoming car starting up, when their green arrow has gone. With The Royale and other additions in the neighbourhood, more pedestrians are expected. Choose the safest for our kids.

765	295 Eltham Road, Victoria, British Columbia V9B 1K1, Canada	Hard to exit Eltham to go Left on Helmcken; going to roundabout creates 2 trips past the school zone unnecessarily.
765	303 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Ineffective painted islands that are ignored by most: In front of Salvation Army donation entrance; in front of fire hall parking lot entrance. With both, there is no real effective solution, so something should be changed to allow for that traffic flow...again, two way center lane?
765	151 Island Highway, Victoria, British Columbia V9A 7A7, Canada	Could there be a smoother transition entrance to get on the E&N from Isl Hwy on a bike. It is a downhill and a curved entrance would help. Consider fencing around the grass area to protect children who might be in playground. Bikes enter behind 4 mile as well, so a barrier all around the grass with playstructure would be an asset
765	227 Glenairlie Drive, Victoria, British Columbia V9B 4V3, Canada	Can't see backwards to your right when exiting Glenairlie onto Stormount
765	126 Saint Giles Street, Victoria, British Columbia V8Z 5E5, Canada	Parking for access to park?
765	1300 Pheasant Lane, Victoria, British Columbia V9B 1L2, Canada	Addl Parking & sidewalk
765	130 Burnett Road, Victoria, British Columbia V9B 4P7, Canada	Not sure how it should be accomplished, but rather than the steep hill to ride my bike up Helmcken, it would be great if there was a 2 directional path on the left up Burnett Rd. Biking from Eagle Creek Shopping to Chancellor St. to TCH overpass, onto McClellan Trail, to VR Park, to Paddock Pl, to Burnett to Island Hwy (not the most direct, but the most pleasant for biking)
765	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Enforce accessing bus lane at dotted lines. Very dangerous to be waiting until I am at the dotted line and someone comes racing up on my right, passing me at the time I am looking to move into the turn lane
765	490 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Enforce accessing bus lane at dotted lines. Very dangerous to be waiting until I am at the dotted line and someone comes racing up on my right, passing me at the time I am looking to move into the turn lane. Much worse during evening commute...they are really in a hurry to get up 6 mile road
763	17 Game Road, Victoria, British Columbia V8Z 7Y7, Canada	start
763	1900 Watkiss Way, Victoria, British Columbia V9B 0S8, Canada	stop 1
763	23 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	stop 2
763	1 Hospital Way, Victoria, British Columbia V8Z 6R5, Canada	stop 3
762	325 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Constant congestion and the new development beside the firehall will make it worse as they are adding yet another signal light.
762	1445 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	Constant congestion all day
762	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Inability to go on the highway leads to more congestion.
762	1721 Island Highway, Victoria, British Columbia V9B 1J1, Canada	Stop and go constant.
759	33 Game Road, Victoria, British Columbia V9B 6M7, Canada	no lighting on Goose trail between Handy Dart and VGH
759	2311 Watkiss Way, Victoria, British Columbia V9B 6J6, Canada	Too dark and treed by Nest Cafe on trail
754	1279 Burnside Road West, Victoria, British Columbia V8Z 1P3, Canada	Left turn from Burnside onto Helmcken - significant backups on a daily basis, and drivers often cram into the intersection as a result of long wait times leading cars being stuck in the intersection when the light changes and impeding traffic.
754	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Drivers often fail to notice pedestrians while travelling at high speeds as they enter the highway. This is a major pedestrian crossing used by people getting off the bus. More warning signs, road markings or flashing lights could help to improve visibility.
750	2709 Shoreline Drive, Victoria, British Columbia V9B 1M5, Canada	It feels unsafe to cross this intersection on foot
750	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	It feels unsafe to cross this intersection in any direction on foot
743	290 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Bike lane disappears for 200m starting here. Add in a bike lane to this section.
743	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Speed limit should be reduced from 50 to 40 between here and Burnside Rd W. And set to a 30 school zone between here and Helmcken Rd. during school hours.
743	288 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Speed limit should be set to a 30 school zone between here and Admirals Rd. during school hours.

