



LANTZVILLE ACTIVE TRANSPORTATION PLAN

PUBLIC ENGAGEMENT SUMMARY

ROUND 1 | NOVEMBER 2025



The District of Lantzville respectfully acknowledges that the lands to which this Active Transportation Plan applies are on the Unceded Traditional Territory of the Snaw-Naw-As First Nation.

PREPARED FOR:



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What We Heard ...



➤ SUMMARY HIGHLIGHTS:

90% of respondents currently use a personal vehicle as their primary mode of transportation for daily travel.

75% of respondents would be more likely to walk or cycle to destinations in Lantzville if improvements were made.

TOP BARRIERS TO WALKING/CYCLING

- 1 Lack of Sidewalks
- 2 Traffic Speed / Volume
- 3 Lack of Bike Lanes

IMPROVEMENTS TO ENCOURAGE WALKING / CYCLING

- 1 Multi-Use Trails
- 2 Sidewalks
- 3 Paved Shoulders
- 4 Traffic Calming
- 5 Protected Bike Lanes

PRIORITY INFRASTRUCTURE INVESTMENTS

1. Trail Connections
2. Sidewalks
3. Bike Lanes

LOCATION SUGGESTIONS

- » Lantzville Road
- » Superior Road
- » Aulds Road
- » Dickinson Road
- » Around Seaview Elementary
- » Island Highway Intersections
- » Foothills
- » North / Southwind
- » Ware Road

70% of respondents think improvements are important!

OTHER IDEAS...

- **Improve Connectivity**
 - » Many respondents identified a need to bridge gaps and create a safe, complete network throughout Lantzville.
 - » Many respondents shared a desire for regional connectivity by extending the E&N Trail and repurposing the railine for active transportation use.
- **Materiality Considerations**
 - » Respondents were mixed about whether their preferred material for roadside improvements is gravel (permeability, preference for some) or asphalt/concrete (accessibility, safety, comfort for cyclists).
- **Island Highway Intersection Improvements**
 - » Respondents suggested ways to improve the Island Highway intersection including a pedestrian underpass / overpass and longer and more responsive light intervals for crossing.



CITY HALL, LANTZVILLE - CREDIT: WATT CONSULTING

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EXAMPLE OF AN EXISTING BEACH ACCESS, LANTZVILLE
CREDIT: WATT CONSULTING



GOBYBIKE WEEK POP-UP COMMUNITY EVENT, LANTZVILLE

1 | ENGAGEMENT OVERVIEW

1.1 PROCESS OVERVIEW

In September 2025, the District of Lantzville initiated a process to develop a new Active Transportation Plan to improve walking and cycling connections between neighbourhoods, the Village Core, and Nanaimo. By encouraging a shift from car dependency to human-powered travel, the plan promotes healthier lifestyles and boosts local businesses through increased foot and bike traffic.

The project has three phases with two rounds of engagement and community feedback hosted in Phase 2 and Phase 3. The diagram on the following page provides an overview of the process. We are currently in Round 1 Engagement and Phase 2 of the project.

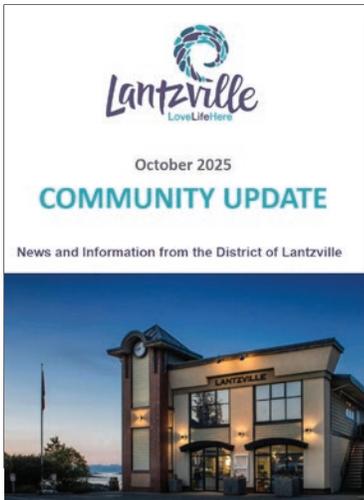
- » During Phase 1, a background review and technical analysis of the current network occurred to inform the baseline conditions.
- » In Phase 2, a needs assessment and Round 1 Engagement was conducted to learn from the community about the network today, current challenges, and opportunities for improvement.
- » Coming up in Phase 3 (including Round 2 Engagement), the project team will develop a draft plan for active transportation improvements which will be brought to the community for review and comment.

This document summarizes feedback gathered during Round 1 Engagement.

Project Process Diagram

The diagram below shows the overall project timeline. This includes the two rounds of engagement and how they relate to the overall project phases.





To raise awareness about the project and garner community input through the online survey, an announcement was posted in the monthly Community Update.

1.2 ROUND 1 OUTREACH

The following outreach tools were used to inform community members about engagement opportunities:

- **District of Lantzville Website:** A project page was launched on the District's website under "Business > Current Projects". The project page can be found at: www.lantzville.ca/cms.asp?wplD=1160
- **Public Notice:** A public notice was published to the District of Lantzville's website directing people to the project page and survey.
- **Community Update Newsletter:** A community announcement was posted in the October and November issues of the Lantzville Community Update. The October issue was only published online due to a postal strike. The November issue was both mailed out to residents and available online.
- **Social Media Posts:** Posts were shared to the District of Lantzville's Facebook account providing a link to the online survey.
- **GoByBike BC Website Advertisement:** GoByBike BC posted an advertisement on their website promoting the Community Pop-Up Event.
- **Word of Mouth:** Interest holders and community members shared information about the project and opportunities for input with their neighbours and friends.

1.3 WHO WE ENGAGED

In Round 1 the District and project team engaged with interest groups and the general public. Key interest groups included the Parks and Trails Select Committee and the Seaview Elementary P.A.C. Information was gathered about the Lantzville network as a whole and interest group areas of focus. The public process aimed to gather input from a representative sample of the community.

1.4 ENGAGEMENT ACTIVITIES



Community Survey

DATES	October 8th- November 16th, 2025
LOCATION	Online at: www.form.simplesurvey.com/f/s/LantzvilleActiveTransportationPlan
DETAILS	The community survey was available online with links provided at the community pop-up event, on the project page, and through outreach materials. The focus of the community survey was to gather input on the active transportation and trails network today and ideas for future improvements.



GoByBike Week — Community Pop-Up Event

DATES | October 3rd, 2025

LOCATION | Outside Costin Hall
7232 Lantzville Road, Lantzville

DETAILS | District of Lantzville staff and the consulting team hosted a Community Pop-Up Event outside of Costin Hall to gather community input on the active transportation and trails network today and ideas for improvement and expansion.



Lantzville Parks and Trails Select Committee Presentation

DATE | October 16th, 2025

LOCATION | District of Lantzville Municipal Hall, Council Chamber

DETAILS | The consulting team and District staff presented to the Parks and Trails Select Committee to share information about the project, gather input about the network today, and ideas for the future.



Seaview Elementary PAC Meeting

DATE | November 19th, 2025

LOCATION | Seaview Elementary School

DETAILS | The technical consulting team and District staff met with Seaview Elementary School's Parent Advisory Committee to share information about the project, gather input about the network today, and ideas to support safe active transportation options to and from school.

PARTICIPATION HIGHLIGHTS

119

Survey Responses

24

Pop-Up Event
Participants

1

Presentation to the Parks
and Trails Select Committee

1

Meeting with Seaview
Elementary P.A.C.



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BC Transit

31 LPP



LANTZVILLE FROM THE FOOTHILLS TRAIL



WARE ROAD, LANTZVILLE - CREDIT: WATT CONSULTING

2 | WHAT WE HEARD

The following pages summarize the feedback that was received from the Community Survey.

Feedback heard from the GoByBike Week - Community Pop-Up Event, Parks and Trails Select Committee Presentation, and Seaview Elementary P.A.C. meeting is captured under "Your Ideas" alongside the Community Survey input.

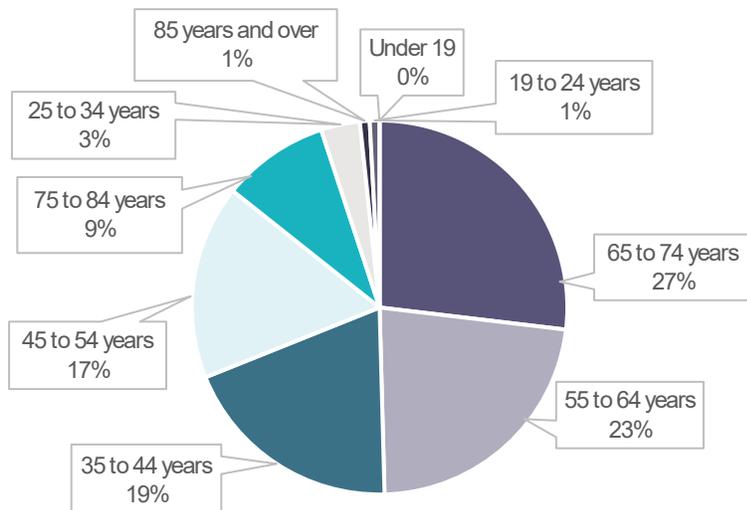
This information is summarized as follows:

- About You (Demographics)
- Current Travel Habits
- Barriers & Safety
- Infrastructure & Connectivity
- Priorities & Preferences
- Your Ideas

2.1 ABOUT YOU (DEMOGRAPHICS)

AGE OF RESPONDENTS

Q1. What age are respondents?

