



LANTZVILLE ACTIVE TRANSPORTATION PLAN PUBLIC ENGAGEMENT SUMMARY

ROUND 1 & ROUND 2 | MARCH 2026



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:



District of Lantzville

7192 Lantzville Road
Lantzville, British Columbia V0R 2H0
Canada

PREPARED BY:



Lanarc 2015 Consultants Ltd.

405-256 Wallace Street
Nanaimo, British Columbia V9R 5B3
Canada

IN COLLABORATION WITH:



WATT Consulting Group

302-740 Hillside Avenue
Victoria, British Columbia V8T 1Z4
Canada

Table of Contents

1 PROJECT PROCESS OVERVIEW.....	2
PART 1 ROUND 1 PUBLIC ENGAGEMENT SUMMARY	4
1 ROUND 1 ENGAGEMENT OVERVIEW	5
1.1 Phase 2 Process Overview.....	5
1.2 Round 1 Outreach	7
1.3 Who We Engaged	7
1.4 Engagement Activities	7
2 WHAT WE HEARD IN ROUND 1	9
2.1 About You (Demographics)	10
2.2 Current Travel Habits.....	12
2.3 Barriers & Safety.....	15
2.4 Infrastructure & Connectivity.....	16
2.5 Priorities & Preferences.....	17
2.6 Your Ideas	18
PART 2 ROUND 2 PUBLIC ENGAGEMENT SUMMARY	22
1 ROUND 2 ENGAGEMENT OVERVIEW	23
1.1 Phase 3 Process Overview.....	23
1.2 Round 2 Outreach	25
1.3 Who We Engaged	25
1.4 Engagement Activities	26
2 WHAT WE HEARD IN ROUND 2	28
2.1 About You (Demographics)	29
2.2 Proposed Vision Statement.....	31
2.3 Guiding Strategies	31
2.4 Location-Specific Concerns	33
2.5 Proposed Active Transportation Network.....	33
2.6 Proposed Active Transportation Standards.....	34
2.7 Traffic Calming.....	36
2.8 Comments	38
APPENDICES VERBATIM COMMENTS	40
1 APPENDIX A: ROUND 1 VERBATIM COMMENTS	41
A.1 "Other" Selections	42
A.2 Your Ideas.....	43
A.3 GobyBike Week Comments	48
2 APPENDIX B: ROUND 2 VERBATIM COMMENTS	49
B.1 "Other" Survey Selections.....	50
B.2 "Changes" Verbatim Survey Responses.....	51
B.3 Long Form Survey Comments.....	58
B.4 Open House Boards & Activities	61



OPEN HOUSE AT COSTIN HALL, LANTZVILLE

PROJECT 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 2 Engagement and Phase 3 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.
- » In Phase 3, future network planning and Round 2 Engagement was conducted. Results from Round 2 Engagement will inform development of the Active Transportation Plan.

Feedback heard during Round 1 and Round 2 Engagement has been summarized in the following document.

**THANK YOU FOR YOUR INPUT ON
THE ACTIVE TRANSPORTATION PLAN!**



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.



PART 1

ROUND 1 PUBLIC ENGAGEMENT SUMMARY





GOBYBIKE WEEK POP-UP COMMUNITY EVENT, LANTZVILLE

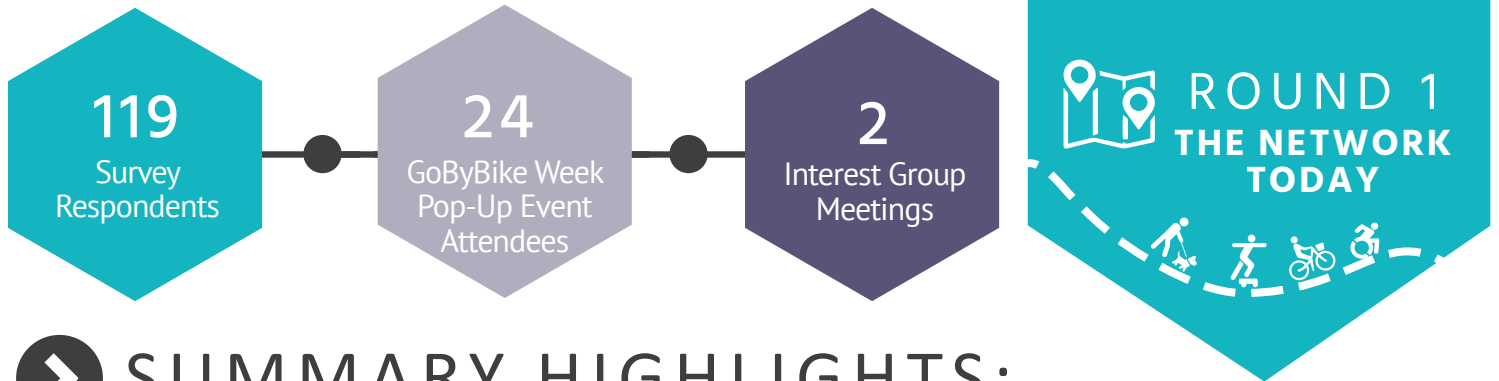
1 | ROUND 1 ENGAGEMENT OVERVIEW

1.1 PHASE 2 PROCESS OVERVIEW

In Phase 2 a needs assessment was conducted and Round 1 Engagement took place. The goal of Round 1 Engagement was to learn from the community about the network today, current challenges, and opportunities for improvement.

This section summarizes feedback gathered during Round 1 Engagement.

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

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 rail line 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.

70% of respondents think improvements are important!



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

2

Focus Group
Meetings



WARE ROAD, LANTZVILLE - CREDIT: WATT CONSULTING

2 | WHAT WE HEARD IN ROUND 1

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

Feedback heard from the GoByBike Week - Community Pop-Up Event is captured under "Your Ideas" alongside the Community Survey input.

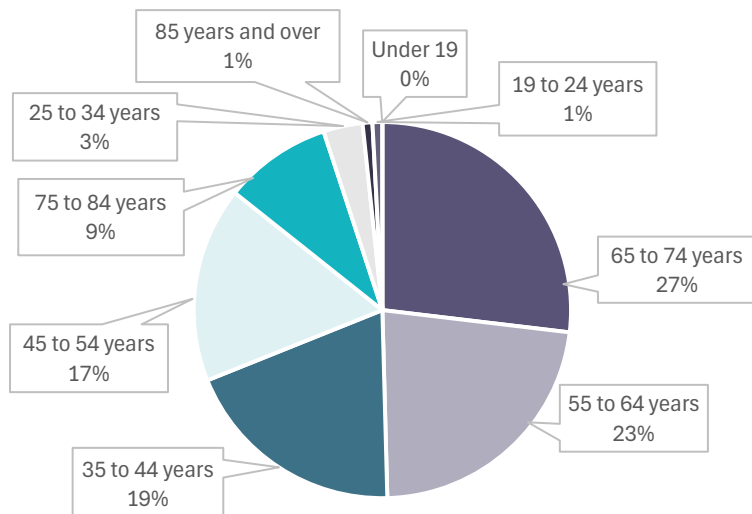
This information is summarized as follows:

- 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?

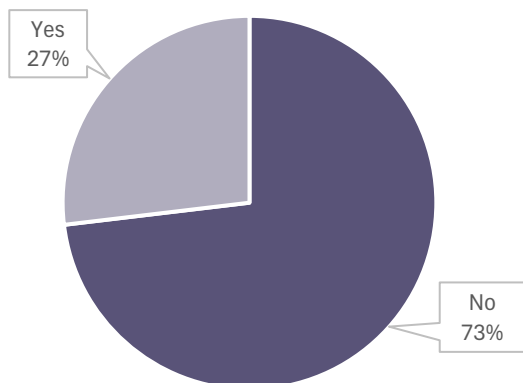


KEY FINDINGS:

- 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?

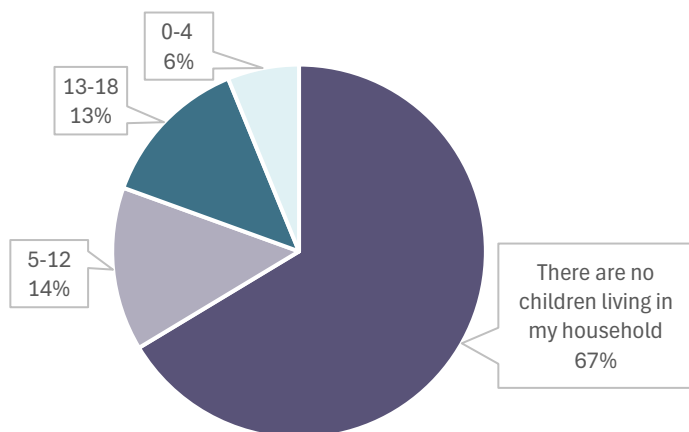


KEY FINDINGS:

- 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?

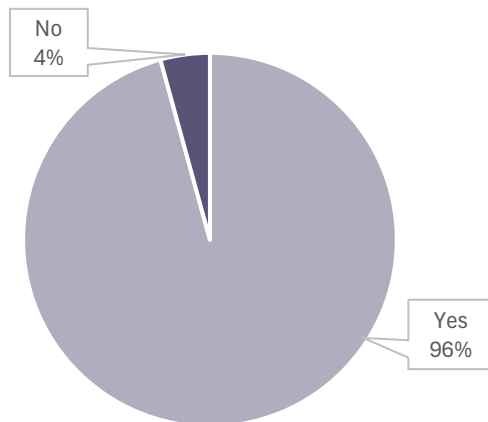


KEY FINDINGS:

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

LOCATION OF RESPONDENTS

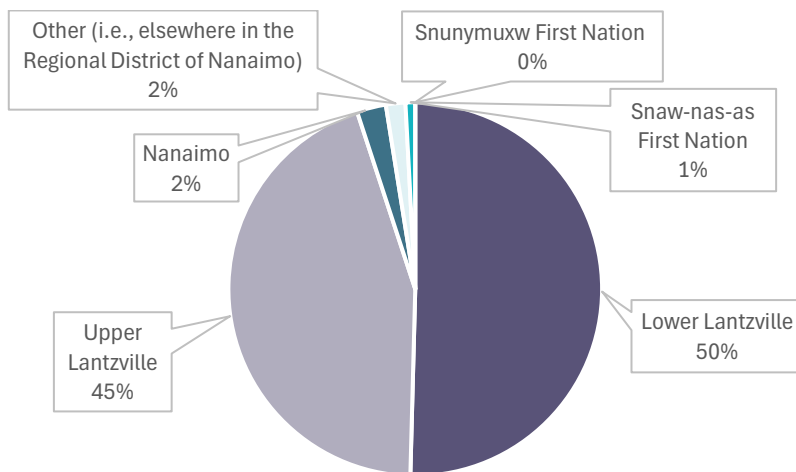
Q4. Are you a resident of Lantzville?



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?

