

Feedback from Gonzales Residents in preparation for Zoom call - March 2022

A.

Thank you for asking for input!! Where to start?

1. Brighton Ave from Redfern to Richmond has been turned into a five block long obstacle course. Between 'jut-outs' of curbing, planter boxes in the roadway and a nightmare waiting to happen at the corner of Richmond and Brighton, the city has turned a narrow two lane road into a one lane game of which car will pull over and wait for oncoming traffic to pass. Not every driver plays that game well.

2. The new obstacle at the corner of Richmond and St Charles is such a waste of time and money. Not sure exactly what it is supposed to accomplish, but I am guessing someone thought that it would stop people from turning right onto Richmond from St Charles. In fact, there is a no right turn sign there now. The city is asking people who live off Richardson to instead go up St Charles and turn onto Warren Gardens and then turn left onto Richmond. That is a dangerous place to make a left turn as traffic is coming down Richmond on a curve and it is difficult to see what is coming. Or you could go up St Charles to Despard and turn onto Richmond-OOPS , the city has blocked that off from cars...

3. Coming from Oak Bay along McNeill Ave is now a dead end at Foul Bay. So traffic is turning right on to Foul Bay and then left on Quamichan. This has resulted in a ridiculous amount of traffic on Quamichan from Foul Bay to Richmond. You can't go back to Richardson because OOPS, the city has blocked traffic at Gonzales forcing all traffic to go past Glen Lyon-Norfolk school. Another nightmare waiting to happen. Yet another blockade at Quamichan and Wilmer/Maddison to try and find a way around...

4. And then there is the blockade at Richardson and Kipling forcing traffic down Kipling, and again past a school and playground. A horrendous amount of money and time has been spent on making a bike lane out of a street that has been a bike lane for decades.

B.

Issues for me are reducing car dependency, encouraging alternative active transportation for those who can, traffic calming, safety for non vehicle users, reducing subsidies to car use, like free parking, parking minimums, and the effect of density on creating sustainable neighbourhoods where there are enough people to sustain services and stores within walking distance.

C.

The attached pictures show some of the issues re vehicles - the sign Construction Notice should read Bicycle Improvements.

I am sure not all folks are pleased with that streets have been closed stating Bicycles only. Some more concerns:

1. Foul Bay Road - traffic coming out of Oak Bay from McNeil - now have go South or North on Foul Bay - this a 30km road - if you drive the speed limit it seems cars behind you feel that it appropriate to try to mate with your rear end
2. Oak Bay consultation- did the City discuss cutting off 3500 cars daily travelling along Richardson?
3. Market Jenkins - attached is a picture of traffic at 8:45 in front of MJ School - what is not seen are the 10 to 12 cars on Foul Bay trying to turn right onto Fairfield or the similar number of cars coming from Oak Bay trying to go straight along Fairfield.
Granted a busy time in the morning but overall the closure of Richardson at McNeil have increase the volume of traffic on Fairfield.
4. Access to Fairfield Rd- lots of wait times for cars going north as well as South on St Charles trying to cross or access Fairfield Rd.
Longer waits to exit Thrifty (Fairfield Plaza) to get on to Fairfield.
5. Richmond Rd - there seems to be an increase in the volume traffic on Fairfield since the closure of the Oak Bay Curtain - a major problem on Richmond has always been the speed with which traffic accelerates from the stop sign at Richardson and Richmond Road heading to Oak Bay Avenue - certainly exceeding the speed limit of 40 KM
6. Oak Bay Ave - long lines on Richmond both north and south turning left on Oak Bay avenue- in some cases depending upon the time, wait times of 2 to 4 lights.
7. Hollywood Crescent- there is an increase in traffic along Hollywood Crescent,; I assume because of the closure of McNeil traffic to Richardson-approximately 90 % of the traffic exceeds the speed limit - my observation- this issue has been passed on to appropriate folks at City Hall over the years - issue under review
8. Pot Holes - a possible recommendation- change the name of Gonzales Neighbourhood to POT HOLE GULCH
9. Warren Gardens - plus similar side streets are seeing an increase in vehicle traffic









D.