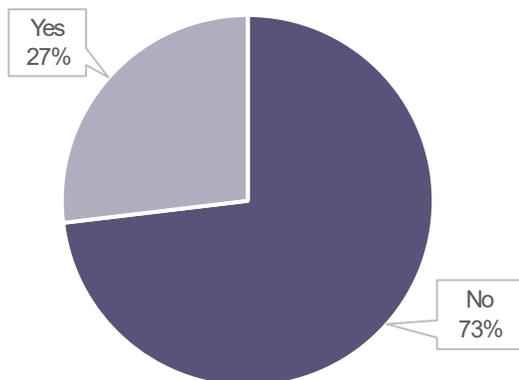


KEY FINDINGS:

- There is limited representation of the younger demographic (under 34) among survey respondents.
- More than half of respondents are the age of 55 and up.

YOUTH REPRESENTATION ACROSS RESPONDENTS

Q2. Do respondents have children at home?

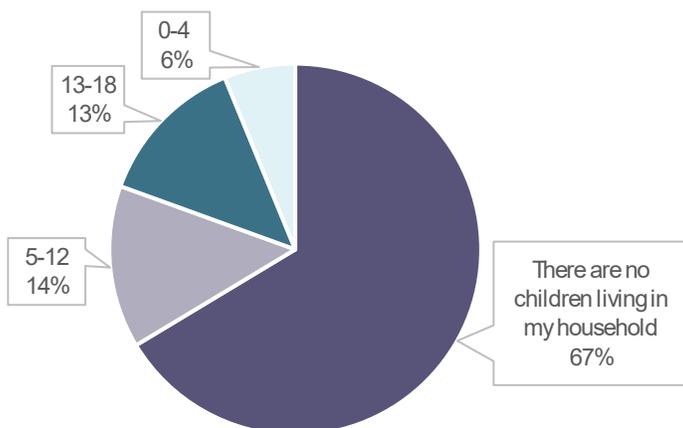


KEY FINDINGS:

- Most respondents to the survey did not have children living at home.

NOTE: Feedback from the Seaview Elementary P.A.C. meeting allowed for greater representation from families with children (refer to Section A.4).

Q3. What age of children are living in your household?

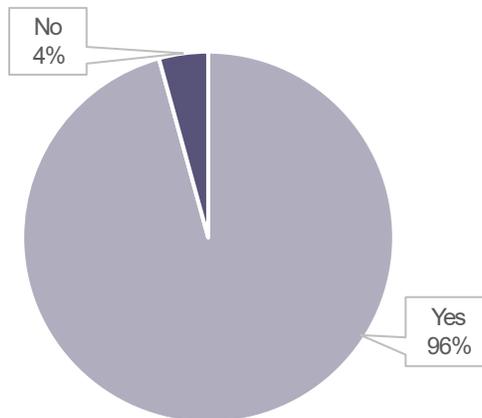


KEY FINDINGS:

- There was limited representation for different ages of children among survey respondents.

LOCATION OF RESPONDENTS

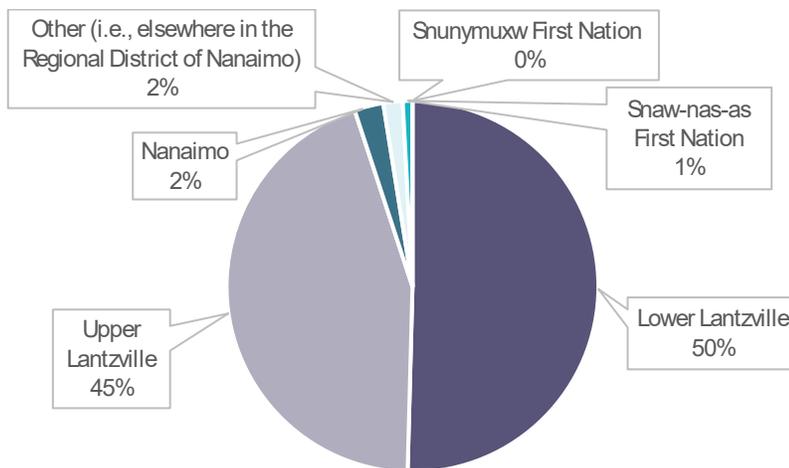
Q4. Are you a resident of Lantzville?



KEY FINDINGS:

- The majority of respondents live in the District of Lantzville (96%).
- Respondents who selected "No" indicated they live in Nanaimo or Vancouver.

Q5. What neighbourhood do you live in?

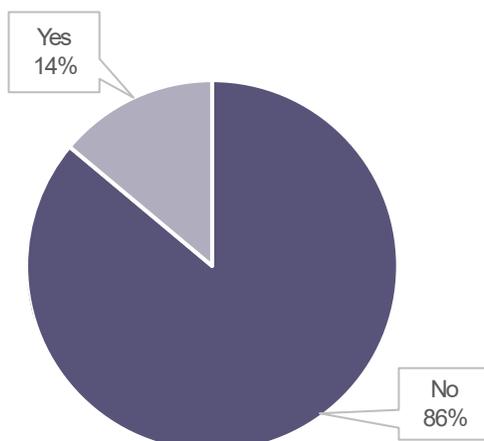


KEY FINDINGS:

- There is near equal representation from Upper and Lower Lantzville.
- Respondents who selected "Other" live in the Bayview Park Drive neighbourhood

MOBILITY REPRESENTATION ACROSS RESPONDENTS

Q6. Do you or a member of your household identify as someone with a disability or mobility limitation?



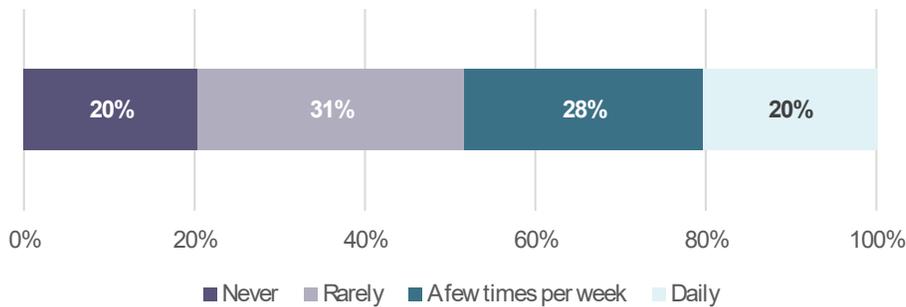
KEY FINDINGS:

- (14%) of respondents represented someone in their household with a disability or mobility limitation.

2.2 CURRENT TRAVEL HABITS

WALKING FOR TRANSPORTATION

Q7: Respondents were asked to indicate how often they walk for transportation.



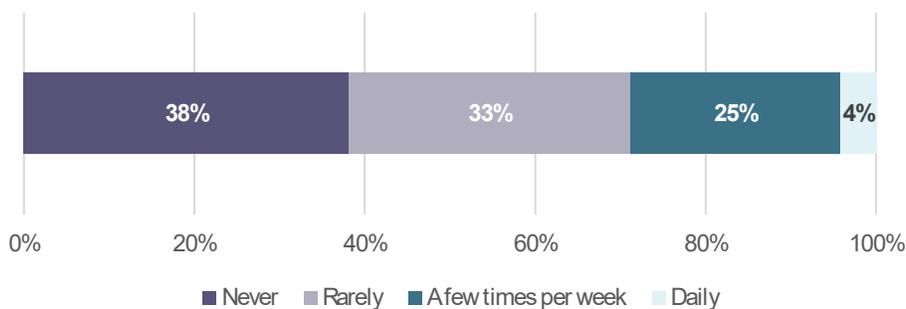
KEY FINDINGS:

- Nearly half (48%) of respondents indicated they walk to their destination at least a few times per week.