743	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Speed limit should be reduced from 50 to 40 between here Admirals Road.
743	254 Island Highway, Victoria, British Columbia V9B 1G2, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane.
743	243 Island Highway, Victoria, British Columbia V9B 1G3, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	199 Island Highway, Victoria, British Columbia V9B 1G1, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	184 Island Highway, Victoria, British Columbia V9B 5C6, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	204 Island Highway, Victoria, British Columbia V9B 1G2, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	224 Island Highway, Victoria, British Columbia V9B 1G2, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	266 Island Highway, Victoria, British Columbia V9B 1P6, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	321 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	189 Helmcken Road, Victoria, British Columbia V9B 1S2, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	189a Helmcken Road, Victoria, British Columbia V9B 0C4, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	170 Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	172 Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
743	174a Helmcken Road, Victoria, British Columbia V9B 1S3, Canada	Put in flexible bollards here to dissuade vehicles from crossing over into the bike lane. They are always driving in the bike lane here.
735	4 Watkiss Way, Victoria, British Columbia V8Z 1R7, Canada	In order to cross from the Hospital sidewalk to the Eagle Creek stores, one needs to cross a street, then another, then walk to the road divider, then finish walking. A flashing light would be helpful.
735	4 Watkiss Way, Victoria, British Columbia V8Z 5G5, Canada	The bicycle road marking on the right-side of the street just past the roundabout, starts about 3 meters after the sloping sidewalk ends. This leads me to wonder, are bikes supposed to jump the hard sidewalk curb at this spot, which could be dangerous, or start biking from the sloping section before the bicycle line starts? If this line could be extended, it would be clearer.
735	1 Hospital Way, Victoria, British Columbia V9E 2E2, Canada	If a person is biking down Hospital Way, they have no option but to turn right at Watkiss. If they need to go left, they either have to enter the bicycle lane on the near side of Watkiss, which has bikes going the opposite direction, or try to bolt across the highway. I have also seen people run across the highway at the spot. A flashing crosswalk signal would increase safety.
734	336 Island Highway, Victoria, British Columbia V9B 1H2, Canada	Difficult to access the Old Island Highway especially during commuting hours
734	1803 Admirals Road, Victoria, British Columbia V9A 2Y8, Canada	Very congested traffic at this intersection from 2:30pm through to 6pm
734	2709 Shoreline Drive, Victoria, British Columbia V9B 1M5, Canada	When kids are leaving Shoreline school at 3pm this is a very dangerous intersection. Traffic is heavy at that time of day and cars picking kids up cannot easily enter traffic on the Old Island Highway in any direction. There is a crosswalk that kids use which could be moved closer to the school so they don't cross right at the intersection.
734	4136 Interurban Road, Victoria, British Columbia V8Z 6W7, Canada	This stretch of Helmcken is often bunged up because the people can't access the right turn to Watkiss and the merge lane to the Trans Canada until the last minute.
730	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Would like to see ability to exit to the Highway from Old Island Highway. I live in Gibraltar Bay Drive and to head South, North (Sidney, Airport, Ferries) or East need to go to Helmcken Rd or Langford to exits. This could assist with some congestion and lessen # of vehicles going through the school zone on Helmcken.
725	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Very congested and dangerous merge during rush hour.
725	490 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Right turn lane dotted lines should start earlier. If you change lanes at appropriate spot you may cut off others who turned into the lane right after the previous light.
725	Trans-Canada Highway, Victoria, British Columbia V9B 6J7, Canada	Many cars park illegally along the exit in the summer and drive the wrong way back to six Mile Rd instead of taking the exit. Dangerous.
722	137 Gibraltar Bay Drive, Victoria, British Columbia V9B 6M2, Canada	Morning jams all the way to Helmcken and sometimes to Admirals. This is the only way in and out to go to ferry, airport, work, parks or hospitals. This is almost backed up all the way to six mile road. Traffic light at Helmcken turns red very often and cause the traffic backlog to build up.