1. A pedestrian controlled light at the marked crosswalk on Fairfield at St. Charles, as it is not as safe to cross there as it should be. Having lived in my home for close to forty years I've seen traffic increase gradually but nothing as dramatic as it is now. I don't like being called a "fu*king pedestrian" by a driver while waiting to cross. I don't like playing chicken with the drivers who speed up to see if they can get past the crosswalk before I step off. I don't like being in the middle of the crosswalk before the driver finally sees me and decides to stop. I don't like screaming at drivers as they drive pass me while I'm in the crosswalk. All this during daylight hours.

2. There are many drivers not following the speed limit through Hollywood Park. Construct speed humps at the beginning and end of the park and school zones as well as at the Fairfield St Charles crosswalk. Something to slow the drivers down before entering the zones. Hopefully it will force drivers to follow the speed limit for the two school zones and two park zones on Fairfield rd. With Richardson being constricted and with roads blocked, traffic has increased on Fairfield heading East and West.

I feel sorry for the quieter residential streets that are now used as alternative routes and probably at a speed limit not safe for the area. How long before the residents complain to the city and get traffic calming measures. When does this end?

E. Hi there,

My only concern is with the new traffic barrier at the corner of Gonzales and Richmond, and whether it's really necessary. Since the changes to Richardson St, I've found it more difficult to access Rockland as an alternative route to/from town.

Thanks!

F.

1. I walk Richardson frequently with my dog and see scofflaws ignoring the “No right turn” and “Buses Only” signs every single day. If the City is not prepared to enforce these restrictions, what is the point of the elaborate infrastructure? In my experience., people do not obey laws they think are stupid.
2. FIX the potholes! Please!

G.

Gonzales Beach area 2 crosswalks and solution for parking.

St Charles and Dallal

St Charles going north where meets Fairfield at the Petro station

Some better thinking about the areas city is diverting cars ie Richardson, Maddison and upper Gonzales neighbourhood

H.

our major concern is the traffic volume on Fairfield.

I

Since the increase in traffic on Fairfield Rd. I have noted that the cars parked on the south side of that road at the corner of St. Charles St. are an even greater obstacle to seeing vehicles when turning north from St. Charles.

The sight line would be remedied by increasing the yellow line on that side, as well as on the east side of St. Charles.

The line up of cars and the occasional bus to make the turn is often long, and I believe that impatience may cause a collision eventually. Those of us who live south of Fairfield Rd. need more time to get out of our neighbourhood no matter the route.

J

1. Blocking off Gonzales at Richmond, ill conceived and to what effect?
2. Combined with Richardson where the City's concrete fetish is on full display, has pushed traffic onto side streets. The increased traffic volume on the side streets is unfair to those residents as drivers rat-race to get back to main streets.
3. The design folks who came up with this prove the old adage that "a camel is a horse designed by a committee.

K

I live on Fairfield Rd across from Hollywood Park and ever since the closure of Richardson the traffic numbers, speed and aggression has increased a lot!

My understanding is that this is a park speed zone but most people are driving by at speeds well over that. I believe a speed warning light should be installed as well as better park zone signage and speed maximum signs in general.

In addition to this, something needs to be done to address parking on Fairfield Rd. This is not a new problem but has gotten worse since the added construction vehicles for the Rhodo development have been around and I would assume will get worse when people move into that development as well. Also, when there are sports events (anything from soccer practice to baseball tournaments) there is not enough parking to support it. People often park in residential parking leaving residents without anywhere to park during these busy times. I don't know the answer to this problem but it needs to be considered when discussing any further densification in this area as there is not parking to support any more of that without on site parking included.

L

My main concern at the moment is Richardson. The street worked well as it was for bikes, cars, and pedestrians. Now it doesn't work well for any of these modes of transportation. The modifications to Richardson have created grid lock on Fairfield and congestion on all the side streets. Richardson needs to go back to what it was before.

I have similar concerns for Vancouver Street. While the city likes to tout the increase in bike traffic since changes, what it doesn't tell us is the decrease in the number of people using Vancouver as a transportation route since it was turned over to cyclists.