* NOTE: Due to rounding total cumulative percentage is slightly below 100%.

CYCLING OR ROLLING FOR TRANSPORTATION

Q8: Respondents were asked to indicate how often they cycle or roll (skateboard, scooter, rollerblade, etc.) for transportation.

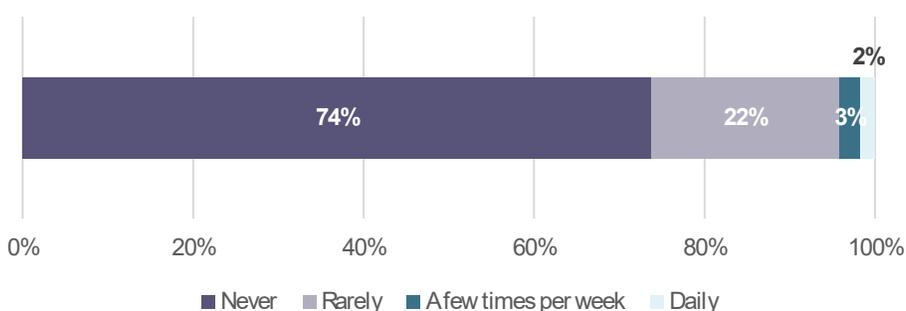


KEY FINDINGS:

- (29%) of respondents cycle or roll to their destination regularly (at least a few times per week).

PUBLIC TRANSIT FOR TRANSPORTATION

Q9: Respondents were asked to indicate how often they use public transportation to get to their destination.



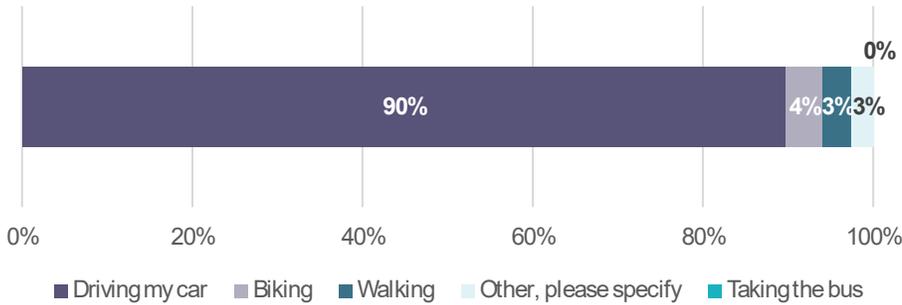
KEY FINDINGS:

- Only (5%) of respondents are regular or semi-regular public transit users.
- Nearly 3/4 of respondents never use public transit.

* NOTE: Due to rounding total cumulative percentage slightly exceeds 100%.

PRIMARY MODE OF TRANSPORTATION FOR DAILY TRAVEL

Q10. Respondents were asked to indicate their main mode of transportation for daily travel.



KEY FINDINGS:

- Most respondents use a personal vehicle for daily travel needs.

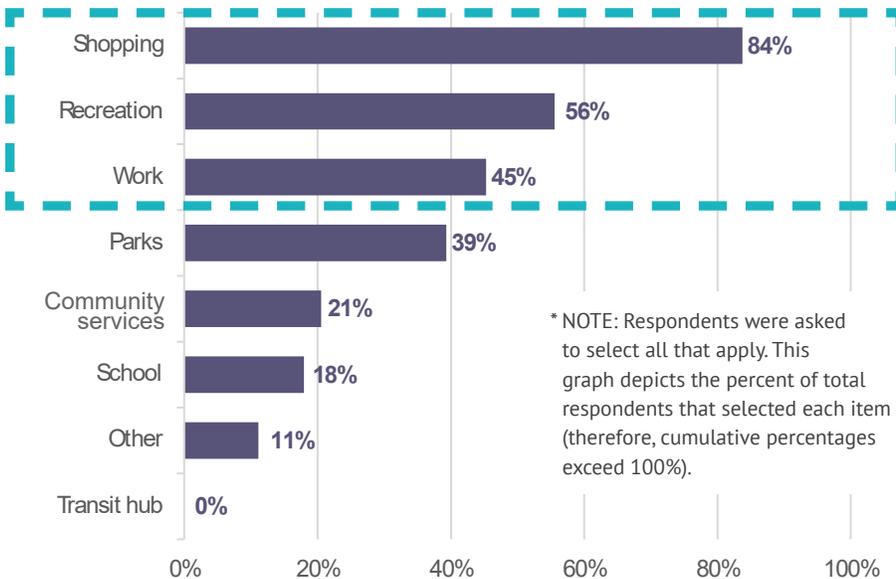
OTHER PRIMARY MODES OF TRANSPORTATION:

- Driven by others (family member, cab, etc.)
- Do not have daily travel needs (e.g., work from home)

FREQUENT DESTINATIONS

Q11. Respondents were asked to select their most frequent destinations.

TOP 3 MOST FREQUENT DESTINATIONS



KEY FINDINGS:

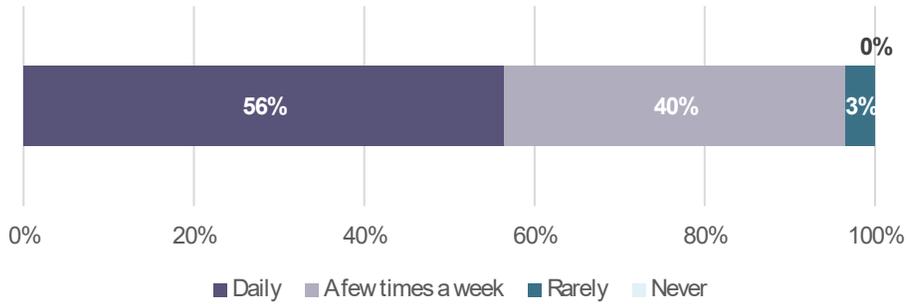
- The top 3 most frequent destinations indicated by respondents are **shopping, recreation, and work**.

OTHER FREQUENT DESTINATIONS SHARED:

- Restaurants
- Social outings to visit family or friends
- Appointments (e.g., medical, banking, etc.)
- Volunteering
- Specific recreation activities

TRAVEL OUTSIDE OF LANTZVILLE

Q12. Respondents were asked how often they travel outside of Lantzville.



KEY FINDINGS:

- All respondents travel outside of Lantzville at one time or another.
- (96%) of respondents travel out at least a few times per week, with over half (56%) on a daily basis.

* NOTE: Due to rounding total cumulative percentage slightly exceeds 100%.

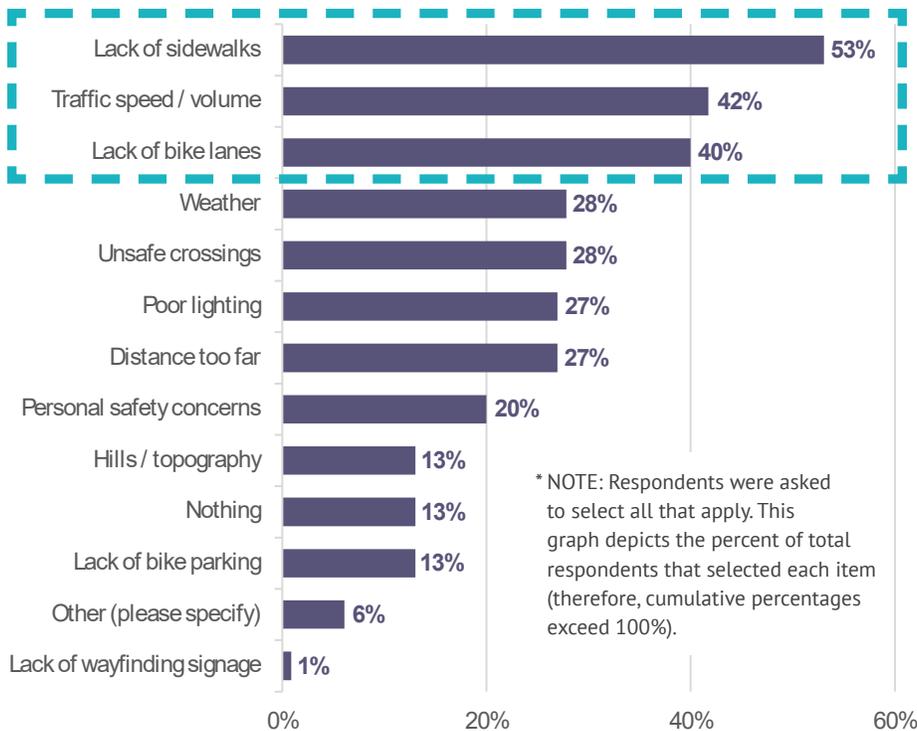


2.3 BARRIERS & SAFETY

BARRIERS TO WALKING AND CYCLING

Q13. Respondents were asked what barriers most often prevent them from walking or cycling.