720	2095 Goldsmith Street, Victoria, British Columbia V8R 1T5, Canada	From harbour to oak bay rec 7-3:30
719	1500b Admirals Road, Victoria, British Columbia V9A 4K2, Canada	with DND and Seaspan workers using this corridor I need to be home by 3:00 or noon on Friday
719	6 Helmcken Road, Victoria, British Columbia V8Z 5G6, Canada	The traffic coming from the shopping centre interrupts every 3 cars coming down Helmcken. With the additional left hand turn signals now being at the intersection of Helmcken and Watkiss this also slows down the traffic
718	280 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Need bus every 10-15min
718	200 Island Highway, Victoria, British Columbia V9B 1G2, Canada	We need 2 buses here. Every 15 min! All day! Langford to old island past the fire hall then left on helmcken direct to camosun and then broadmead village. 2nd bus langford down old island highway past fire hall then left on admirals to gorge and downtown past Hillside so we can transfer on the 4. We have no bus downtown or to camosun. I was teaching at camosun I had to walk 20 mins, take a 10 min bus, transfer and try to make a 2nd bus. We need more buses that go view royal to broadmead and v/r to downtown through gorge. 14 is not secure and always late! As nurse cant get to work in mornin because 14 is so bad
718	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	14 bus every 10 mins all day. And needs extra drivers so it is not late. I need to get to work! Automated buses it you cannot get drivers! Or hire drivers! Ask me a 40 yo bus taker that does not drive where buses need. I cannot go places beause of how bad buses are
718	365 Kislingbury Lane, Victoria, British Columbia V9B 5R2, Canada	Cant get anywhere any time of day. Need buses bad! Every 10 mins from langford. One to broadmead and one downtown via admirals bridge and gorge. Must br every 10 or 15 mins not of this few times a day.
718	2833 Admirals Road, Victoria, British Columbia V9A 2R4, Canada	Cant go anywhere other than 14 and try to transfer but cannot get easy to broadmead or dt because 95 or 14 to far away for disabled people or dont show up. The 14 historically doesn't show up (lies if you say it does lol) we take the bus and we know!
718	1291 Craigflower Road, Victoria, British Columbia V9A 2X9, Canada	Cannot get to broadmead or to Hillside mall east and fast. Takes 40mins plus to yo downtown. Need more direct fast
717	1953 Sooke Road, Victoria, British Columbia V9B 1W2, Canada	Traffic slows
717	1836 Island Highway, Victoria, British Columbia V9B 1J2, Canada	This area is bad, too many feeders controlled by lights, lights not coordinated
717	369 Island Highway, Victoria, British Columbia V9B 1H4, Canada	Slowdown from here to Helmcken because that light is terribly timed and restricts too much old island highway traffic
717	301 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Worst intersection on my commute. Causes so much slowdown with frequency of light allowing traffic off helmcken to slow old island
717	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Light still horribly congested any time after 3pm, largely due to Helmcken light timing
716	29 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	If you used the original design for this intersection instead ruining it to spite Saanich would be better. Give Eagle Creek a proper right turn lane like the original design that was constructed had by Westbrook Consulting.
715	319 Damon Drive, Victoria, British Columbia V9B 5G5, Canada	There needs to be lighting added to this part of the trail to get to the bus stop at night. I take this part of the trail at night to cross at the new intersection at Atkins Rd and Island Hwy. I need to get to the bus stop on Island Hwy to catch a bus with my bike into Victoria for my night shift.
715	300 Six Mile Road, Victoria, British Columbia V9B 1H7, Canada	If lighting can't be added to the Goose trail between Six Mile Rd and Atkins Starion then there needs to be cycling infrastructure along Six Mile Rd and onto Island Hwy to connect with the new bike lane added before the bus stop at Atkins and Island Hwy.
712	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	weird long lights, lots of cars, unprotected bike paths on the bridge
712	1650 Burnside Road West, Victoria, British Columbia V9E 2E2, Canada	No bike lane
711	430 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	Stop sign instead of yield
711	Trans-Canada Highway, Victoria, British Columbia V9B 0S9, Canada	More warning signs to slow down coming off the highway

711	490 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Is this wide enough for another roundabouts?