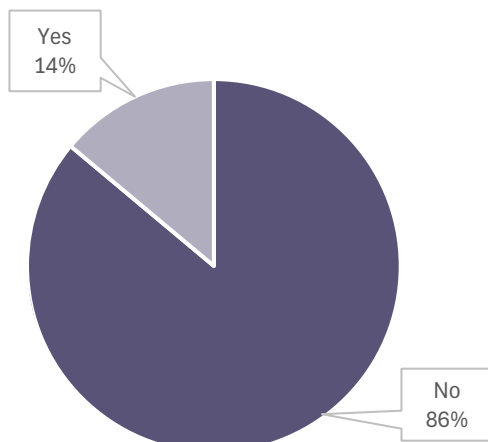


KEY FINDINGS:

- 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?



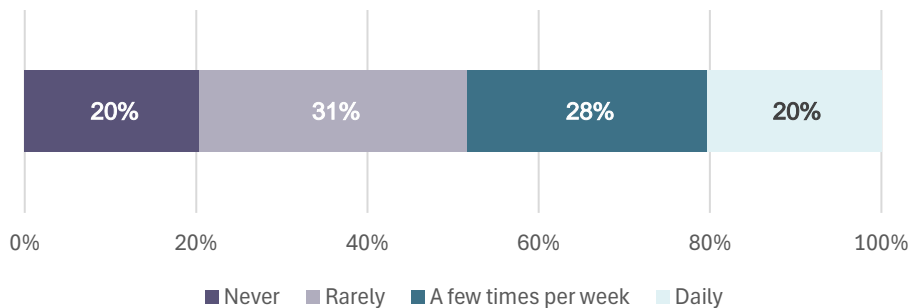
KEY FINDINGS:

- (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.



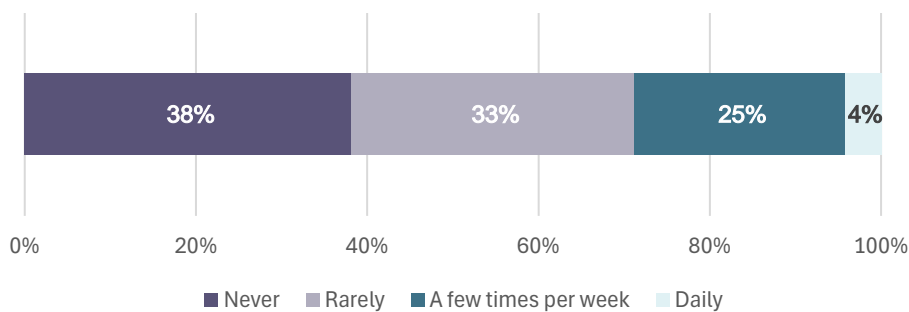
KEY FINDINGS:

- 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.

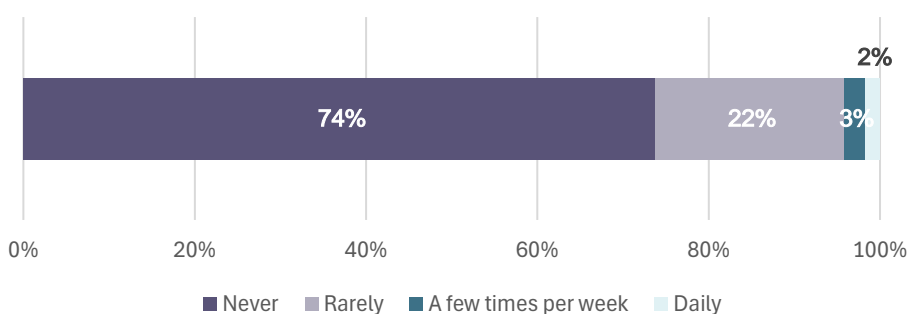


KEY FINDINGS:

- (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.



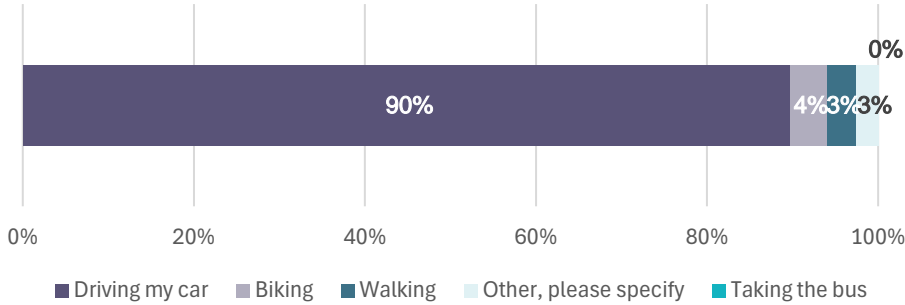
KEY FINDINGS:

- 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.

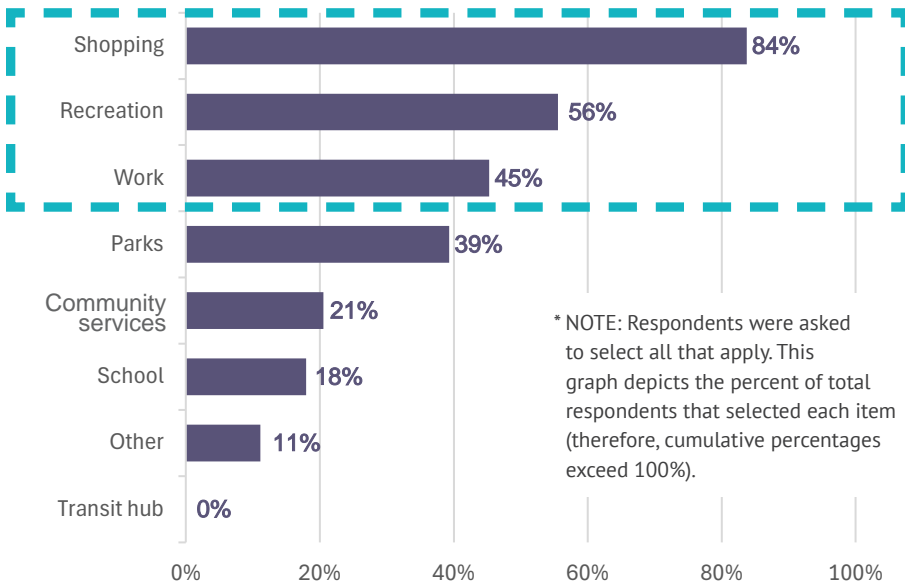
OTHER PRIMARY MODES OF TRANSPORTATION:

- 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:

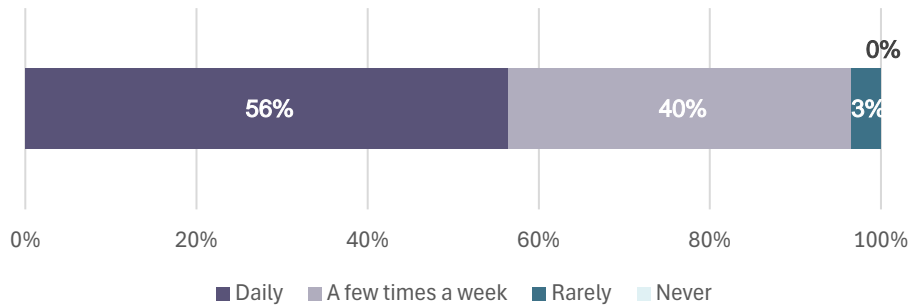
- The top 3 most frequent destinations indicated by respondents are **shopping, recreation, and work**.

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%.

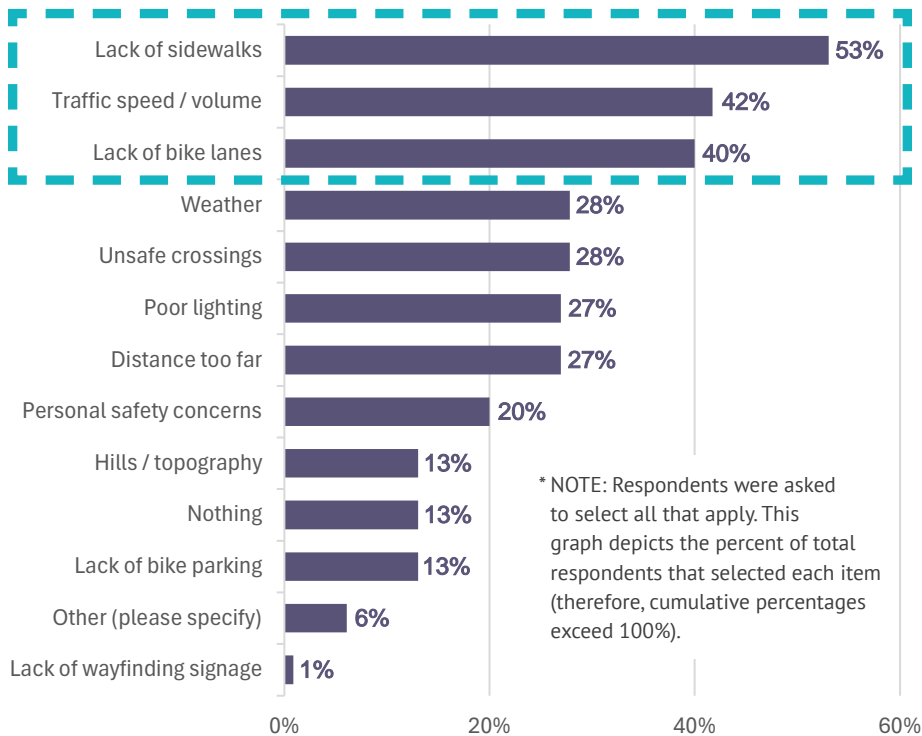


2.3 BARRIERS & SAFETY

BARRIERS TO WALKING AND CYCLING

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

TOP 3 BARRIERS



KEY FINDINGS:

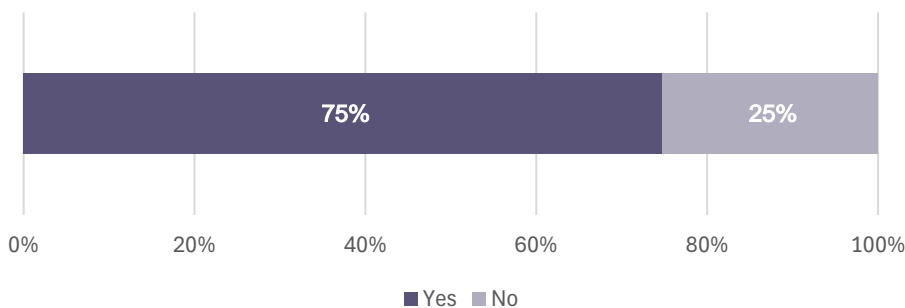
- The 3 most common barriers are **lack of sidewalks, traffic speed/volume, and lack of bike lanes.**

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:

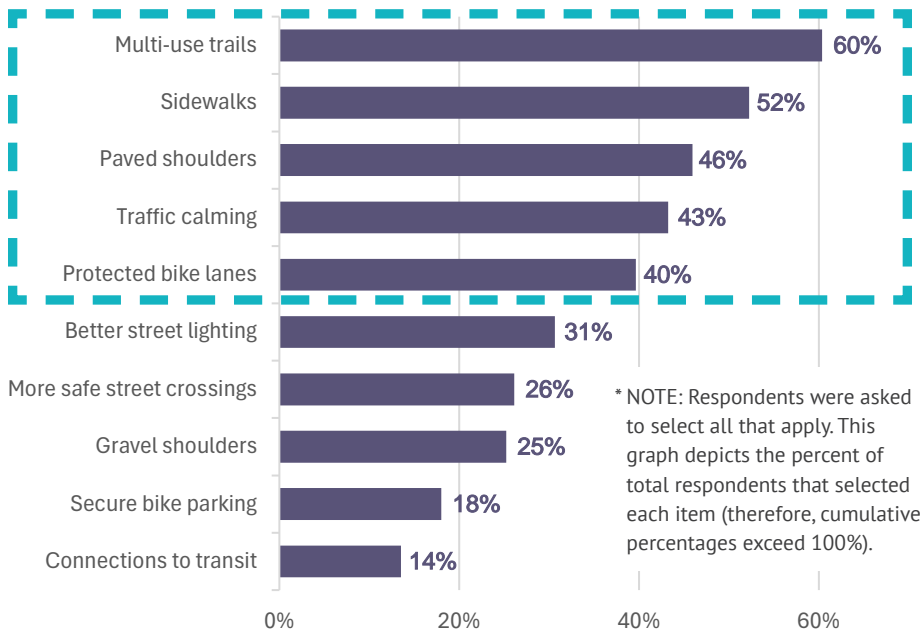
- 3/4 (75%) of respondents indicated that they would be more likely to walk or cycle to local destinations if improvements were made.

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.

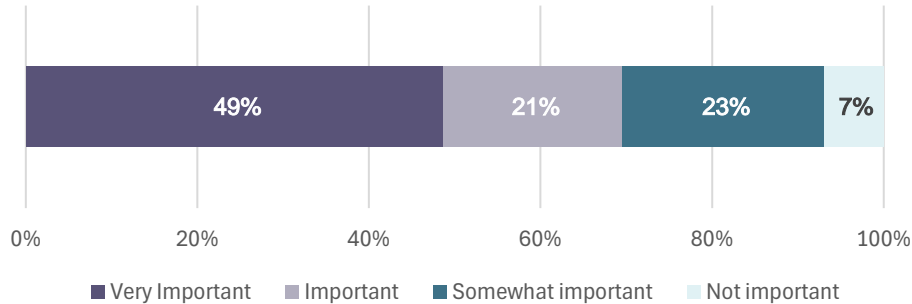


VILLAGE CORE BUS SHELTER, LANTZVILLE - CREDIT: WATT CONSULTING

2.5 PRIORITIES & PREFERENCES

IMPORTANCE OF INFRASTRUCTURE IMPROVEMENTS

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



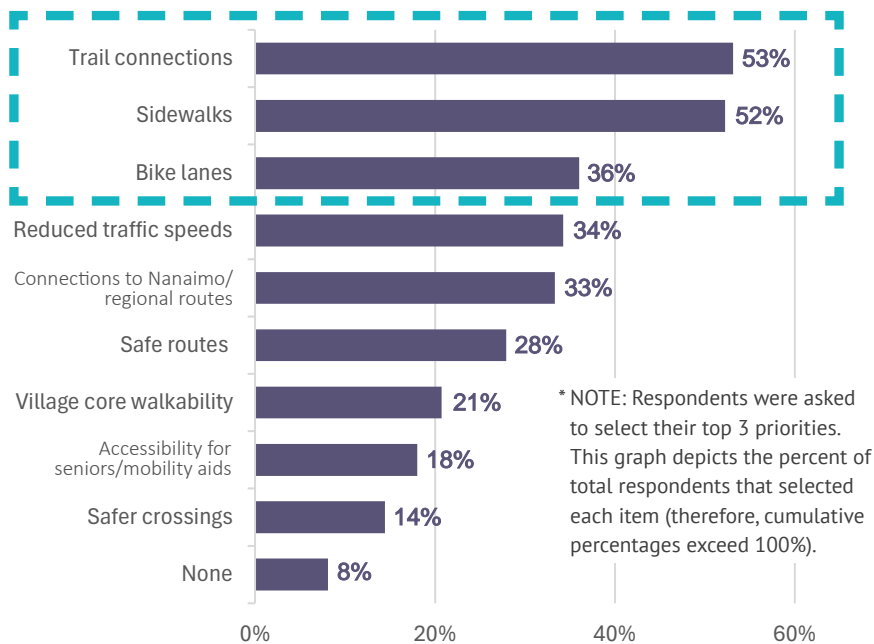
KEY FINDINGS:

- (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



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!



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.



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 and GoByBike Week Pop-Up Event.

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.



LANTZVILLE FROM THE FOOTHILLS TRAIL

PART 2

ROUND 2 PUBLIC ENGAGEMENT SUMMARY





OPEN HOUSE AT COSTIN HALL, LANTZVILLE

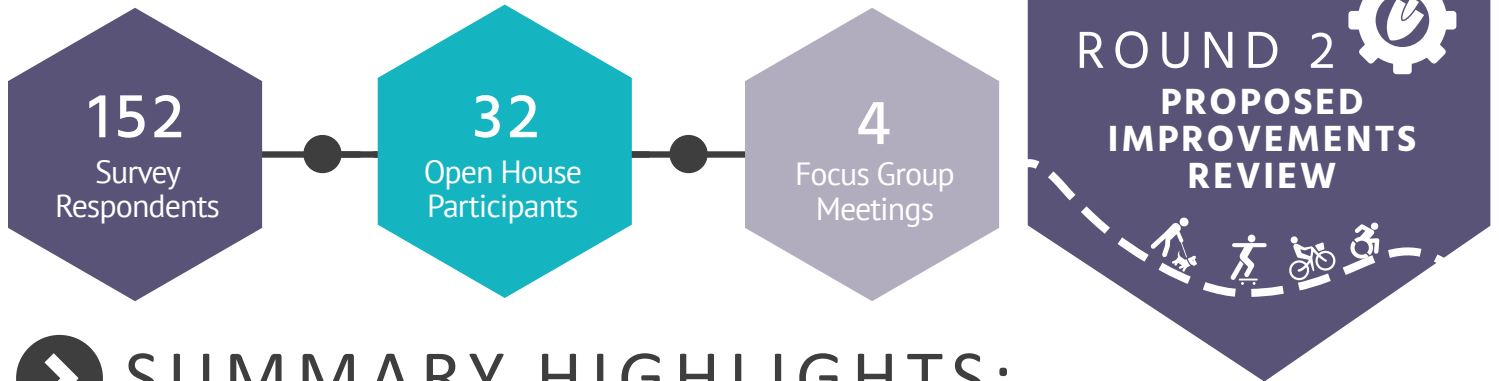
1 | ROUND 2 ENGAGEMENT OVERVIEW

1.1 PHASE 3 PROCESS OVERVIEW

In Phase 3 the project team developed materials for future network planning. Round 2 Engagement "Proposed Improvements Review" brought the proposed active transportation network to the community for review, comment, and to ask "did we get it right?".

This section summarizes feedback gathered during Round 2 Engagement.

What We Heard ...



➤ SUMMARY HIGHLIGHTS:



71% of respondents support the DRAFT VISION STATEMENT



67% of respondents support the PROPOSED NETWORK MAP

92%

of respondents think the DRAFT GUIDING STRATEGIES support a successful network



DRAFT INFRASTRUCTURE STANDARDS for the different route types received 70-80% support from respondents



PRIORITY LOCATIONS FOR IMPROVEMENTS

- » Lantzville Road
- » E&N Trail
- » Aulds Road
- » Island Highway Intersections
- » Ware Road



67% of respondents support traffic calming outside the Village Core and at key transition points in areas with higher pedestrian activity



PREFERRED TRAFFIC CALMING TOOLS

- 1 Pedestrian activated crossing (flashing lights)
- 2 Raised crosswalks / raised intersection
- 3 Visual road narrowing (using paint, posts, or landscaping)



COMMUNITY PRIORITIES

■ Traffic Calming

- » Many community members shared concerns about vehicular speed along primary routes.
- » Many community members expressed a desire to implement traffic calming in key locations.

■ Separated / Protected Facilities

- » Participants and respondents emphasized the need for separated and / or protected active transportation facilities.
- » Respondents identified primary and school routes as priority locations for protected infrastructure.

■ Connectivity

- » Participants and respondents expressed strong interest in pursuing regional connections.
- » Participants and respondents shared a desired to improve local connectivity.



To promote the open house and garner community input through the online feedback form, an announcement was posted in two of the monthly Community Updates.