TOP 3 BARRIERS



KEY FINDINGS:

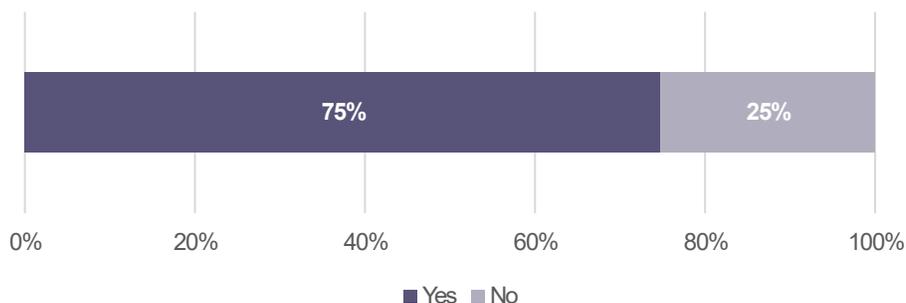
- The 3 most common barriers are **lack of sidewalks, traffic speed/volume, and lack of bike lanes.**

OTHER BARRIERS SHARED:

- Unexpected detours around roadwork
- Air quality (dust)
- Lack of infrastructure outside of the Village Core
- Unsafe highway crossing between Upper and Lower Lantzville
- Physical limitations
- Aggressive and distracted drivers
- Perception of safety
- Off-leash or aggressive dogs

WOULD REMOVING BARRIERS INCREASE YOUR DESIRE TO WALK OR CYCLE?

Q14. Respondents were asked that if improvements were made would they be more likely to walk or cycle to destinations in and around Lantzville?



KEY FINDINGS:

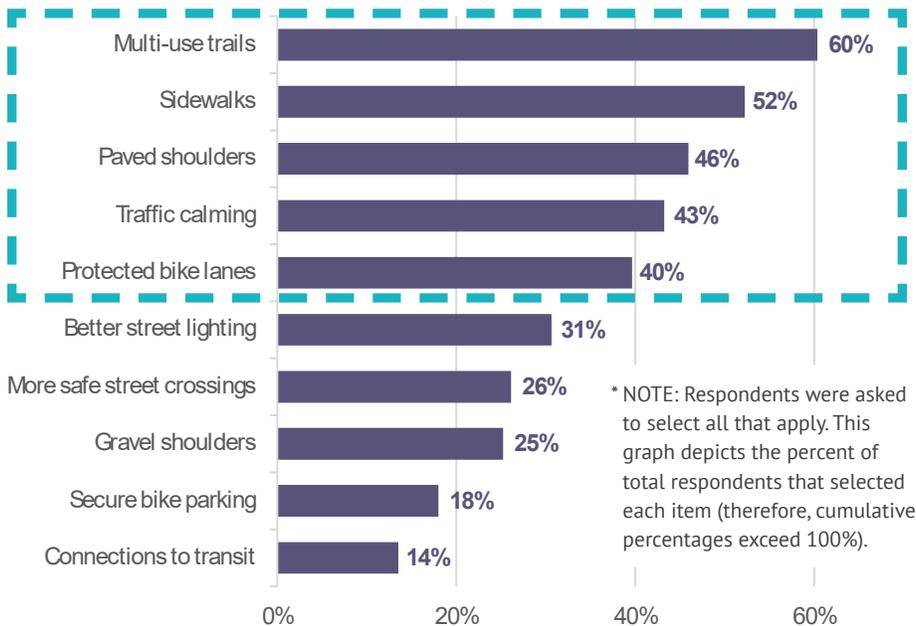
- 3/4 (75%) of respondents indicated that they would be more likely to walk or cycle to local destinations if improvements were made.

2.4 INFRASTRUCTURE & CONNECTIVITY

INFRASTRUCTURE IMPROVEMENTS

Q15. Respondents were asked to indicate the types of infrastructure that would encourage them to walk or cycle more often.

TOP 5 INFRASTRUCTURE IMPROVEMENTS



KEY FINDINGS:

- The top 5 infrastructure improvements that would encourage respondents to walk or cycle more are **multi-use trails, sidewalks, paved shoulders, traffic calming, and protected bike lanes.**
- All three of these improvements focus on providing a comfortable, safe, and usable space adjacent to roadways for active transportation.

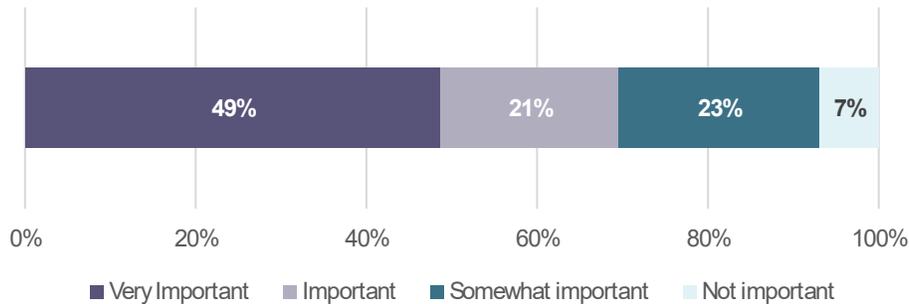


VILLAGE CORE BUS SHELTER, LANTZVILLE - CREDIT: WATT CONSULTING

2.5 PRIORITIES & PREFERENCES

IMPORTANCE OF INFRASTRUCTURE IMPROVEMENTS

Q16. Respondents were asked how important it is to improve active transportation options in Lantzville.



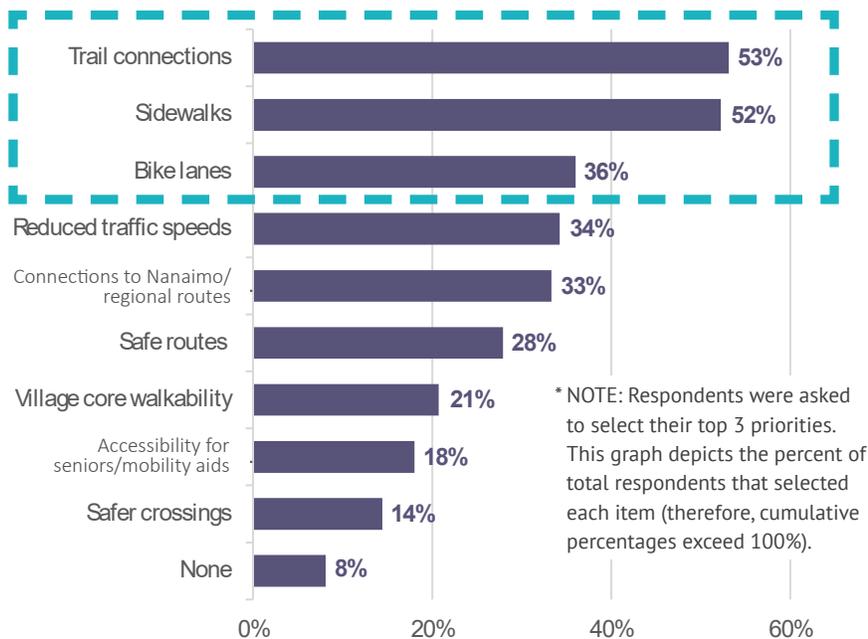
KEY FINDINGS:

- (70%) of respondents indicated that they think it is important or very important to improve active transportation infrastructure in Lantzville.

INFRASTRUCTURE INVESTMENT PRIORITIES

Q17. Respondents were asked what their TOP 3 PRIORITIES are for infrastructure improvements.

TOP 3 PRIORITIES



KEY FINDINGS:

- The top 3 priorities respondents indicated for infrastructure improvements are **trail connections, sidewalks, and bike lanes**.
- These top priorities are closely followed by reducing traffic speeds and establishing better connectivity to Nanaimo and regional routes.