M

I am curious if the GNA has been concerned about the changes to Richardson and the resulting impacts on other roads? We have lived on Robertson for 20+ years. I am concerned about the changes and lack of upgrades for pedestrians, cars and bikes leaving our neighbourhood.

N.

The city ignored it's own public consultation results that showed that the majority of people, including cyclists, were unhappy with the proposed design yet plowed ahead anyway. The option of a protected bike lane was never presented to residents even though this design would of been the most palatable; only because the city did not want to upset the people who live on Richardson. Now the city is working hard to close off/reduce traffic throughout the neighbourhood in order to compensate for this poor decision. The current design needs to be reconsidered.

O

The city is destroying roads.....Fort Richardson Vancouver, blocking others,dangerous on concrete barriers, gardens in the middle of roads (and yet they can't look after our boulevards).

The city takes months to fix pot holes. (Note how smooth the bike lanes are)

I bet Gonzales roads were made concrete around 1946-7.....3/4 century. And have had little resurfacing since but lots of holes been dug , filled poorly to create bumps.
City roads for the most part are a disgrace

P

I am sick and tired of the new “solutions” being implemented by the City, while ignoring direct feedback to them.

I used to drive Richardson most days, and never had problems. Now it's a disaster, whichever way I want to go.

I have recently written to the City about motorists speeding on every road in the City, yet I see NO enforcement of traffic speeding.

The number of signs, road bumps, detours etc. will NEVER slow speeders down: there are too many signs to read.

The City has tried to build an “integrated” traffic solution for cyclists, but has ignored cars, buses, and pedestrians. It was designed to fail.

Q

Thanks for your attention to the various frustrating changes in traffic routing in our neighborhood - most if not all of which have been entirely unnecessary - more needless infrastructure imposed on us by City Hall!

We have lived on the 600 block of Foul Bay for 20 years. Traffic has increased hugely on our street. It is nearly impossible to keep to the 30km/hour speed limit with the amount of vehicles now using the street.

It should be noted that the vehicles which most often break that speed limit are the city buses which drive dangerously fast coming downhill on the curve towards the junction of Foul Bay and Gonzales. When our kids were little we did not allow them to cycle in the neighborhood for this reason.

We understand the need for traffic calming etc. but know for sure that the City has gotten the project entirely wrong in this area.

Every single bollard and closed street as noted by all the previous contributors is ironically leading to more frustration on the part of local drivers who are now driving that little bit faster around all the restricted streets - what a mess!

(We feel sorry for the folks at Warren Gardens where traffic has increased hugely.)

If City Hall is trying to make the neighborhood more bike friendly and less car-centric it certainly doesn't feel like this is the way to go.

Ideally we should go back to the way things were before all these ridiculous obstacles started appearing.

And we haven't even started talking about our downtown streets and the issues we face when trying to get into town....

From a bicycling and electric car driving household.

R

It is now challenging, and dangerous for folks in my Gonzales neighbourhood to walk, ride bike or drive out of our neighbourhood.

Without the addition of 4 way stops or lights added to Fairfield , the city is creating a dangerous route for the rest of us.

Seeing as the city has shown it has no interest in reflecting on the closure of Richardson, what can we do to make the re-routed traffic slow down and make all of the heavily impacted roads, side street safer?

(My 17 yr old daughter commented on how crazy it is for her to cross Fairfield to get to her bus to get to work....and the worst is yet to come).

S

With increased traffic now diverting onto Fairfield, I hope pedestrian upgrades to crosswalks are planned soon!!! We need pedestrian activated crossing lights at numerous places such as at St Charles and Fairfield, Richmond and Fairfield, Lillian and Fairfield. Over the past few weeks during my late afternoon/evening walks it has become extremely apparent that the current crossings are not sufficient. PLEASE consider addressing this issue soon, not a year from now.