711	95 Talcott Road, Victoria, British Columbia V9B 6L7, Canada	Very unsafe going west on a bike, hard to see traffic coming on the left
709	[REDACTED]	[REDACTED]
708	1640 Island Highway, Victoria, British Columbia V9B 1H8, Canada	missing sidewalk/bicycle lane
708	481 Island Highway, Victoria, British Columbia V9B 1H7, Canada	Very dangerous intersection with left turn yields. Right hand turns on red light. This intersection is far too busy to allow possible interactions with vehicles. As almost daily walker along this corridor, I strongly recommend the implementation of no right turns on red
708	339 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Missing sidewalk
706	300 Six Mile Road, Victoria, British Columbia V9B 1H7, Canada	start
706	800 Viewfield Road, Esquimalt, British Columbia V9A 4V1, Canada	End for one person
706	609 Agnes Street, Victoria, British Columbia V8Z 2E7, Canada	End for another person
705	211 Stormont Road, Victoria, British Columbia V9B 1P7, Canada	Can be a difficult road crossing with kids
705	224 Island Highway, Victoria, British Columbia V9B 1G2, Canada	Pedestrian light signal takes way way too long.
705	1500d Admirals Road, Victoria, British Columbia V9A 4K2, Canada	Awkward intersection for cycling
704	287 Island Highway, Victoria, British Columbia V9B 1G6, Canada	Random lack of bike lane on Island Hwy in this one section is dangerous
704	211 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	Bike path dead end. Sign says to dismount but this should be improved to better connect to the school and View Royal Park
704	1520 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Honestly this entire intersection is a mess. All roads leading to and away are one lane and yet the intersection expands requiring so much merging. The bike crossing is dangerous and the Island Hwy bike lane is uncomfortably in the middle of the road by Canadian Tire. The turn to the bridge by bike is dangerous given car speeds and the merging
704	102 Atkins Road, Victoria, British Columbia V9B 2Z8, Canada	This crossing should be a stop for cars rather than bikes/pedestrians needing to push the crosswalk button
704	260 Stormont Road, Victoria, British Columbia V9B 1G4, Canada	This light takes a very long time to change when the pedestrian crossing button is pushed. I understand making turning cars wait but the pedestrian control should be much quicker
704	45 View Royal Avenue, Victoria, British Columbia V9B 1A6, Canada	There are times when the pedestrian crossing seems to need to wait for the intersection to cycle through. But this is infrequent as there is not always cars turning onto Island Hwy. Should be fixed to just change when the pedestrian button is pushed.
702	Trans-Canada Highway, Victoria, British Columbia V8Z 1R7, Canada	Unsafe crosswalk - would like to see a button activated light to alert cars
702	Watkiss Way, Victoria, British Columbia V9B 6C9, Canada	No sidewalk from Erksine to Eagle Creek shopping centre along Watkiss Way - pedestrians have to walk on the shoulder of a busy street
702	3 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	Area of high traffic congestion, with new residential buildings under construction. How do we mitigate traffic from those travelling through our community in this area with increasing the population in that area
701	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	walking and cycling near here. The cycling trail ends after the gorge bridge. Let's continue that link
701	101 Glentana Road, Victoria, British Columbia V9A 4J9, Canada	Have to cross awkwardly as a cyclist here. Dangerous when dark.

700	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	There needs to be two southbound through lanes on Helmcken at Watkiss Way. The current configuration causes unnecessary congestion at Burnside/Helmcken and beyond. If excessive traffic south of Hwy 1 is a concern then it should be dealt with via traffic calming (speed humps, narrowings etc in that neighbourhood or close Helmcken south of Hwy 1 and require access to that area to be via Island Hwy.
697	302 Island Highway, Victoria, British Columbia V9B 1G8, Canada	This area is always heavily congested from 3-6pm, probably because of traffic from the navy base. There needs to be more major arteries into and out of Victoria and Esquimalt. If TCH has an accident, commute can take hours.