2.6 YOUR IDEAS

The themes below capture feedback from the **Community Survey Q18. "Your Ideas", GoByBike Week Community Pop-Up Event, Parks and Trails Select Committee Meeting, and Seaview Elementary PAC Meeting**. Participants and respondents shared a range of thoughts, and ideas for active transportation network and infrastructure improvements in Lantzville.



Safety

- Many respondents feel unsafe and / or uncomfortable walking and/ or cycling around Lantzville as it is currently developed due to a variety of barriers (e.g., vehicles / proximity to traffic, lack of infrastructure, accessibility/ materiality concerns, and lighting).
- Some respondents shared that additional traffic enforcement along main roadways could help improve safety.



Why is it just village core walkability. The village seems to get all the attention. Have you seen upper lantzville roads especially Aulds since the foothills traffic has come. Speed broken roads no safe walking and lots of hidden driveways.



I believe lower Lantzville is moving the right way in terms of walking transportation support. The new gravel walkway from Leland to village core is a big improvement. As is the new crossing light by the school. Walking paths (side walks) make a huge difference to safety as found on Peterson Rd and the new development at Sabrina place. Lighting could be more plentiful for evening/early morning



Connectivity

- Some respondents shared their desire for school routes to be prioritized for safety and infrastructure improvements (coordinate with the City of Nanaimo to achieve some routes)
- Respondents expressed interest in trails connecting neighbourhoods, subdivisions, roads, and existing trail networks.
- Some respondents indicated they would like to see improvements to highway crossings between Upper and Lower Lantzville (e.g., pedestrian underpass, pedestrian overpass, or an improvement of the existing condition).
- Many respondents suggested extending Nanaimo's E & N Trail through Lantzville.
- Some respondents expressed a desire for the rail line to be used for a regional active transportation route to Nanoose and Parksville.
- Respondents shared interest in better connectivity between the Foothills and Village Core.
- Some respondents shared that they would like to see a cohesive, connected network, bridging gaps.



Do not like the gravel sidewalks. Hard to walk on especially with summer shoes and will not work for wheelchairs or walkers. Prefer walking on the paved shoulder.



Continue to set land aside for recreation for the enjoyment of all, and require that all new housing/ condo/apartment [developments contribute to] the cost!





Materiality, Accessibility, & Maintenance

- Some respondents indicated they would like to see accessible walkways in the Village Core.
- Respondents were divided on their preference of gravel or paved surfaces.
- Many respondents shared concerns about cycling on, and the accessibility of, gravel paths and implications of migrating material to the roadway.
- Respondents generally prefer gravel for natural material trails.
- Some respondents expressed concern over the environmental implications of hard landscape and want permeable paving to be prioritized.
- Some respondents indicated they would like to see roadways repaved and maintained.



Pedestrian & Cycling Infrastructure

- Most respondents expressed a desire for sidewalks and cycling infrastructure throughout the community, particularly along Lantzville Road, Superior Road, Aulds Road, and Dickinson Road.
- Respondents supported a variety of cycling infrastructure models including:
 - » **Expanded road shoulders** - most respondents preferred paved, while a few preferred gravel.
 - » **Multi-use path** - some respondents indicated multi-use paths were their preferred type of infrastructure.
 - » **Separate one-way bike paths** - many respondents expressed interest.
- Some respondents encouraged the District to require the Ware Road development to provide adequate sidewalks and active transportation infrastructure when developed.

Connecting the existing network of trails is important. For example E&N trail is not connected to the sidewalk that goes up Ware Road. Aulds Road needs improvements to be able to walk on the shoulder safely and improve lighting. Paths and trails can be a better and less expensive option than sidewalks.

Connect many walking trails in the foothills area to the village core with safe sidewalks - so add sidewalks at the very top of Aulds to connect to the paved trail on Ware, then require sidewalks when the lower side of Ware finally gets developed.

Two main considerations are COSTS and impact on the environment. Sidewalks are expensive and usually come with grey stormwater infrastructure. So NO sidewalks please. Gravel paths can be attractive, are easy to build and affordable.

Connecting to Nanaimo with a bike lane on Lantzville/Dickinson

Superior Rd has narrow shoulders with speeding traffic. Hopefully the new development will address this with a separated multi use path and traffic calming measures. Also Ware Rd from the highway to Lantzville Rd has the same issue.



Traffic Calming & Signals

- Respondents expressed interest in reducing speeds in residential areas and implementing traffic calming measures along Superior Road and Lantzville Road.
- A few respondents suggested modifying the traffic lights at the Island Highway and Superior Road and Ware Road to be more responsive and have a longer duration for pedestrians to cross.



Lighting

- Respondents identified interest in street lighting improvements and pedestrian lighting. Key locations include Aulds Road, Winds neighbourhood, Lantzville Road, and school travel paths including to school bus stops.

LOCATION SPECIFIC UPGRADES SUMMARY FEEDBACK

The following summary information captures key input about infrastructure improvements in specific locations. This input is summarized from the Community Survey, GoByBike Week Pop-Up Event, Parks and Trails Select Meeting, and the Seaview Elementary PAC Meeting.

Lantzville Road

- Many respondents would like to see sidewalks and cycling infrastructure along Lantzville Road.
- Some respondents noted that Lantzville Road is not well lit, and would benefit from lighting improvements.
- Respondents indicated a desire for wider road shoulders.
- Many respondents shared a need for traffic calming implementation.

Superior Road

- Many respondents expressed a desire for pedestrian and cycling infrastructure along Superior Road.
- Respondents indicated a desire for traffic calming along Superior Road.

Aulds Road

- Respondents indicated they feel unsafe walking along Aulds Road. Respondents shared that the need for safe pedestrian infrastructure. *Coordination with the City of Nanaimo may be necessary for some improvements.*
- Some respondents would like to see cycling infrastructure along Aulds Road.

Dickinson Road

- Respondents would like to see protected pedestrian and cycling infrastructure implemented.

Ware Road

- Some respondents requested pedestrian infrastructure along Ware Road.
- A few respondents suggested a pedestrian underpass or overpass to bypass the Highway intersection.

Island Highway Intersections

- Respondents requested safety improvements at Superior Road and Ware Road intersections including longer and more reactive lights.

Winds Neighbourhood

- A few respondents would like to see lighting installed in the Winds Neighbourhood.

Foothills

- Some respondents indicated a desire for better connectivity between Foothills and the Village Core.

E&N Trail

- Some respondents expressed a desire for the E&N Trail to be extended to through Lantzville to the Shell gas station.



HARBY & PETERSON ROAD INTERSECTION, LANTZVILLE

3 | NEXT STEPS

The feedback heard in Round 1 Engagement (during Phase 2) will inform future network planning in Phase 3.

Next steps in the process include:

- Update about what we learned during Round 1 Engagement process (this summary).
- Future Network Planning in Winter 2025/2026.
- Round 2 Engagement: Proposed in 2026.
- Continued updates posted to the Project webpage: www.lantzville.ca/cms.asp?wpID=1160

Thank you for your participation in this process!



**EXAMPLE OF AN EXISTING PEDESTRIAN CONDITION, LANTZVILLE
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SUPERIOR ROAD, LANTZVILLE - CREDIT: WATT CONSULTING

APPENDIX A: VERBATIM COMMENTS

The following pages list the verbatim comment responses for:

- A.1 "Other" Survey Selections
- A.2 Your Ideas
- A.3 Parks and Trails Select Committee Comments
- A.4 Seaview Elementary School PAC Meeting Comments
- A.5 GoByBike Week Comments

Please note that some of the comments have been edited to remove reference to personal addresses .

Thank you for your understanding.

APPENDIX A: VERBATIM COMMENTS

A.1 "OTHER" SELECTIONS (from questions within the Online Survey)

Q10: What is your main mode of transportation for daily travel?

- ▶ I work from home
- ▶ My sister drives me
- ▶ Taxi or being driven by someone

Q11: What are your frequent destinations?

- ▶ My bank in downtown Nanaimo, Nanaimo restaurants. To park at Mafeo Sutton Park and walk the seawall,
- ▶ Recreational Property
- ▶ Mid island restaurants, South Nanaimo, Parksville, Comox
- ▶ Trails for my walking group 2-3 times a week
- ▶ Visiting family
- ▶ Food
- ▶ family, no destination just a walk
- ▶ Pub
- ▶ Exercise facility, volunteering
- ▶ Medical appointments, visiting friends
- ▶ Volunteering
- ▶ The Beach !

Q13: What barriers prevent you from walking or cycling more?