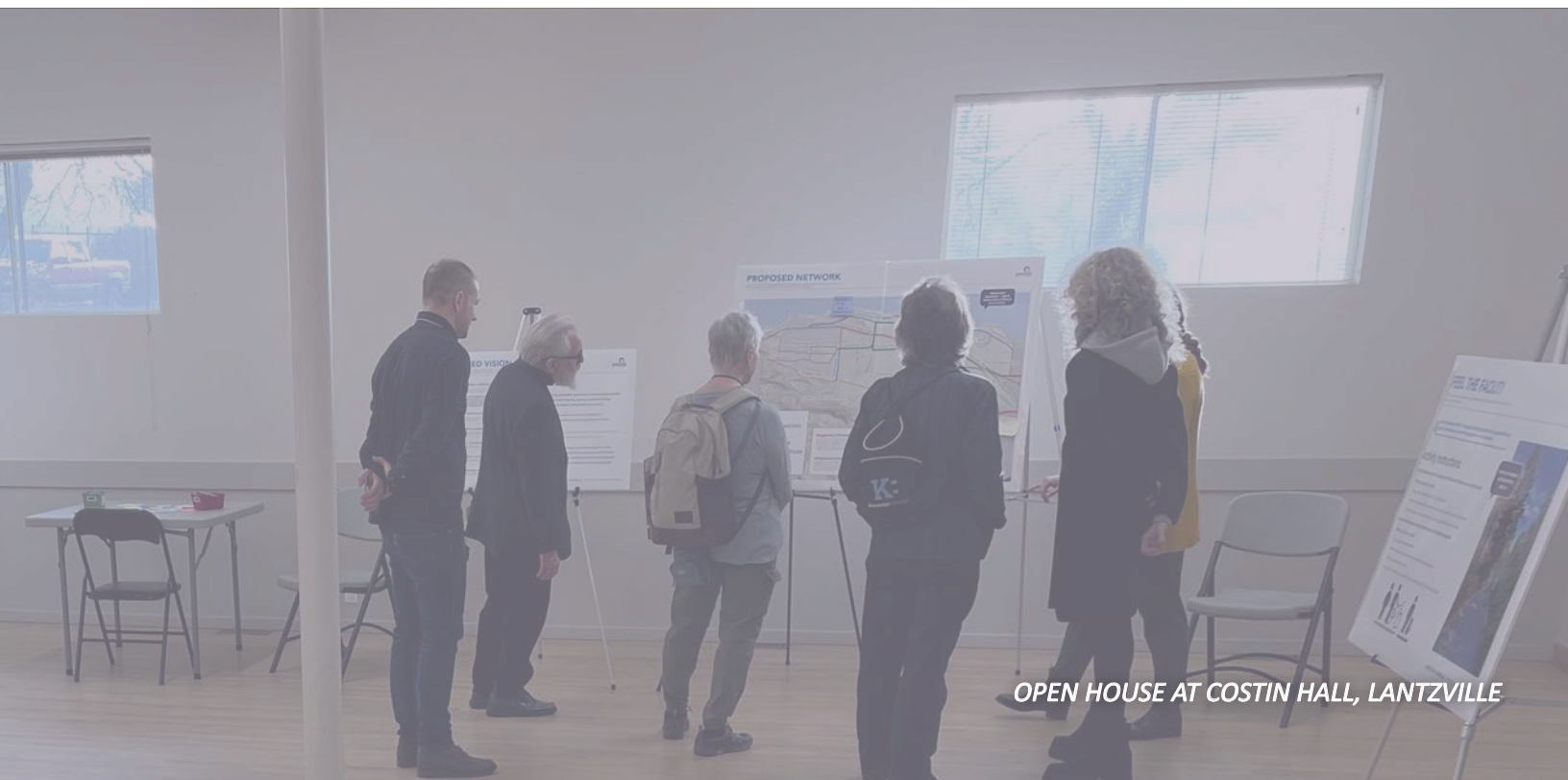
1.2 ROUND 2 OUTREACH

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

- **District of Lantzville Website Update:** Updates were made to the project page to reflect where we are in the process. The project page can be found at: www.lantzville.ca/cms.asp?wplD=1160
- **Community Update Newsletter:** A community announcement was posted in the January and February issues of the Lantzville Community Update. The February issue was only published online. The January issue was both mailed out to residents and available online.
- **Social Media Posts:** Posts were shared to the District of Lantzville's Facebook account advertising the open house event and providing a link to the online survey.
- **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 2 the District and project team engaged with interest groups and the general public. Key interest groups included Snaw-naw-as First Nation representatives, Ministry of Transportation and Transit (MoTT), City of Nanaimo (CoN), Regional District of Nanaimo (RDN), Island Corridor Foundation (ICF), Parks and Trails Select Committee, and School District 68. Feedback was collected about the proposed network and classification, facility standards, and other considerations. The public process aimed to collect feedback from a representative sample of the community.



1.4 ENGAGEMENT ACTIVITIES



Online Feedback Form

DATES February 2nd- 22nd, 2026

LOCATION Online at: www.form.simplesurvey.com/f/s/lantzvilleATP

DETAILS Online feedback form access link was provided at the community open house, on the project page, and through outreach materials. The focus of the feedback form was to gather feedback on the proposed active transportation improvements and network. An optional-entry prize draw for a \$100 grocery store giftcard was available for respondents following feedback form submission.



Community Open House

DATES February 5th, 2026

LOCATION Costin Hall
7232 Lantzville Road, Lantzville

DETAILS District of Lantzville staff and the consulting team hosted an open house at Costin Hall to gather feedback on the proposed active transportation improvements and network.



Focus Group Meeting #1 - Snaw-Naw-As First Nation

DATES January 16th, 2026

LOCATION Microsoft Teams (Virtual)

DETAILS The project team and District Staff met with representatives from Snaw-naw-as First Nation to discuss the proposed active transportation improvements and network.

PARTICIPATION HIGHLIGHTS

152

Survey Responses

32

Open House
Participants

4

Focus Group
Meetings



Focus Group Meeting #2 - External Partners (MoTT, CoN, RDN, Island Corridor Foundation)

DATES February 4th, 2026

LOCATION Microsoft Teams (Virtual)

DETAILS The project team and District Staff met with representatives from external partners to discuss the proposed active transportation improvements, network, and opportunities for future collaboration.



Focus Group Meeting #3 - Parks and Trails Select Committee

DATE February 19th, 2026

LOCATION District of Lantzville Municipal Hall, Council Chamber

DETAILS The project team and District Staff met with the Parks and Trails Select Committee to provide a project update and gather feedback on the proposed active transportation network and infrastructure improvements.



Focus Group Meeting #4 - School District 68

DATE February 24th, 2025

LOCATION Microsoft Teams (Virtual)

DETAILS The technical consulting team met with a representative from School District 68 to review the proposed network and infrastructure improvements, gather input/feedback on active school transportation planning, and to coordinate public transit with school bus stops.



OPEN HOUSE AT COSTIN HALL, LANTZVILLE

2 | WHAT WE HEARD IN ROUND 2

The following pages summarize the feedback that was received from the Online Feedback Form. Feedback heard from the Community Open House is captured in the Appendices.

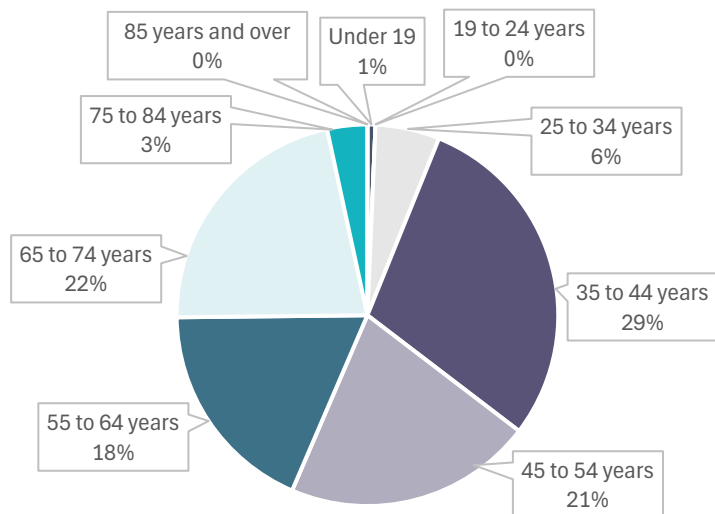
This information is summarized as follows:

- About You (Demographics)
- Proposed Vision Statement
- Guiding Strategies
- Location-Specific Concerns
- Proposed Active Transportation Network
- Proposed Active Transportation Standards
- Traffic Calming
- Comments

2.1 ABOUT YOU (DEMOGRAPHICS)

AGE OF RESPONDENTS

Q1. What age are respondents?

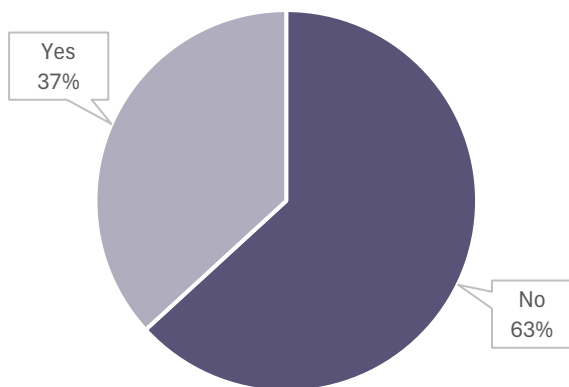


KEY FINDINGS:

- There is limited representation of the younger demographic (under 35) among survey respondents.
- Half of respondents are the ages 35 to 54 years.

YOUTH REPRESENTATION ACROSS RESPONDENTS

Q2. Do respondents have children at home?

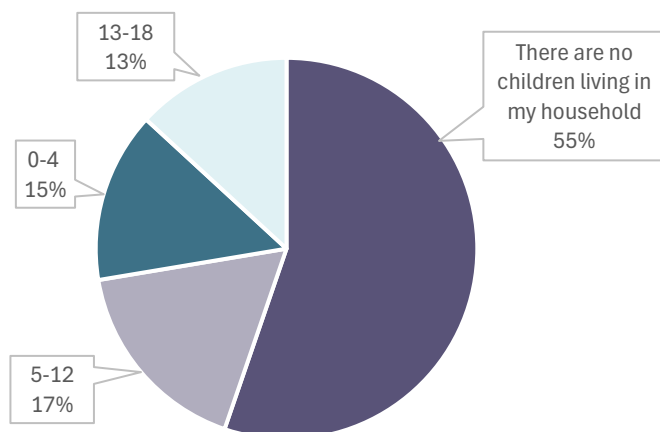


KEY FINDINGS:

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

NOTE: Feedback from School District 68 provided additional representation for school aged children and identified considerations for school bus and walking routes.

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



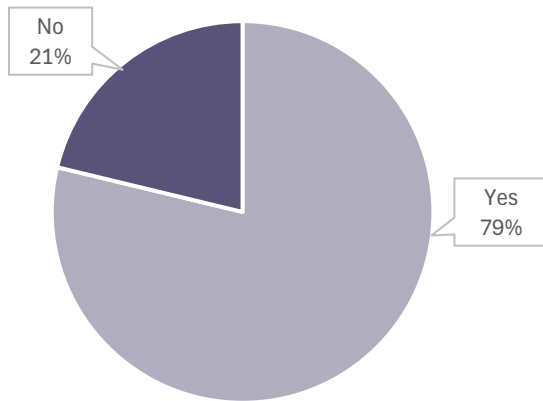
KEY FINDINGS:

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

* NOTE: Not all Q2 respondents provided an answer for Q3 resulting in different percentage outputs for "no children living at home".

LOCATION OF RESPONDENTS

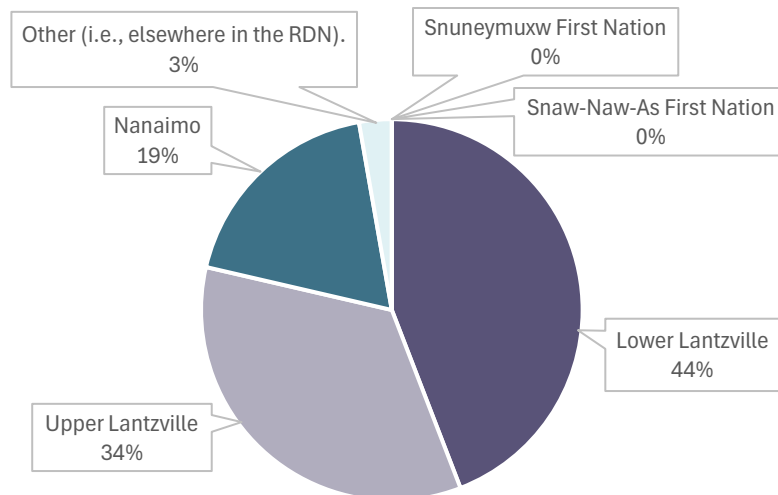
Q4. Are you a resident of Lantzville?