697	1552 Trans-Canada Highway, Victoria, British Columbia V9B 5G1, Canada	Adding a dedicated bus lane makes no sense when there are no bus stops on most of the TCH. A better plan would be to add the lanes for everyone's use and open 4-5 into Victoria in the morning and at noon, switch to 4-5 lanes outbound. Lane usage is easily controlled by lights over the center lanes. As things are, all that will be achieved is to shift the bottleneck to the next lights at Tillicum.
696	Trans-Canada Highway, Victoria, British Columbia V9B 1M4, Canada	Grade separated bike lanes
696	119 Helmcken Road, Victoria, British Columbia V9B 1M4, Canada	Straight through (on ramp to off ramp) should be limited to buses only
695	94 Atkins Road, Victoria, British Columbia V9B 2Z8, Canada	Better signage and lighting at the crossing
695	Trans-Canada Highway, Victoria, British Columbia V9B 6J7, Canada	It's too narrow with the construction going on.
694	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	This intersection is extremely backed up most of the afternoon, and is not designed well for pedestrians or bikes
691	1508 Glentana Road, Victoria, British Columbia V9A 7A1, Canada	Home approximately.
691	1497 Admirals Road, Victoria, British Columbia V9A 7K2, Canada	Usually is fine but people speed, especially along Aldersmith or people turning from Admirals onto Aldersmith. Neither pay attention to pedestrians or stop signs.
691	1803 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Drivers speed and ignore pedestrians and amber lights, often resulting in a car blocking a crosswalk if not the whole intersection. Drivers heading south from Old Island and turning right on Admirals are especially bad.
691	167 Island Highway, Victoria, British Columbia V9B 1G1, Canada	This stretch of road is bad for pedestrians if you need to cross from one side to the other. It's improved north of the 4 Mile recently but from Admirals to View Royal Ave. the only other crossing is a pedestrian overpass in the middle.
691	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	The bus stop heading into the city requires someone leaving Eagle Creek Village to cross multiple lanes of traffic or risk missing their bus by using the crosswalk at the light.
691	300 Six Mile Road, Victoria, British Columbia V9B 1H5, Canada	The hill on Six Mile blocks drivers' view of the light and reduces reaction time.
691	302 Six Mile Road, Victoria, British Columbia V9B 5G6, Canada	Drivers speed out of the gas station to get in a lane to turn left not always watching where they're going or caring that they block the road.
691	101 Nursery Hill Drive, Victoria, British Columbia V9B 0P2, Canada	Not many drivers stop or look for pedestrians.
691	4 Cooper Road, Victoria, British Columbia V9A 4K2, Canada	People block it along Admirals. Drivers do not look for pedestrians or cars entering from Aldersmith or Cooper.
691	1517 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Where the crosswalk is makes it hard for drivers to see pedestrians and vice versa.
691	2974 Admirals Road, Victoria, British Columbia V9A 2R6, Canada	Entering or leaving any of the side streets along this stretch of road can be difficult and/or hold up traffic depending on the time of day. Commuters also block side streets.
690	[REDACTED]	[REDACTED]
690	325 Island Highway, Victoria, British Columbia V9B 1H2, Canada	Daily half way point
690	[REDACTED]	[REDACTED]
689	[REDACTED]	[REDACTED]
689	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	from 1430 to 1730 this is a nightmare turning left from Admirals to Old Island Hwy.
688	1271 Burnside Road West, Victoria, British Columbia V8Z 5E1, Canada	evening rush hour congestion
688	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Left turners from Watkis onto Helmcken don't watch for pedestrians and through traffic from Chancellor. Turning left off Chancellor towards the highway is difficult during periods of high traffic as you can't see the oncoming vehicles who intend to turn right on Helmcken into the shared lane.

688	127 Cheltenham Street, Victoria, British Columbia V8Z 5E6, Canada	e-scooter and e-bike traffic which exceed the 500w motors and 32km unassisted speed don't warn, yield or give space to other trail users. I've been nearly hit on a weekly basis as a walker, runner and fellow cyclist.