- ▶ Dogs running loose, aggressive long leashed dogs.
- ▶ Unexpected work being done long walk detours/dust.
- ▶ unsafe crossings outside of Lantzville ie. along highway, no bike lanes on highway, aggressivedrivers
- ▶ too populated/ crowded.
- ▶ Too many people driving while being distracted
- ▶ Aging body
- ▶ Too much risk to be out walking or biking since increase in vagrants, break-ins
- ▶ unsafe way to cross from lower lantzville to upper lantzville besides major highway.
- ▶ Distance needed to travel

APPENDIX A: VERBATIM COMMENTS

A.2 YOUR IDEAS (long form answer at the end of the Online Survey)

- ▶ School routes should be accessible for all. Gravel is a complete waste of money. I don't expect accessible paths in the far areas of foothills or the wood lot, but in the core areas no one should be prevented from using a wheel chair or walker . Perhaps an improvement would be a hard surface path from Lancewood to the school. Dickinson road is just dangerous for pedestrians or bikes.
- ▶ Proper hard surface sidewalks, no gravel. Not shared pedestrian and bikes, or e-scooters, too dangerous for pedestrians. Bikes to only travel in the same direction as traffic, and bikes to not exceed posted speed limits.
- ▶ Sidewalks should be concrete for durability and include barrier curbs for pedestrian protection. All areas in the core, including Dickinson Rd to Nanaimo and Lantzville Rd to Nanaimo should be hard surfaced for accessibility. Where possible access trails between roads or subdivisions should be obtained. Improvements to Ware Road should be made to allow better/safer access from Upper Lantzville
- ▶ 1. A road and pedestrian friendly underpass below island highway at Ware Road linking upper and lower Lantzville. 2. A separate bike/pedestrian trail linking Lantzville Road to Northwest Bay Road allowing people to avoid highway along Nanoose Flats. 3. Extend E&N trail along full length of Lantzville 4 separate bike lanes along Lantzville Road with barriers to separate them from car traffic
- ▶ Lantzville Road... sidewalks to protect our children. With increased traffic on the highway we see a lot of traffic rerouting to Lantzville Road. In our area, Superior to the Shell Gas station is very narrow, not much space for pedestrians, for anyone walking to get supplies at the gas station. Distracted drivers swerve off the road just a little bit and it leaves no room for error.
- ▶ Safe cycling and walking, but with an eye to environmentally friendly solutions, such as permeable surfaces.
- ▶ Enforced traffic rules including speeding tickets and parking violation tickets Trails/greenways are crucial No more asphalt! Permeable walking surfaces are required, if at all. We don't need city type sidewalks.
- ▶ I prefer quality over quantity (ie paved sidewalks); please avoid installing any more messy gravel paths.
- ▶ Connecting the existing network of trails is important. For example E&N trail is not connected to the sidewalk that goes up Ware Rs. Aulds Road needs improvements to be able to walk on the shoulder safely and improve lighting. Paths and trails can be a better and less expensive option than sidewalks. The active transportation group should engage with the Parks and Trails Committee.
- ▶ Need more asphalt space to the right of the white line. This will improve safety for cyclists.
- ▶ Make the railway into a multi-use trail, that links to Nanaimo and Parksville.
- ▶ Bike lane connection or trails to Parksville and Nanaimo would encourage more bike transportation. Having to gon on the parkway to Parksville is very dangerous.
- ▶ Superior Rd, Aulds Rd. Village Core is a disgrace. nobody even uses the pathway cause you cant see over the weeds. Stop making Lantzville ugly, and start listening to the people who live here. Priorities should be water catchment and management, our run down roads, parks, and flooding ditches. Stop being so eager to CHANGE Lantzville, and just focus on UPKEEP!
- ▶ New 'rural' trail on Lantzville Road should have been a paved path. Gravel trails and okay for walking but not for cycling. We need a proper path from Nanoose First Nation all the way along Lantzville Road to Nanaimo.

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- ▶ Multi use pathway needed on Lantzville Road and other major roads with connections to City and RDN pathways. Remove all encroachments and stop the privatization of boulevards to ensure safe conditions for walking/cycling. Open pathways on existing rights-of-way thru out comm. to provide connections between/around neighbourhoods. Build multi pathway along rem E&N and work with RDN City to connect w
- ▶ Connect many walking trails in the foothills area to the village core with safe sidewalks- so add sidewalks at the very top of Aulds to connect to the paved trail on Ware, then require sidewalks when the lower side of Ware finally gets developed.
- ▶ Aulds Road from Arbutus crescent to Ware Road very unsafe for mom's & strollers, bikers (all ages & abilities) dog walkers & walkers/joggers
- ▶ Separated multiple use path / sidewalk along Lantzville road from the village core to the shell. Better sidewalk, or shoulder along Dickinson road
- ▶ Please help with the speeding issue by my house, by superior road, this is a dangerous area with so many speeding vehicles. When the 30km ends the speed increases way past 50km. It's a real problem.
- ▶ Paved sidewalks are costly, but a decent width paved shoulder would make a massive difference for pedestrian visibility and safety. Traffic calming or speed traps would make a difference and set a precedence. Outside the village core, many drivers are going between 60-80 kms/hr on Lantzville Road, especially after Superior Road. A path system for residents would foster social connection too.
- ▶ need car to transport friends to SAFE RDN walksites, buy food, access medical care. Limited energy for walking and isn't safe. Bus=limited destinations/poor connections. Handydart makes you wait+ if tired/stranded-vulnerable. N.Nanaimo->Port Place round trip taxi= \$100/too costly. Low income limits choices. I work for son + deliver tools etc to work sites (from Qualicum to Duncan). car essential.
- ▶ Pavement fixed
- ▶ Superior Rd has narrow shoulders with speeding traffic. Hopefully the new development will address this with a separated multi use path and traffic calming measures. Also Ware Rd from the highway to Lantzville Rd has the same issue.
- ▶ I feel like Lantzville is pretty good for walkability already except that at night visibility is tough. The speed zones are great currently and most people obey them.
- ▶ I live at the end of Lantzville Road toward the Shell and find it very uninviting to walk or bike along Lantzville Road all the way to Peterson Road. I think this is the area that needs attention to connect Snaw Naw As First Nation with the Village Core as well as all the residents along Lantzville Road. At least better sidewalks or wider gravel path along this stretch. Traffic calming is needed.
- ▶ Two main considerations are also COSTS and impact on the environment. Sidewalks are expensive and usually come with grey stormwater infrastructure. So NO sidewalks please. Gravel paths can be attractive, are easy to build and affordable.
- ▶ Do not like the gravel sidewalks. Hard to walk on especially with summer shoes and will not work for wheelchairs or walkers. Prefer walking on the paved shoulder.
- ▶ Walkable and "rideable" gravel shoulders on both sides of Superior rd top to bottom. Please.
- ▶ So many I don't have room to list them here. If the opportunity for an in person workshop where we draw ideas for potential mixed use pathways on giant maps of Lantzville and North Nanaimo ever arises, count me in.
- ▶ Aulds road sidewalks & lighting
- ▶ Improved access for mobility aids. Improve lighting. Interconnecting trail multi use trails/paths.
- ▶ Find some sort of traffic calming for Lantzville rd between the village and petsmart. People drive way too fast in that stretch. When the highway gets shutdown because of accidents, traffic reroutes down Lantzville rd and the speed of traffic seems to get faster each time it happens. There are lots of pedestrians, no sidewalks all sorts of wildlife and pets. It's not safe for anyone.