KEY FINDINGS:

- The majority of respondents live in the District of Lantzville (79%).
- Respondents who selected "No" indicated they live in the City of Nanaimo or the Regional District of Nanaimo.

Q5. What neighbourhood do you live in?

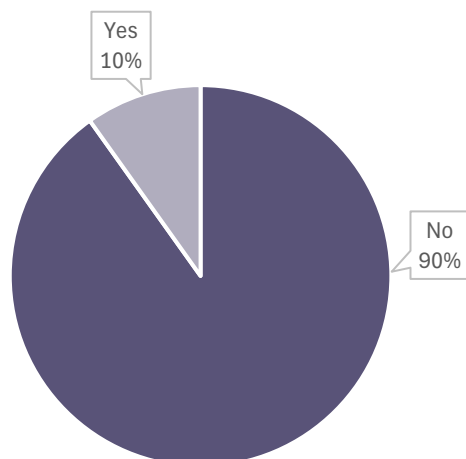


KEY FINDINGS:

- There was more representation from Lower Lantzville than Upper Lantzville.
- (19%) of respondents were from Nanaimo.
- Respondents who selected "Other" live in the Regional District of Nanaimo

MOBILITY REPRESENTATION ACROSS RESPONDENTS

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



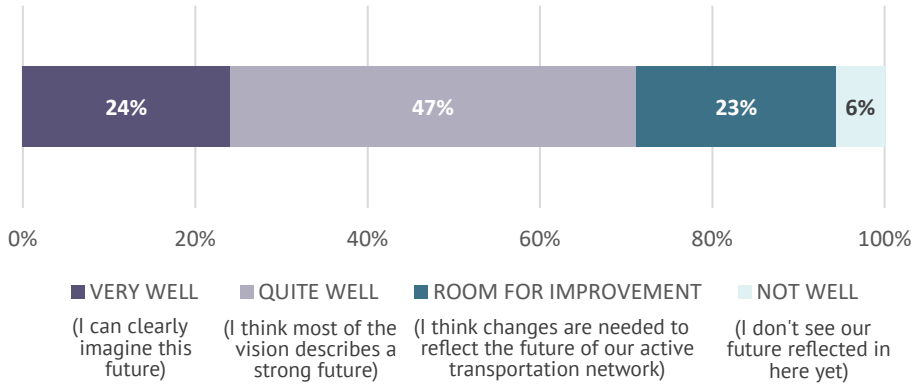
KEY FINDINGS:

- (10%) of respondents represented someone in their household with a disability or mobility limitation.

2.2 PROPOSED VISION STATEMENT

DRAFT VISION STATEMENT

Q7/8: Respondents were asked to indicate how well the draft vision statement reflects their vision for Lantzville's active transportation network.



KEY FINDINGS:

- Most respondents (71%) support most or all of the vision statement.

VISION STATEMENT REVISIONS SHARED:

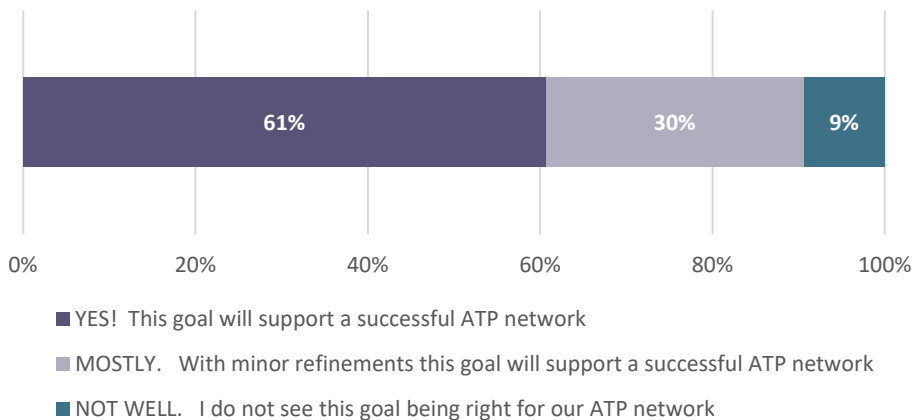
- Specific wording / language suggestions
- Identify specific improvements / actions
- Include accessibility and fiscal responsibility as priorities
- Acknowledge the semi-rural character of Lantzville
- More concise

2.3 GUIDING STRATEGIES

DRAFT GUIDING STRATEGIES

Q9/10: Respondents were asked to indicate their level of support for the 4 draft guiding strategies.

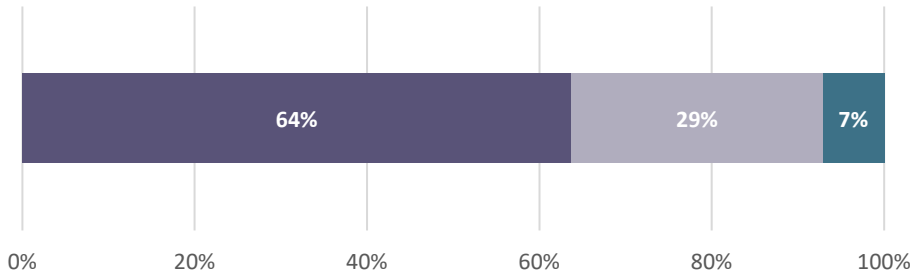
A. SAFE & COMFORTABLE CORRIDORS



KEY FINDINGS:

- Most (91%) respondents support **Guiding Strategy A: Safe & Comfortable Corridors**.

B. A CONNECTED NETWORK

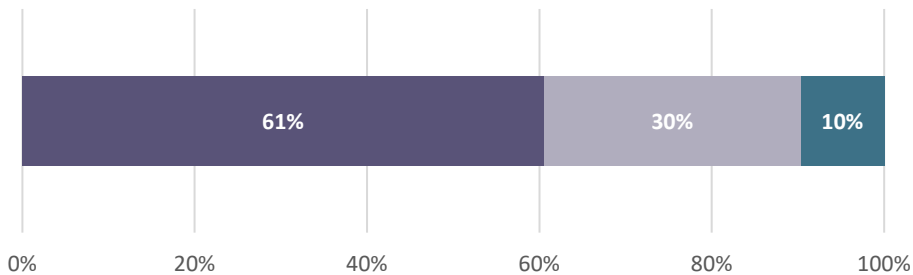


- YES! This goal will support a successful ATP network
- MOSTLY. With minor refinements this goal will support a successful ATP network
- NOT WELL. I do not see this goal being right for our ATP network

KEY FINDINGS:

- Most (93%) respondents support **Guiding Strategy B: A Connected Network**.

C. A HEALTHY & ACTIVE COMMUNITY



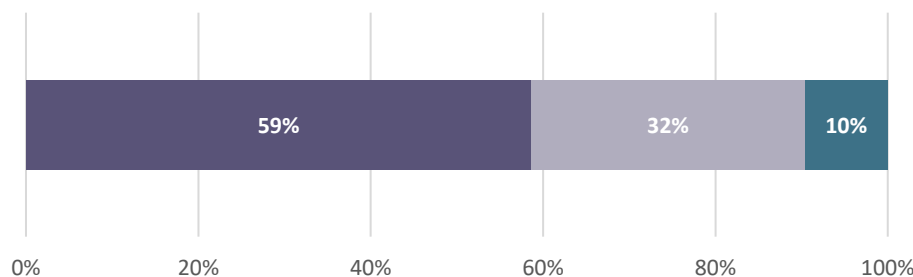
- YES! This goal will support a successful ATP network
- MOSTLY. With minor refinements this goal will support a successful ATP network
- NOT WELL. I do not see this goal being right for our ATP network

KEY FINDINGS:

- Most (91%) respondents support **Guiding Strategy C: A Healthy & Active Community**.

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

D. PRIORITIZING PARTNERSHIPS & IMPLEMENTATION



- YES! This goal will support a successful ATP network
- MOSTLY. With minor refinements this goal will support a successful ATP network
- NOT WELL. I do not see this goal being right for our ATP network

KEY FINDINGS:

- Most (91%) respondents support **Guiding Strategy D: Prioritizing Partnerships & Implementation**.

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

GUIDING STRATEGIES REVISIONS SHARED:

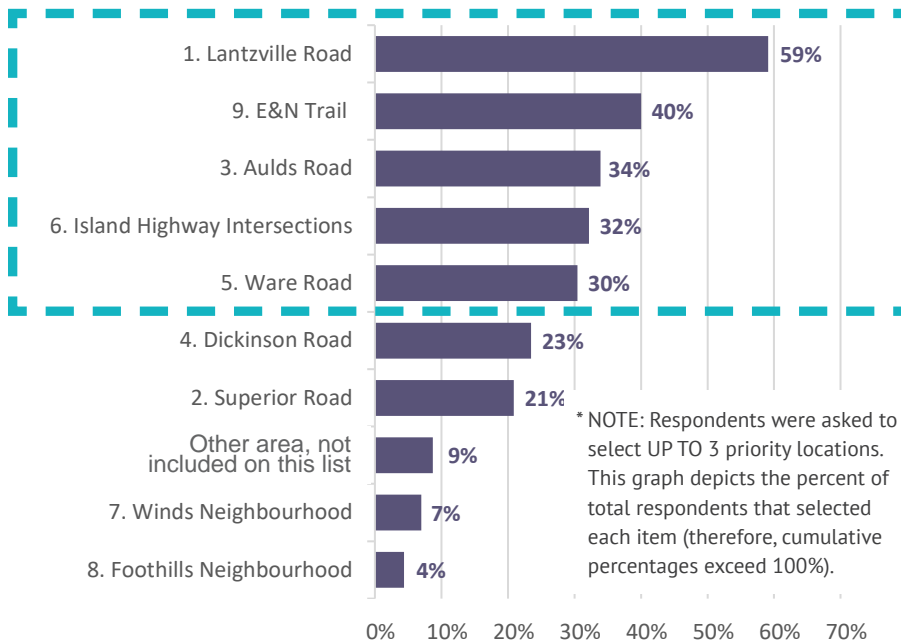
- Emphasis on safety improvements (traffic calming, reduced speeds)
- Emphasis on regional connections
- Improvement suggestions
- Questions and concerns about Active Transportation Plan improvements

2.4 LOCATION-SPECIFIC CONCERNS

PRIORITY LOCATIONS FOR IMPROVEMENTS

Q11. Respondents were asked to select UP TO 3 priority locations for active transportation improvements.