688	325 Glenairlie Drive, Victoria, British Columbia V9B 1K5, Canada	e-scooter and e-bike traffic which exceed the 500w motors and 32km unassisted speed don't warn, yield or give space to other trail users. I've been nearly hit on a weekly basis as a walker, runner and fellow cyclist
688	Mckenzie Avenue, Victoria, British Columbia V8N 1A7, Canada	The flow of traffic along Mckenzie to the highway would be more efficient if both lanes flowed into the exit lane. Then the right lane wouldn't backup as far with less last minute mergers. Less vehicles would flow up Burnside as entry to the highway would be easier. Vehicles crossing the highway would need to move left after getting through the light at Burnside
688	21 Camden Avenue, Victoria, British Columbia V8Z 1P6, Canada	The sidewalk is only from St Giles up Camden to the bike trail. Many pedestrians with dogs walk from Conard down to the bike trail, walking in the middle of the road. With cars parked on both sides, there is no ability to safely pass the vehicles. A sidewalk for this section would make it much safer.
687	102 Atkins Road, Victoria, British Columbia V9B 2Z8, Canada	Cars should have a stop sign here. Intersection should be raised.
687	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Needs a pedestrian overpass.
687	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Needs protected bike lanes.
687	494 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Needs expanded protected bicycle and pedestrian paths on both sides of bridge.
687	95 Talcott Road, Victoria, British Columbia V9B 6L7, Canada	Road side parked vehicles block visibility, needs raised crossing and speed bumps. vehicle traffic should have a stop sign.
687	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Needs raised crossing, stop sign for cars, crossing light.
687	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	Should have a dutch style protected intersection here.
687	5 Helmcken Road, Victoria, British Columbia V8Z 5G5, Canada	Extremely dangerous for cyclists and pedestrians. I was hit by a car a month ago here on my bicycle. Construction should not mean bike lanes just disappear. Needs protected bike lanes and sidewalks.
687	26 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Dangerous because vehicles inch out and sit on bike lane and crossing blocking them.
687	1520 Admirals Road, Esquimalt, British Columbia V9A 2Y8, Canada	Needs a dutch style protected intersection.
687	Trans-Canada Highway, Victoria, British Columbia V9B 6J7, Canada	Needs a proper AAA multiuse path connecting View Royal and Langford.
686	4 Watkiss Way, Victoria, British Columbia V8Z 5G5, Canada	Crossing the road the winds up to quality food sucks because ppl drive too fast considering you can see around the corner and somebody will get hit there one day
685	1a Price Road, Victoria, British Columbia V9B 1V4, Canada	Cars enter the bus lane before Price Rd in order to exit to the old island hwy. Makes exiting Price Rd much more dangerous than it used to be.
685	104 Island Highway, Victoria, British Columbia V9B 1M5, Canada	People try to pass in the right hand turn lane down shoreline drive. This should be a right hand only turn lane (except for buses needing an egress to the bus stop)
683	30 Atkins Road, Victoria, British Columbia V9B 5G5, Canada	Along the goose / EN people with Ebikes going ~40km/hr without lights or bells to notify people
682	1520 Admirals Road, Esquimalt, British Columbia V9A 2Y8, Canada	Unsafe merging by both bikes and cars at this intersection. Not as easy for bikes to change direction at lights.
680	125 Atkins Road, Victoria, British Columbia V9B 6V4, Canada	Horrific congestion every morning
680	314 Six Mile Road, Victoria, British Columbia V9B 5G5, Canada	Congestion every morning
680	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	So many people live in this area and the only bus that comes through is the 53. It only goes downtown once in the morning, and once back in the evening, and the bus is overloaded with people. Need more busses coming through here and going to different areas.
678	2 Watkiss Way, Victoria, British Columbia V8Z 0E6, Canada	This is a very dangerous crossing for pedestrians. Cars are continuously making left turns from Watkiss to Helmken when pedestrians are still in the cross walk. Someone is going to get killed here.
675	8 Erskine Lane, Victoria, British Columbia V8Z 6J7, Canada	Taking away parking impacted having friends visit and notice not many cyclists use this area
674	490 Island Highway, Victoria, British Columbia V9B 1H5, Canada	The new light is long especially when trying to reach the bus stop. Ideally, this light would operate in the same way as the traffic light near the Juan De Fuca Library.