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- ▶ We need a sidewalk or even a path from the beginning of Aulds and Clark all the way down to the end of Blackjack. There is nowhere for all these people to walk to get to Aulds road. Also a path or sidewalk up Aulds from Clark to the E and N trail at the highway, but I believe this is Nanaimo property. If there was a safe way for Aspengrove students to walk to the mall it would reduce traffic.
- ▶ Bike paths (or multi-use) towards Nanaimo that provide alternatives to Dickinson and Lantzville Rd. Bike path towards and through Nanoose that avoids the highway, linking Lantzville to up island for cyclists
- ▶ Traffic calming beyond the village core (north) my child has to walk on Lantzville rd to the school bus stop at eby and the cars travelling on this section of Lantzville rd. Are usually going over the 50km/h speed limit AND there are no sidewalks.
- ▶ Don't remove car lanes. Also road shoulders should be paved and wide enough, and cleaned of gravel and debris regularly
- ▶ A safe pedestrian path along Dickinson road and to a lesser extent from the village to Woodgrove area via Lantzville Road (which is already safer to walk along than Dickinson Road) Traffic calming is very important along Lantzville Road, it has become much busier
- ▶ Connecting to existing bike trails would be nice. But really Lantzville is very walkable and bikes are when considering how it's split by a major highway.
- ▶ ability to move safely in my community ability to reach my needed usual destinations (library, grocery store, gas station, bank)
- ▶ Our area gets semis now and when the highway closes we are always backed up. I have asked to get traffic calming in our neighbourhood but haven't heard back. Lantzville and eby rd has lots of people speeding and more and more kids are in the area
- ▶ Why is it just village core walkability. The village seems to get all the attention. Have you seen upper lantzville roads especially Aulds since the foothills traffic has come. Speed broken roads no safe walking and lots of hidden driveways.
- ▶ No need for expensive side walks. Proper shoulders on semi rural roads are important. Most important is vehicle driver speed, so excessive now and such disrespect and disregard to pedestrians.
- ▶ Living in the Winds we have very little lighting when dark. When we had our dog I worried about walking around the neighbourhood due to this and wildlife, traffic speed etc. Even in the day time cars drive faster and close to where you are walking. It is a large deterrent as there are no safe shoulders
- ▶ Keep Lantzville road as the main route for active transportation. Stay away from planning anything on Dickinson- would be a complete waste of money; money that we do not have to begin with. Absolutely no bike lanes as they too expensive... not required for our semi-rural town.
- ▶ Parking areas near bustops
- ▶ Lantzville Rd must be stopped from becoming a secondary highway- add wider shoulders for biking/walking. Traffic slowing introduced to Lantzville Rd along its whole length not just the village core area. ie. three way stop sign at Lantzville and Superior Rd intersection, 4 way stop sign at Peterson and Lantzville Rd, speed humps on Lantzville Rd Negotiate railway bike path with Snaw Naw As
- ▶ Philip Rd and Ronald are in continuous use by pedestrians. The roads are poorly lit, have no sidewalks or even shoulders. As well, traffic off the highway often gets diverted onto the side roads due to an accident or blockage. It's very dangerous to walk on there.
- ▶ there are not enough traffic lights down the Southwind Dr and lorenzen ln. the further part of lorenzen is almost unpaved. there are no sidewalks along Southwind Dr and lorenzen lin, and superior road.
- ▶ I came to live in Lantzville as I liked the way it was. There is no need to alter what we have if people don't like it why did they come to live here.

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- ▶ A nice bike lane through the middle of the Gee Property big box development (that on October 21/25 according to a high level employee at the RDN has been approved and will move forward quickly.)
- ▶ We need to work on improving the roadways
- ▶ Connecting to Nanaimo with bike lane on Lantzville/ Dickenson
- ▶ Upper Lantzville feels disconnected from lower, support for a safer and more connected community through the construction of a pedestrian overpass at Ware Road. This location serves as a key link between upper and lower Lantzville, and an overpass would greatly enhance public safety and accessibility—especially for pedestrians, cyclists, and families.
- ▶ Stop excessive speeding through Lantzville by cars and motor bikes via calming measures and enforcement. Many in our aging population have mobility issues and will never be able to cycle or walk much so must maintain easy access for those who need/want to use cars or motorized mobility vehicles. High risks (summer fires, earthquakes tsunami) necessitate maintaining fast & easy evacuation routes.
- ▶ There is more to Lantzville than the village core!!!! How about paying some attention to the rest of the community!!! Like making it safer by filling in ditches. This would not only make it safer for physical accidents of walkers but it would improve community safety by reducing the chance of new and emerging diseases!!!!!!!!!!!!
- ▶ The intersection of Caillet and Lantzville Roads is very bad for pedestrians. The hardscaping blocks all pedestrians on the north side of Caillet and the parking on the other side of Caillet leaves nowhere to walk on the south side. This is a much used pedestrian route. Upper Jacks Road is also bad for pedestrians but not as busy with pedestrians or vehicles as Caillet.
- ▶ Walking on Dickinson road between school and oar Rd is scary due to no sidewalks. Kids coming home from Dover secondary on foot aren't safe nor am I if I want to walk to the beach. It should be big priority for council
- ▶ I believe lower Lantzville is moving the right way in terms of walking transportation support. The new gravel walkway from Leland to village core is a big improvement. As is the new crossing light by the school. Walking paths (side walks) make a huge difference to safety as found on Peterson Rd and the new development at Sabrina place. Lighting could be more plentiful for evening/early morning
- ▶ A trail connector from Superior Road to Ware Road would make travelling from Upper Lantzville to the Woodgrove area much easier and safer. It would definitely be walkable and bicycle friendly for myself and my husband. Sidewalks along Superior Road would also make the route so much safer to walk.
- ▶ Superior, Harby need traffic calming.
- ▶ Trail connections should include connections to Nanaimo and regional routes not be separated as it is all one. The narrowing of roadways similar to certain Nanaimo roads is not the answer in rural areas, especially with poor lighting and road crossings, separated bike and pedestrian roadways/trails would be the safest options for liability.
- ▶ Bike lockups, bike lanes, sidealks
- ▶ Please slow down traffic speeds throughout the area. I love the new crossings like the one installed beside Costin Hall. WE don't need sidewalks- this is not Vancouver.
- ▶ Improve walking along the north side (wider shoulder on this side of road) of Dickinson Road with the same type of gravel path as was recently constructed along the north and south sides of lantzville road... Avoid using paving or cement for ANY walking trails. Add gravel to the shoulder of Ware road, widen the walking surface.
- ▶ 1) a pedestrian crossing at ware road to it is easier to get to the the EN trail or Copley 2) if the light at superior/island highway was more reactive to cars crossing the intersection through superior, it might divert traffic from the village core going to Nanaimo. The light takes too long to change.
- ▶ Connect existing trails and pathways to make a transportation network. Protected bikeway on Aulds Rd from the mental fitness trail and Aspengrove school to connect to the Parkway trail (city of Nanaimo jurisdiction)

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- ▶ Better parking downtown Lower all residential areas to 40 K or less. All future developments to allow for at minimum gravel pathway in front.
- ▶ No
- ▶ One of the biggest challenges facing anyone wanting to use active transportation in Lantzville is the lack of safe corridors out of Lantzville either north or south. The highway north to Parksville presents an extreme risk to walkers and cyclists and is probably something that can't be solved by Lantzville. However safe routes to key Nanaimo facilities (such as buses) should be possible.
- ▶ Driver awareness and training is a big part of bicycle safety. Simple paved shoulders, possibly with rumble strips on the white line, are effective, inexpensive, and do not annoy drivers like the dramatic bike lanes of Metral Drive. Consistent clearing of shoulders and bike lanes makes cycling safer, accessible, and more appealing. Logical connections to Nanaimo's bike lanes without odd gaps.
- ▶ trails and bike access is my #1 and #2 priorities
- ▶ Multi use trail from Fawn road to Southwind
- ▶ Paved sidewalk with bike lane along the entire length of Lantzville Road for safe access for Lower Lantzville residents to access the village and school. This also provides a safe connection to Highway 19 for cycle tourists. My other suggestion would be to more targeted to the Province, but it would be great to have a pedestrian walkway to safely cross Highway 19 into the Peterson area.
- ▶ Although it's wonderful to be able to walk/ride into Lantzville core commercial area, having safe pathways and sidewalks extending to North Nanaimo amenities would be welcomed to access many of the essential needs by walk-in, riding, etc.
- ▶ Continue the Wellness path- it ends abruptly. Use the unused railway as potential transit pathway- enabling us to walk/bike to places like Nanoose Bay and beyond or towards Chase River etc... Think about the Cow Bay path that connects Saltair to Chemainus or the path leading from Parksville to Coombs.
- ▶ Connection to the parkway trail and/or a trail along the e&n railway.
- ▶ Our children attend Pleasant Valley and could easily walk/ bike/roll to school if Aulds Road from Clark to the Parkway had a wider shoulder/sidewalk. From there, the Parkway trail takes them directly to their school field. Currently the shoulders are narrow, and cars speed along that section.
- ▶ Sidewalks in lower Lantzville, Dickinson Rd. Lantzville Road. Bike lanes for Dickinson and Lantzville.
- ▶ I walk within Lantzville with ease. The issue around safety arises when travelling to North Nanaimo. I would walk/cycle to shops if there was a seperated pathway on Lantzville road once you pass the center of town heading to Nanaimo. Everywhere else feels safe and has enough of a shoulder or low amts of traffic.
- ▶ calming speed bumps for traffic
- ▶ Best location for a pathway would be Lantzville road between Ware and Schook Rd. Walking & biking within Lantzville is fine as is. Going to Nanaimo is not as safe because there is no trail and cars drive fast
- ▶ Try cycling on Dickinson and Lantzville Roads with their poor & hazardous road surfaces: potholes, cracked pavement, etc. They desperately need resurfacing, with wider multipurpose marked shoulders or sidewalks, cleared of debris, gravel, & other hazards. Superior, Harby W, Philip, Ware & Aulds also poor in places. More cycle/multipurpose trails please! Extend E&N trail west from Ware to Superior?