PRIORITY LOCATIONS



KEY FINDINGS:

- Priority locations for improvements as indicated by respondents are **Lantzville Road, E&N Trail, Aulds Road, Island Highway Intersections, and Ware Road.**

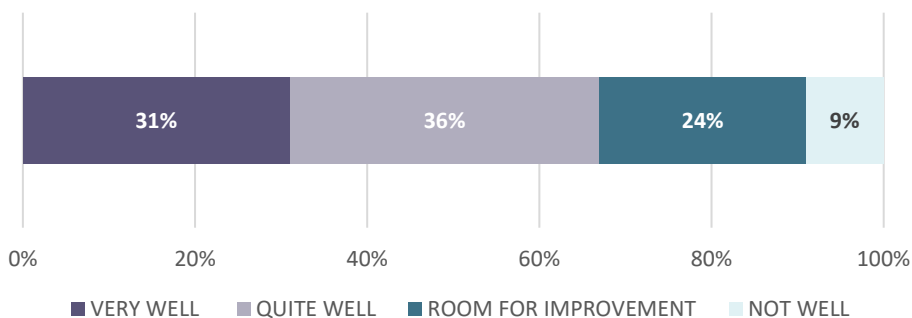
OTHER PRIORITY LOCATIONS SHARED:

- Village (Lantzville Road)
- Regional connections
- Improve connectivity between neighbourhoods
- Philip Road / Ronald Road
- Bayview Drive

2.5 PROPOSED ACTIVE TRANSPORTATION NETWORK

PROPOSED NETWORK MAP

Q12/13. Respondents were asked to indicate how well the Proposed Network Map illustrates their vision for the future active transportation network.



KEY FINDINGS:

- Most respondents (67%) support the Proposed Network Map with no or few revisions.

MAP REVISIONS SHARED:

- Street classification revisions (e.g., entire length of Lantzville Road as a Primary Route)
- Support or lack of support for specific active transportation infrastructure, facilities, and interventions
- Desire of regional connections

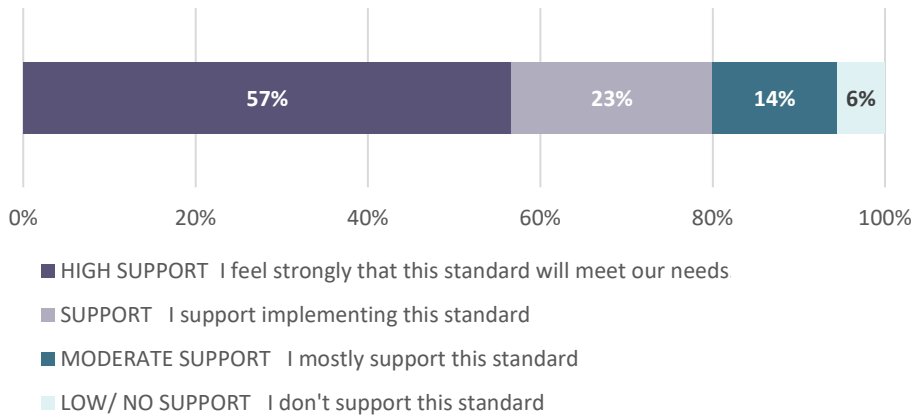
2.6 PROPOSED ACTIVE TRANSPORTATION STANDARDS

PROPOSED ACTIVE TRANSPORTATION INFRASTRUCTURE STANDARDS

Q14/15. Respondents were asked to indicate their level of support for the 4 classifications of the Proposed Active Transportation Infrastructure Standards.

1. REGIONAL CONNECTIONS / PRIMARY ROUTES:

Dedicated walking (1.5-1.8m) and cycling (1.5 - 1.8m) path OR separated 3m wide multi-use path.

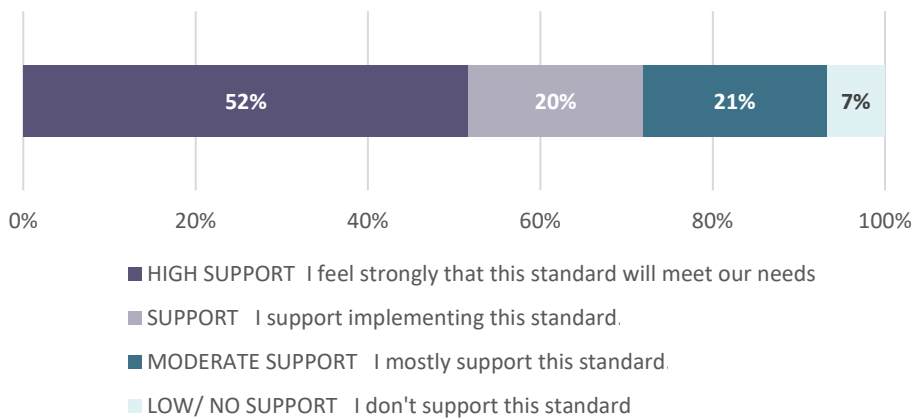


KEY FINDINGS:

- Most respondents (80%) support that the "**Regional Connections / Primary Routes**" infrastructure standard will meet the community's needs.

2. SECONDARY ROUTES:

1.5 - 2m paved shoulder (multi-use) physically separated by 0.6m (preferably on both sides).



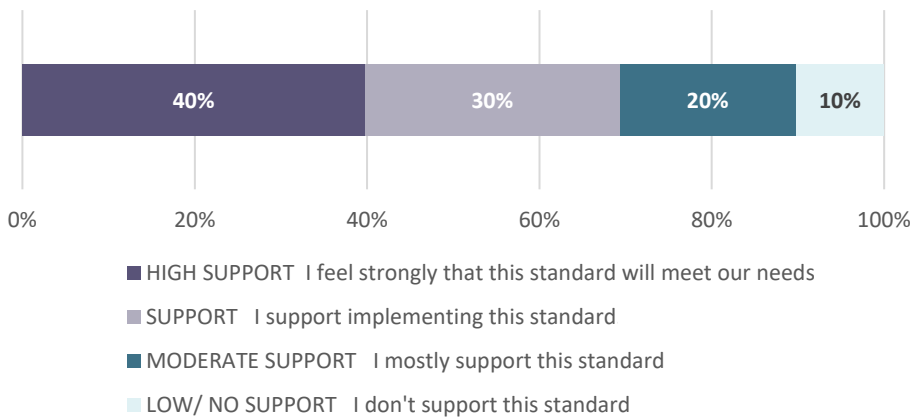
KEY FINDINGS:

- Most respondents (72%) felt strongly that the "**Secondary Routes**" infrastructure standard will meet the community's needs.

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

3. NEIGHBOURHOOD ROUTES:

1.5m walking shoulder (multi-use) delineated with a painted line (on one side at minimum) .

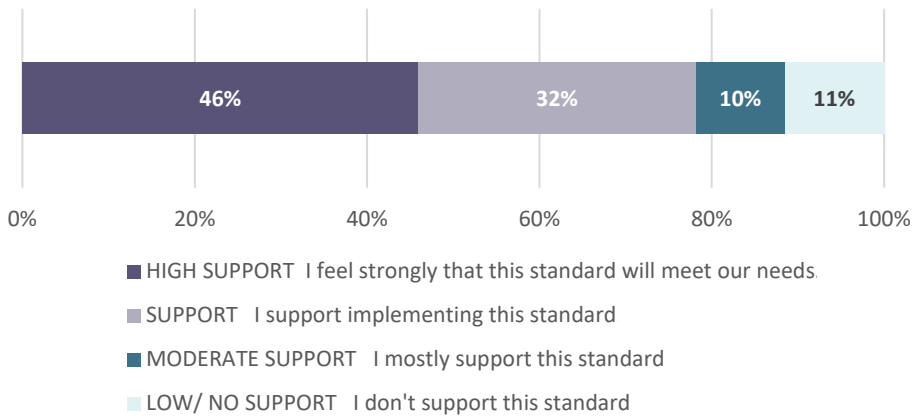


KEY FINDINGS:

- (70%) of respondents shared their support for the "Neighbourhood Routes" infrastructure standard.

4. TRAILS:

2.4m wide multi-use trail with crushed aggregate or stabilized soil. .



KEY FINDINGS:

- (78%) of respondents shared their support for the "Trails" infrastructure standard.

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

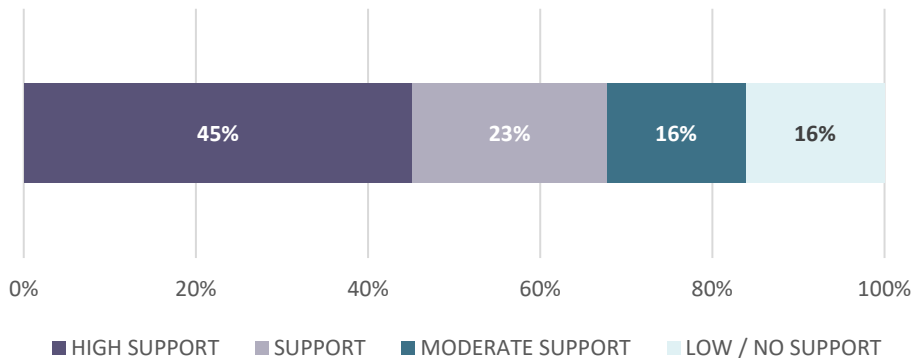
INFRASTRUCTURE STANDARDS FEEDBACK SHARED:

- Preferences for infrastructure and traffic calming interventions
- Support for physical separation from the road
- Support for separated pedestrian and cycling facilities
- Preference for multi-use paths over separated facilities
- Paving preferred over aggregate (consideration for bikes, accessibility, and maintenance)

2.7 TRAFFIC CALMING

TRAFFIC CALMING BEYOND THE VILLAGE

Q16. Respondents were asked their level of support for traffic calming implementation beyond the Village Core.



KEY FINDINGS:

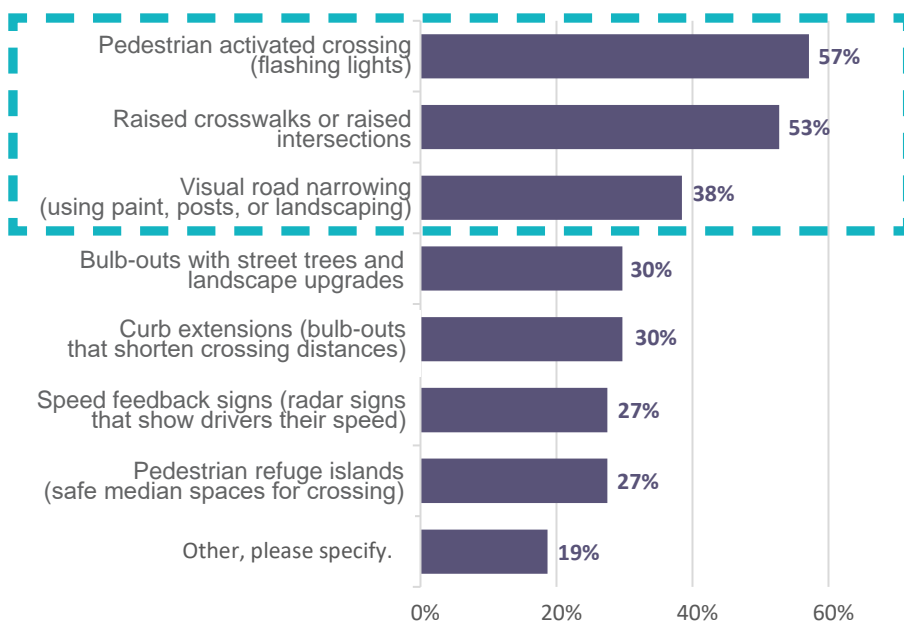
- (68%) of respondents support traffic calming implementation beyond the Village Core.