673	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	This bump out which eliminates the 2nd lane when you come through intersection is slowing and impeding traffic to keep moving

671	251 Helmcken Road, Victoria, British Columbia V9B 1S8, Canada	The right turn lane from Island Hwy to Northbound Helmcken encourages cars to speed and is dangerous to cyclists and pedestrians
669	26 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Bike lane can be dangerous as cars turning right into Eagle Creek do not check for bikes.
669	16 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Traffic calming measures needed on Helmcken Road north of highway one.
668	Watkiss Way, Victoria, British Columbia V9B 6C9, Canada	This crosswalk is not safe. Why not add a pedestrian island half way across and narrow the lanes. This would calm traffic and make them slow down instead of ripping up the hill.
668	Watkiss Way, Victoria, British Columbia V9B 6C9, Canada	This hill could use a separated bike lane going up the hill. Lots of cyclists go up this hill and there is no safe lane for them. Cars have to go into oncoming traffic to get up the hill.
668	1950 Watkiss Way, Victoria, British Columbia V9B 0V6, Canada	Why not put a separated bike between the galloping goose all the way to the elementary school. Kids could safely ride to school. It would eliminate a lot of the school drop off congestion. Kids would learn healthy habits.
668	211 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	Why not add a better bike path from the E&N to the school. Kids would be able to safely ride to school.
668	38 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	This intersection is a nightmare for cyclists. Coming from the galloping goose and then trying to get into the eagle creek complex is a bit scary.
668	414 Six Mile Road, Victoria, British Columbia V9B 0P2, Canada	Would like to see separated bike lanes from the galloping goose to Thetis lake. This would give people an alternative to driving to get to the lake. The lake parking lot is very congested in the summer.
666	48 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Peddling from Quality Foods south on Helmcken across the TCH is impossible.
666	94 Atkins Road, Victoria, British Columbia V9B 2Z8, Canada	Goose crossing here is quit dangerous.
666	211 Helmcken Road, Victoria, British Columbia V9B 1S5, Canada	Needs to be a sign here forbidding cars to pass bicycles in the traffic circle or even before the circle. Same with all the traffic circles.
666	5 Avanti Place, Victoria, British Columbia V8Z 5E2, Canada	Needs sign on road the crosses the Goose here that bicycles have the absolute right of way.
666	119 Helmcken Road, Victoria, British Columbia V9B 1M2, Canada	rh entry lane to TCH needs sign that all entering cars must yield to bicycles proceeding straight ahead on Helmcken.
666	360 Atkins Avenue, Langford, British Columbia V9B 2Z8, Canada	Atkins Ave should have a stop sign at this crossing of the Goose
666	324 Island Highway, Victoria, British Columbia V9B 1H2, Canada	This push button light is a good way for bikes to cross the Island Hwy but it would be better for bikes on Burnett not to have to ride the side walk and make the push button at the Burnett intersection.
666	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Very high danger using that green bike lane to ride between two lanes of moving cars.
666	1511 Admirals Road, Victoria, British Columbia V9A 7M8, Canada	This whole length of Admiral's needs bike lanes on both sides. Gets especially scary riding south in front of Admiral's Walk.