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A.3 PARKS & TRAILS SELECT COMMITTEE MEETING COMMENTS

- ▶ Lane through to connect Bayview Road
- ▶ Trails through to access Pierce Woods Park, there is an underpass under the highway
- ▶ Hydro line as an AT Route
- ▶ Preferred cycling route on Northwind & Southwind
- ▶ All traffic to SFN is coming through Northwind
- ▶ Connection on Superior through new development to the east
- ▶ Connect from the E&N along Harby Road logical connection is Ronald Road
- ▶ School bus routes are getting longer because there is more traffic. Many people are dropping off their kids in the morning but they take the bus home in the afternoon. People are always in a rush.
- ▶ Foothills will develop a round-about at the Aulds & Harwood intersection
- ▶ Continue multi-use path from Aulds to Harwood
- ▶ Aulds Road from Nanaimo to Ware needs improvements
- ▶ Some improvements will happen through new development
- ▶ Not safe for pedestrians because of the corner (Black Jack Drive)
- ▶ Primary on road bike route from Schook Road (Nanaimo) to the new gas station. Problems with encroachments and road widths.
- ▶ Dickinson is more a pedestrian route – because of beaches and homes
- ▶ Some improvement will happen through new development (Lot D.D. 9186)
- ▶ Active school travel path – Sepili Lane to Calliat
- ▶ Paving the shoulder is more preferable than a physical separation (because of the cost) (Lantzville Road)
- ▶ Many kids use the new gravel path along Lantzville Road from Leland Road
- ▶ Council's policy is for 1.5m of asphalt on the other side of the painted lines for bike lanes
- ▶ Council has a green gray infrastructure for water permeability and sidewalks don't meet that

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A.4 SEAVIEW ELEMENTARY P.A.C. MEETING COMMENTS

Lighting

- ▶ There were some concerns about the amount of daylight, especially in the winter months, and the lack of street lighting along active transportation routes.
- ▶ There were also some concerns that if the District put in street lights, it may bother neighbours because they will shine into their house and people come to Lantzville for a 'rural' lifestyle, away from light pollution.
- ▶ There was some support for the pedestrian scale lighting (not on hydro poles) as they are pointed down to the ground and illuminate the sidewalks where pedestrians are (examples in the Foothills subdivision).
- ▶ General suggestion was to add lighting along well-used routes (e.g., Lynn/Peterson).

Highway Crossings

- ▶ Many felt strongly that they would not let their children cross the highway at the lights to get to school.
- ▶ There were concerns about the timing of the pedestrian crossing not being long enough to let pedestrians safely cross.
- ▶ Many people see the right turn lanes to 'bypass the lights' making it unsafe for pedestrians. An Engineering solution could be to add bollards in the middle of the roadway on Ware Rd to stop that from happening (yellow line below).

Other Comments

- ▶ Sidewalk from Huddleston to Peterson, separation or protection needed

Lantzville Rd

- ▶ They said many children are using the new gravel shoulder that was recently added to Lantzville Road but it is already sluffing away and the lack of physical separation from the road is a concern. There are also speeding concerns (30km/hr).
- ▶ There were concerns about the lack of continuous sidewalk/AT infrastructure on one side of the road creating the need to cross the road multiple times.
- ▶ There is no enforcement of 'no-parking' on the new path. It also may be unclear that it is an Active Transportation route, and parking is prohibited because there are no signs.
- ▶ Apparently many kids bike to school along Lantzville Road.
- ▶ The section of Lantzville Road around Benwaldun Road (around the creek culvert) is a pinch point. There is only a small shoulder on one side.
- ▶ Trees need to be trimmed on Lantzville Rd (and along sidewalks) for visibility.

Feedback Form Verbatim Comments

- ▶ Utilizing some kind of low curb or barrier next to new gravel paths as people use it as a parking space.
- ▶ Creating pathways to the school either from the pub or the backfield that are more purposeful.
- ▶ Improve lighting for foot traffic from the core. If the intention is to bring people locally to the core, at night it is very dark on Lantzville Road to walk home.
- ▶ Aulds Road- sidewalks
- ▶ Extension of Ware to Aulds paved path
- ▶ Knarston Creek, Lantzville Road has no sidewalk and is very unsafe
- ▶ Philips Road Corner is dangerous and many kids live in the area and walk to the school bus.
- ▶ It would be great if the district could also create safe walking paths to school bus stops. Lantzville has many students walk to school bus and wait at school bus stops.

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A.5 GOBYBIKE WEEK COMMENTS

- ▶ Walk to pick up / drop off (on shoulder). Road running – Wants better Hot St Connections. Running wants more local trails. Recreation / transportation / finds Murin St. is only real option at the moment. Improve gravel s/w by Huddlestone. Superior road (or leeward) down would have to walk to local high-school, but hard to walk 4km on a shoulder.
- ▶ Walk / cycle on railway corridor. Get to Nanoose Bay. People want to use Dickinson as an AT route but its unsafe – the shoulders are inadequate. Owen Rd to Homesense trail makes sense but it was voted down by council- \$400,000 grant. E-scooters in Lantzville. Multi-use, low maintenance, low-cost, no unnecessary spending. Upkeep is not being considered in the long-term. Patchwork of infrastructure.
- ▶ More sidewalks (especially on Lantzville Road). More multi-use trails. Sebastian Road multi-use trail is nice. New sidewalks are nice in newer subdivisions. Pork chop @ Tweedthorpe & Lantzville wasn't designed with cyclists in mind. Network is fragmented. E& N trail is nice but its not well connected (entrance / exit is unsafe – loose gravel).
- ▶ Incomplete network. Not maintaining bikelanes that do exist. Lantzville Road is the main road but not great for cycling. Multi-use path (not signed to allow bikes). No enforcement of speed limits so it feels unsafe
- ▶ No more gravel for walking on shoulders – hard on dogs feet, bad for bikes. Biking on railway trail.
- ▶ Better connections across highway More street sweeping – debris in bike lanes . E&N trail is great – extend it. Nanoose flats is very dangerous area to bike – need a bike / walking trail connection instead – to Nanoose Bay. More of a destination – for bike- packers-> Regional loop up from Ferry to Comox, across Powell river, down Sunshine Coast; Connection from top of foothills to Doumont trails – better Mountain biking connections + supporting infrastructure.
- ▶ Problem area: Dickinson Road. Cars trying to over-take – unsafe for pedestrians + cyclists because there is limited walking shoulders. Problem area: Ware Road. No shoulder or street lights.
- ▶ Space on trails for both people & cyclists. More s/w in core area. No gravel pathways in core. Flat curbs (Aulds / Foothills) don't separate gravel from sidewalk. More connectivity e/w upper and lower Lantzville. Connection at Superior is a bit better, but walk is terrible. More “circle routes” less out and back. Foothills to foreshore plan. Connect from core up to foothills. Better connection doing Lantzville Road to Nanaimo. Better connections to Dover Bay for highschool students. Better access to waterfront parks. Connectivity b/w streets + into subdivisions for increased permeability. Bike route to Nanoose (not on highway). Routes up island (not on highway). Short section from Shell Station to NW Bay Road needs to be improved. Bike access Dickinson + old highway w/o going to Woodgrove side. Better connection to Metro. Stitching the pieces together
- ▶ Walking connections b/w Routon, local playgrounds, + the beach
- ▶ Piecemeal implementation. No maintenance. Study dangerous intersections.



COPLEY TRAIL, LANTZVILLE



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For project updates and ongoing information about the project please visit:

www.lantzville.ca/cms.asp?wpID=1160