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

TRAFFIC CALMING TOOLS

Q17. Respondents were asked to indicate their preferred traffic calming tools.

TOP PREFERRED TRAFFIC CALMING TOOLS



* NOTE: Respondents were asked to select all that apply. This graph depicts the percent of total respondents that selected each item (therefore, cumulative percentages exceed 100%).

KEY FINDINGS:

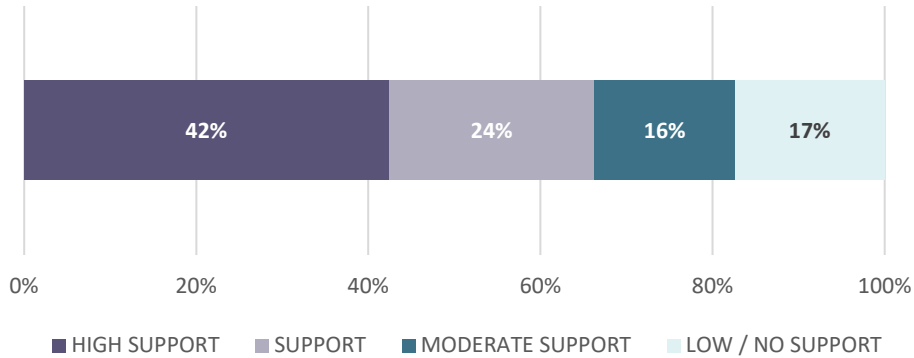
- The top traffic calming tools as indicated by respondents are **pedestrian activated crossing, raised crosswalks or raised intersections, and visual road narrowing.**

OTHER TRAFFIC CALMING TOOLS SHARED:

- Speed enforcement
- Speed intervention (e.g., reduce speed limits, raised crosswalks, speedbumps)
- Other active transportation facility types (e.g., modal filtering, roundabouts)
- Concern for cyclist safety at bulb-outs
- Do not support traffic calming implementation
- Concern for vehicle impediments

TRAFFIC CALMING AT KEY TRANSITION POINTS

Q18. Respondents were asked to indicate their level of support for implementing traffic calming at transition points leading into the Village Core and other areas with higher pedestrian activity.



KEY FINDINGS:

- Most respondents (66%) indicated support for traffic calming implementation at transition points to leading into areas with high pedestrian activity (e.g., Village Core).

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



STREET CONDITION, LANTZVILLE - CREDIT: WATT CONSULTING

2.8 COMMENTS

The themes below capture feedback from the **Community Survey Q19 "Comments"**.



Traffic Calming

- Many respondents expressed that traffic calming is a priority in Lantzville.
- Respondents shared their preferences for specific traffic calming interventions (tools).
- Some respondents expressed concerns for cyclist safety with some traffic calming interventions.
- A few respondents did not support implementation of traffic calming.



Please add traffic calming all along Lantzville road to deter it from being used as a highway. There are so many aggressive drivers and the speed limit is never enforced. the speed and recklessness of drivers on the far ends of Lantzville road is a huge concern.



Connectivity

- Respondents expressed interest in a regional trail connection from Nanaimo to Nanoose and beyond.
- Some respondents emphasized the importance of improving connectivity in Lantzville (including access to public transit).



I think building functional active transport networks is key for encouraging the decentralization of cars and getting more people using alternative modes of transport and lessening deadly car vs pedestrian/cyclist interactions.



Infrastructure Considerations

- Some respondents expressed the importance of separating active transportation infrastructure from the road.
- Some respondents shared a desire for more street lighting.



Lantzville will likely never have a big amount of foot or cycle traffic, however vehicles treat our roads like a secondary highway. So I think that separation and ped/cycle safety are the main concern, while the width of pathways can be secondary.



Priority Locations

- Many respondents commented on the need for traffic calming or infrastructure improvements in specific locations including, **Lantzville Road, Dickinson Road, Aulds Road, Superior Road, Northwind Drive, and Ware Road.**



Accessible walkway is needed on Dickinson and Ware. Both roads are dangerous. Both roads are school routes. Ware has been ignored.





VILLAGE CORE BUS SHELTER, LANTZVILLE - CREDIT: WATT CONSULTING

APPENDICES

VERBATIM COMMENTS



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



SUPERIOR ROAD, LANTZVILLE - CREDIT: WATT CONSULTING

APPENDIX A: ROUND 1 VERBATIM COMMENTS

The following pages list the verbatim comment responses for:

- A.1 "Other" Survey Selections
- A.2 Your Ideas
- A.3 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: ROUND 1 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: ROUND 1 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.

APPENDIX A: ROUND 1 VERBATIM COMMENTS

- ▶ 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.

APPENDIX A: ROUND 1 VERBATIM COMMENTS

- ▶ 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.

APPENDIX A: ROUND 1 VERBATIM COMMENTS

- ▶ 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)

APPENDIX A: ROUND 1 VERBATIM COMMENTS

- ▶ 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?

APPENDIX A: ROUND 1 VERBATIM COMMENTS

A.3 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.

PROPOSED CROSS SECTIONS

The different upgrades proposed can also be visualized through a series of cross sections. These show how much space will be dedicated for each use for the classifications of route types.

Regional / Primary

Dedicated, physically separated 3m wide multi-use path with a paved surface (1.8m) and cycling (1.8m) path.



Secondary

Dedicated, physically separated 2m wide multi-use path.



Neighbourhood Route

Dedicated 1.5m wide multi-use path with a painted line.



Trail

2.4m wide multi-use trail with crushed aggregate or stabilized soil.



Handwritten notes on the board include:

- SECONDARY TRAIL LAYOUTS SUITABLE FOR THROUGH ROUTES
- part of + single lane of gravel (mixed material)
- Semi-rural design (less pavement over ground)
- more row - more affordable let's pace intensive (large parcels)
- Consideration for scooters
- Education on pavement / curbs to show safe parking lot
- TRAIL (2m) MEASUREMENT MAY BE SUFFICIENT FOR PRIMARY
- PAVED SIDEWAYS MAKE STATE PLANS MAKE PAVES
- PRIVATIZE WIDE-SHOULDER 1-GOOD VS LESS 2-BEET
- gravel trail on buffer
- NICE TO HAVE SEPARATION WHERE FEASIBLE
- Use the secondary cross section + shared MUP
- GRAVEL ONLY IN OUTER EDGES
- PROTECTED FACILITIES IF SO ROAD ELEVATION
- Stormwater drainage needs to be considered
- Widen curbs for road
- No curbs they reduce pull over space
- Yes Curbs - Provides separate 1.8m width for pedestrians
- Not a fan of stacking curbs from environmental standpoint
- The full length of L2 road needs a physical barrier to feel safe
- Gravel cheaper more maintainable
- Lower curbs add ditch for drainage
- UNTYPED GOLF TO LIMIT E-BIKE SPEEDS
- DOGS ON LEASH
- Love trails!!

OPEN HOUSE AT COSTIN HALL, LANTZVILLE

APPENDIX B: ROUND 2 VERBATIM COMMENTS

The following pages list the verbatim comment responses for:

- B.1 "Other" Survey Selections
- B.2 "Changes" Verbatim Survey Responses
- B.3 Long Form Survey Comments
- B.4 Open House Boards & Activities

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

Thank you for your understanding.

APPENDIX B: ROUND 2 VERBATIM COMMENTS

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

Q11: Please specify the other area in Lantzville that should be prioritized.

- ▶ Where is the railway? The E&N trail would play a huge role as the link to a stn
- ▶ You want to increase population and you removed all the parking.
- ▶ Improved connectivity b/w wind, superior and Village Core ie pedestrian infras
- ▶ Phillip Road- unsafe and high speeds
- ▶ The downtown is bad for cyclists. Should be like Metral drive
- ▶ Philip Rd, Ronald Rd, Aulds Rd, Upper and Lower Ware Rd needs a sidewalk.
- ▶ A safe trail from Lantzville Shell station to Northwest Bay Road
- ▶ Bayview Park Drive & Southwind/Lorenzen
- ▶ Cycling trail connector to Nanoose gas station
- ▶ Island highway Lantzville though Nanoose above and beyond just intersections.

Q17: What other traffic calming tool would you most like to see implemented?

- ▶ Modal filtering (structures that permit cyclists & pedestrians, but not cars)
- ▶ Speeding tickets, above are ineffective, unsafe for pedestrians
- ▶ 30 kmh speed limit on all secondary routes
- ▶ Aulds rd needs speed bumps around our dangerous corners.
- ▶ Speed bump
- ▶ Reduce speed limit to 30 km on all roads except the primary ones
- ▶ ZERO speed "BUMPS"- only raised crossings / intersections like the Netherlands.
- ▶ If there are safe pedestrian walking paths we don't need further needs for traffic
- ▶ No more raised sidewalks along Lantzville rd!
- ▶ None .. it's too slow as is. Teach people how to drive respectfully not slower
- ▶ Spend tax dollars more on infrastructure
- ▶ Rescue speeds on side roads (e.g. winds should all be 30 with signage(
- ▶ Roundabouts
- ▶ RCMP enforcement of the motor vehicle act? Don't impede large vehicles.
- ▶ Active transportation is great but SHOULD NOT punish vehicular traffic.
- ▶ Physical infrastructure creates pinch points and decreases safety
- ▶ Bulb outs, while good for walkers, can be dangerous for cyclists

APPENDIX B: ROUND 2 VERBATIM COMMENTS

B.2 "CHANGES" VERBATIM SURVEY RESPONSES (from questions within the Online Survey)

Q8: Do you have wording changes to refine the draft vision statement?