665	951 McCallum Road, Langford, British Columbia V9B 0N6, Canada	Shopping in Langford
665	2955 Mount Wells Drive, Langford, British Columbia V9B 4T4, Canada	Recreation in Langford
665	1959 Dehavilland Way, North Saanich, British Columbia V8L 5V6, Canada	Airport
665	1251 Victoria Avenue, Victoria, British Columbia V8S 4P3, Canada	Visit friends in Oak Bay
665	880 Hereward Road, Victoria, British Columbia V9A 4C8, Canada	Shopping in Esquimalt
665	3170 Tillicum Road, Victoria, British Columbia V9A 7C7, Canada	Recreation in Saanich
664	1520 Admirals Road, Victoria, British Columbia V9B 1M5, Canada	Difficult to proceed 2:30-5:30pm weekdays
664	100b Aldersmith Place, Victoria, British Columbia V9A 2P8, Canada	Extremely difficult to do a left turn exit weekdays in the am, at noon and 2:30-5:30pm
663	298 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Bad at the best of times
663	110 Island Highway, Victoria, British Columbia V9B 1M5, Canada	Terrible ,high traffic volume from all directions
663	247 Stormont Road, Victoria, British Columbia V9B 1P7, Canada	Almost impossible to make left turns
661		

661	3103 Metchosin Road, Victoria, British Columbia V9C 1Z6, Canada	The congestion going through Colwood in the mornings and after work hours is really bad
661	298 Island Highway, Victoria, British Columbia V9B 1G5, Canada	Old Island to Craigflower congestion during commute times is really bad. Also, drivers do not obey the bus lane rules and jump into the new bus lanes near 6 Mile Rd early, creating safety concerns
658	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	any problems on highway 1 result in huge backlogs on admirals and craigflower
658	Trans-Canada Highway, Victoria, British Columbia V9B 1M4, Canada	Helmcken offramp/overpass has many accidents that result in big backlogs
657	50 Helmcken Road, Victoria, British Columbia V8Z 5G8, Canada	Flashing crosswalk lights are urgently needed here. Motorists are trying to get up to speed to enter the highway and routinely fail to see motorists trying to cross the highway to get to the bus stop on the other side.
657	301 Island Highway, Victoria, British Columbia V9B 1G9, Canada	A crosswalk light that gives pedestrians the opportunity to cross in advance of vehicle traffic.
656	635 Kent Road, Victoria, British Columbia V8Z 1Z2, Canada	Limited access to this address from VR. If Highway 1 is blocked very long delays are usual VR only has Island Highway and Highway 1 to enter or exit
654	589 Prince Robert Drive, Victoria, British Columbia V9B 1G9, Canada	Congestion
654	284 Helmcken Road, Victoria, British Columbia V9B 1T2, Canada	Congestion
654	1520 Admirals Road, Victoria, British Columbia V9A 2P8, Canada	Congestion
653	301 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Congestion
653	1454 Craigflower Road, Esquimalt, British Columbia V9A 2Y8, Canada	Congestion after noon greatly impacts my plans
653	494 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Congestion in this corridor at different times of the day impacts my plans
653	1342 Trans-Canada Highway, Victoria, British Columbia V8Z 5E5, Canada	Construction on highway severely impacts travel plans
652	393 Island Highway, Victoria, British Columbia V9B 1H3, Canada	Dangerous lack of bike lanes
652	22 Knollwood Road, Victoria, British Columbia V9B 1E2, Canada	Light here will go red with no one there.
652	305 Island Highway, Victoria, British Columbia V9B 1G9, Canada	Left hand turners into the sally ann obstruct traffic
652	267 Island Highway, Victoria, British Columbia V9B 1G4, Canada	This light goes red constantly make this flashing cross walk not a light which would stop people from cutting through rudyard in the am to bypass the helm light to turn left.
652	32 Helmcken Road, Victoria, British Columbia V8Z 5G7, Canada	Need two lanes going through as there is room and ive seen people use the striped area on the left to get around a car waiting for someone to cross the cross walk at the right hand turn.
652	2401 Burnside Road West, Victoria, British Columbia V9B 6M7, Canada	Bikes DO NOT STOP going across or go from a rd vehicle to trail or reverse .
652	231 Atkins Road, Victoria, British Columbia V9B 2Z9, Canada	Very narrow , need sidewalk on here.
652	1 Woodville Place, Victoria, British Columbia V9B 1E7, Canada	This light is awful- way to long, people use it for uturns even when light is not red. Light is not needed there is no traffic turning on to the highway here at all. A split flashing cross walk to a centre island would have been fine but literally no even half a block from or to another light silly
651	286 Wilfert Road, Victoria, British Columbia V9C 0H6, Canada	Start
651	494 Island Highway, Victoria, British Columbia V9B 1H5, Canada	Lack of bike lanes and an overall congested intersection
651	1704 Island Highway, Victoria, British Columbia V9B 1H8, Canada	Traffic moving too fast down island highway. No protected bike lanes. Area unsafe for types of travel other than car