T

- 1) Has the City considered installing continuous sidewalks or raised crosswalks at key conflict points and "neighbourhood entrances" such as Richardson/Richmond or the MJenkins crosswalks?
- 2) What traffic speed is Fairfield designed for beside MJ and the main routes for kids to bike to MJ?
- 3) The shallow and fast slip lane at Richardson and Runnymede is similar to ones we see near uptown or on the highway. What is the policy for slip lanes in residential areas?
- 4) There were recent allegations on Nextdoor that the Maddison street planter boxes were put there by The FGCA with no input from Maddison street residents and have ruined their street. Can you clarify if this is correct?
- 5) Drivers frequently cross into oncoming traffic lanes to avoid new rules and get around the new infrastructure. What will be done to stop this from occurring in the future? Specifically at McNeill/Richardson, Richardson/Maddison and making illegal rights onto Richardson at St Charles

U

There have been many changes in our streets recently. Not all are safe or welcome.

- 1) corner of Richmond and Brighton is very dangerous (going in all directions) - sightlines are way reduced. Maybe there should be no parking for half a block east on Brighton or half a block south on Richmond. This is especially bad now that we cannot drive through from Wilmer or Maddison to Richardson.

2) the new flower boxes are huge - the one at the corner of Wilmer and Brighton creates many near misses with vehicles trying to pass or running the stop signs. People can't see and take chances.

3) all the flower boxes are in the way. This is not a retirement community - it is a residential community where all the drivers are now being forced into smaller and more restricted roadways. I see so many near accidents every day. People aren't slowing down - they are frustrated.

V

The 1.5 km stretch of Dallas Road - Hollywood Crescent - Crescent Road from Memorial Crescent to Irving Road, part of the "scenic drive", has no marked crosswalks, yet is extremely busy year-round with motor vehicles, bicycles, and pedestrians. The difficulties for pedestrians to cross this busy road are exacerbated by poor sightlines due to curvature, high speeds of cars and bicycles due to lack of stop signs (none in the westbound direction and only one eastbound), and an apparent increase in traffic from Oak Bay because of the vehicle restrictions on Richardson. My suggestions are the following:

(1) Marked crosswalk at St. Charles and Hollywood, crossing St. Charles on the north side of Hollywood Crescent.

(2) Marked crosswalk with crossing light at St. Charles and Hollywood, crossing Hollywood Crescent on west or east side of St. Charles.

(3) Marked crosswalk with crossing light at Robertson and Ross/Crescent, crossing Ross/Crescent on east side of Robertson.

(4) Marked crosswalk at Robertson and Ross/Crescent, crossing Robertson on south side of Ross/Crescent

W

With Richardson dedicated as a bike lane/parking lot, all surrounding side streets have gotten busier as people cut through to find ways out of Oak Bay & the Gonzales area. Fairfield has become more dangerous for pedestrians, cyclists & drivers. With a new 19 unit development proposed by Aryze on the south side of Fairfield at Beechwood, the traffic, parking & congestion will even be worse on Fairfield. The city did not take into consideration the effects the closure would have on the Gonzales residents. A bike lane could easily have been established on Richardson without banning traffic

X

On April 21, (2021) Councillor Isitt sent my wife a copy of an unsigned briefing note to Council (Richardson_BN_April6.pdf), titled "Richardson Street BMP Priority Network Project – Engineering & Public Works". Typical of briefing notes generally, and in acknowledgement of "public discussion about this route", it is constructed to tell Council what Council wants to hear.

The seven pages can be condensed to one sentence: (page 3, full paragraph after 9 bullet points, last sentence): "Reaching consensus on a project is not always possible and this was the case for Richardson Street". This is a monumental understatement.

If one looks at the bullet points against the details of the Engagement Summary report, there were 4 Corridor tours (participation noted) - Government: 12, Kimta: 45, Kings-Haultain: 30, Richardson: 60. But, notwithstanding significant interest in the Fairfield/Gonzales community, of the 4 Public Open House events, not one (concerning Richardson) was planned for Fairfield/Gonzales.

What is NOT noted in that Briefing Note... As part of the "engagement process" 302 emails were received at City Hall. 76 relate to Government, Kimta and Kings/Haultain COMBINED; 226 relate to Richardson Street. Of those, 15% are supportive, 14% neutral and 71% are non-supportive.

I posit that today (March 15, 2022) there is a neighbourhood consensus that the Richardson Street bikeway has evolved to become an extraordinarily ill-conceived mistake, in the face of very significant opposition from the neighbourhood. It's a situation that must be corrected. "