- ▶ Improvements to what? Cycling network, pedestrian infrastructure, accessibility, walkability, non-motor vehicle user safety? Specify/listing what the improvements would be in the final sentence would help clarify the goals and make the intention of the goals clear to both the council and the public.
- ▶ Where is affordability, residents of Lantzville sharing resources (cyclists and pedestrians sharing multipurpose trail)
- ▶ It could be more specific about what some of the examples of sustainable and accessible travel is, as well as some of the improvements hoped for.
- ▶ ...with connection to transit and rail services for car-free inter-city travel.
- ▶ Remove statement: strengthen the local economy. In my opinion an ATP alone will not attract business nor development.
- ▶ It does not make it clear that the future will include many forms of transport, and that many rely on a variety of transport means.
- ▶ The survey and the draft do not seem tailored to our community. Options for types of Active Transportation are those that would be suited to large communities and cities and not for a semi-rural community looking for sustainable
- ▶ It seems to be too lofty and unclear about the intention. What is exactly the goal-to improve mobility for residence? I am certainly in favour of being environmentally responsible, but is this the prime focus of this Vision statement? Should environmentalism overshadow accessibility for ALL or what will improve accessibility for businesses in the core? This statement appears to want "to do" too much. I would like to see it sharpened, and targeted.
- ▶ The accessibility for all needs to be transferred to also the planning section .As per the disabled parking in front of the legion which you can not get a wheelchair out of a van on 2 cement squares.I feel the downtown lacks the basic disability allowances for wheelchairs and walkers.
- ▶ It sounds nice. But I would have to be more familiar with the actual actions to ensure this was going to be the true story
- ▶ Delete everything but the first sentence to make a more realistic and achievable goal
- ▶ Make shorter, reader loses interest half way through
- ▶ Imagined action outcomes are needed in the statement. Meaning, say explicitly what the vision and collaboration will lead to. For example, footpath connectivity throughout Lantzville, improved footpath connectivity within Lantzville, bike path connectivity? Etc. ie what are the proposed deliverables resulting from this vision and collaboration?
- ▶ It should talk about integration with neighboring communities and island wide transport links
- ▶ Commitment to protection of rural character, recognize different needs and values in different areas of Lantzville, commitment to fiscal responsibility

APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ Lantzville's Active Transportation Network envisions a safe, connected, and inclusive system that supports healthy, sustainable, and accessible travel for all. Through collaboration, environmental stewardship, and careful consideration of feasibility and cost, the Network will deliver practical, phased improvements that enhance community well-being, strengthen the local economy, and are achievable within the District's resources.
- ▶ "While accommodating the increased vehicle traffic expected for our growing community".
- ▶ Lose all the buzz words (If the system is "for all" by definition it would already be inclusive and accessible.) Lantzville's Active Transportation Network is committed to building a system of alternative and recreational routes that supports healthy, active travel for all. While considering community, environmental and financial considerations, the Network will enhance the community by offering safe, scenic and efficient travel improvements across the District.
- ▶ Boring. Just a bunch of cliché words.
- ▶ This is corporate-speak: "collaboration" "strategic investment" blah blah blech ... the words mean nothing and feel AI generated. TELL US what you are going to do, speak at a community level. This is for the people of Lantzville, not a Board of Directors; so talk to US. While I haven't provided specific wording, I hope you understand what I am saying and feel inclined to consider revising the current statement. This is all coming from a place of 100% support for what you are doing!
- ▶ For Lantzville to be a vibrant, inclusive village with mobility opportunities for all diverse needs
- ▶ What is going to be connected? Travel to where, what modes?
- ▶ I would like to see the word "complete" or "comprehensive" added in the sense that I find the various active transportation networks are often not properly connected.
- ▶ Other than the title, the statement doesn't actually mention active transportation. Perhaps it should be clearer and state what constitutes active transportation?

Q10: Do you have any specific ideas for revision to the draft guiding strategies?

- ▶ Sometimes the input from the community will ask for sacrifices made to the safety and connectivity of the network (which are critically important) during the consultation process if they have the perception of driver inconvenience. If you look to infrastructure changes in almost every community where they reduce space for cars, it has initial unpopularity, but becomes quite popular with time.
- ▶ Building a sidewalk/trail etc will may not get residents who might benefit out onto sidewalks/trails to become healthy and active
- ▶ I suppose I'm not clear on what makes the network connected and continuous. Maybe there are some areas where it makes sense to have pathways without them needing to be connected to others?
- ▶ Explicit ways to reduce dependence on cars would be helpful. Eg with rail service restored, Lantzville residents could travel (south at least) to shop, attend higher education and recreation facilities, get to YCD etc.
- ▶ If the Ware road vacant site and the vacant properties along Lantzville road towards Nanaimo were developed, perhaps the bus should use Lantzville road, not Dickinson. That does seem to have been considered.
- ▶ Publicly visible corridors and well lit. A healthy active community includes a public field for all field sports. Destination to?
- ▶ It needs to be all areas of Lantzville. Honestly feel lower Lantzville gets more than Ware to Foothills. We live in the Winds with very few improvements

APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ I would like to see motorized off-road vehicles included as well. E-bikes, ATV's and Side-bySides could be allowed on certain designated trails to encourage more access to the outdoors.
- ▶ We recommend the installation of additional crosswalks on Lantzville Road. Furthermore, the establishment of proper sidewalks would be beneficial, as the current painted line does not effectively prevent vehicles from encroaching upon pedestrian space. As a daily pedestrian on Lantzville Road, often accompanied by my grandchildren, I can attest to the occasional apprehension experienced due to close proximity with vehicular traffic.
- ▶ Prioritizing partnerships reads like passing the buck. The municipality shouldn't shirk its responsibility to deliver on the other goals.
- ▶ Please do not narrow the roads for cars like Nanaimo has been doing as this makes it less safe for everyone.
- ▶ Give us residents all the relevant information so we can make informed decisions. We need to know the impacts to Lantzville for the options we are being asked to weigh in on. Impacts including costs and effect on other needs: ex: curbs along roads remove on-street parking and ability to pull off the road, filling in ditches for sidewalks likely comes at huge cost with negative impact on storm water management...
- ▶ As much as I believe it is important for the district to engage in community consultation, i think it it pertinent at this time to refer to professionals. City planners, who do not have a stake per se in the community, who do not have motivations or egos that amplify their voices, and sway their intentions. Especially is this is a multi-phased process, we cannot have municipal government intervening, shifting course, and making their priorities the focus.
- ▶ Make the engineers and any of the people designing the area use the assessment code.This is for measurements of how wide spaces have to be for parking a vehicle and getting a wheelchair out .For both side ramps and back door ramps .
- ▶ Nowhere does it talk about encouraging eco if development as part of the strategy so those in lantzville don,t have to commute outside the community to wor.
- ▶ Reducing speed limits is ridiculous! Very little traffic in lantzville compared to other communities. Drive respectfully, not like a turtle!
- ▶ For connectivity/ transportation, efficiency should be a goal. Human powered transport requires routes that are efficient routes between two places, as this saves energy. Meaning, a cyclist will often choose to travel be road if the beautiful, comfortable bike path is via an inefficient route (requiring substantially more effort to travel)
- ▶ Work with neighboring communities to build shared services like use Nanaimos vendor for bikes so I don't need to swap at the municipal border s
- ▶ Is there a drawing of the proposed of the proposed improvements? I didn't know about the open house and I do have ideas and input. I walk in both upper and lower Lantzville almost daily and yes we absolutely need some sidewalks- particularly on Aulds between the end of the Foothills sidewalk and village sidewalk along Ware in upper Lantzville. That section of road has no shoulder and is terrifying in the dark! Also, an overpass is unnecessary in my opinion. I use the lights at Superior and at Aul
- ▶ I think safe and comfortable is different for everyone and that needs to be balanced with broader considerations such as traffic flow, cost, and neighborhood character.
- ▶ A) safe corridors. Walking the section between [Aulds] and the sidewalk on Aulds can be terrifying, especially in the dark. There isn't a shoulder to walk on and it is very unsafe. I walk it in the early morning and it makes me nervous every time. Please look into this section first.

APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ Would love to see walking/cycling and non motorized transportation to be a priority consideration when all new road is build or redone.
- ▶ Look at affordable planning for semi rural communities
- ▶ Abort the plan to choke off vehicle traffic in the town centre.
- ▶ It's not the districts job to encourage/convince people to be healthy. Build well thought out routes that are effective, and they will get used. Remove equitable from this goal. It is not realistic to have every user do so with the same experience.
- ▶ Get the mayor to stop trying to cut transit in the district.
- ▶ Number 1 goal is a connected network. No bike lanes to nowhere. Use DCC's to build out proper corridors.
- ▶ Fix the roads, sidewalks are definitely needed and slow the traffic speed to 30 klms on all roads in Lantzville.
- ▶ Dickinson Rd is dangerous for pedestrians, especially in the Bloods Creek area would love to see a 40 km speed limit like they have along Departure Bay
- ▶ This is Lantzville. I love where I live, and I know that the minute the community is engaged the plan goes to shit. Partner with organizations and businesses who are invested in moving our community forward; and inform us citizens of all the great things you are doing so we can say thank you.
- ▶ Priority should be given to a safe linear corridor for active (Human powered) transportation from Lantzville to Nanoose.
- ▶ Once again better definition of linked.
- ▶ Prioritize rail trail
- ▶ A safe corridor for active travel from lantzville to Nanoose is critical. Forcing walkers and cyclists to use the highway is patently unsafe.

Q13: Are there changes your would like to see made to the map?

- ▶ The primary route should extend all the way from east to west (going around Snaw-naw-as land or through with permission).
- ▶ Proposals support leisurely travel. not the fastest/shortest pedestrian routes between destinations i need in my daily life. Active living to me means that i can be active while living (walking to my grocery shopping)
- ▶ I would recommend including all of Lantzville Road to the highways connection at the Shell in the Primary Route instead of the transition to Secondary at superior. Speeds don't drop, if anything vehicles speeds increase and shoulders get smaller.
- ▶ The entirety of Lantzville road is used as a highway for many drivers intending to bypass the lights on the highway. The north end of Lantzville road sees a large amount of vehicle traffic that is increasing every year. In this version, the north end of Lantzville road is listed as secondary, whereas I feel it should be prioritized along with the rest of Lantzville road. Where there may not be space for the full width of the primary bike/walking path, there needs to be a physical barrier
- ▶ Show the proposed routes to connect to restored island rail service
- ▶ It all comes down to the costs. Sorry, people are not going to stop using cars. Perhaps if there was a major residential development in the core and a grocery store. People might walk.

APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ Re Busy Dickinson, assuming it's a "secondary active transportation" route, why then are there bike racks at the beach ends?
- ▶ Yes. You are proposing an overpass/underpass at Ware possibly and not at Superior, yet you would like to allow a commercial light industrial project to go in at Superior. Superior has 3 lights from Northwind to Vandernoek Rd.
- ▶ I would like to see motorized off-road vehicles included as well. E-bikes, ATV's and Side-bySides could be allowed on certain designated trails to encourage more access to the outdoors.
- ▶ A timeline for when we can expect that neighbourhood route that cuts across the Ware Rd property would be nice.
- ▶ The section of Lantzville rd to snawnawas has seen a huge increase in traffic, especially faster moving vehicles. It would be nice to see some traffic calming and wider shoulders for the many adults, kids and bikers that use that road to walk and ride
- ▶ The map is unclear. It appears to show the E&N from Ware Rd to Superior as a designated "trail". In my opinion, it should be a multi-use pathway to match the surface from Ware to Aulds and beyond. Some of the routes labeled primary may not have the road allowance required for the standard that is intended for construction.
- ▶ Cycling route on Ware wasn't listed on the previous page, but might be included here? It's currently where the E&N ends and is a good connector to Lantzville core. I would love to cycle from the E&N to drip coffee
- ▶ Lorenzen should not be considered a neighbourhood route as it takes many to the trailhead area and is definitely busy year round just as Normanel would be
- ▶ Remove calming from lantzville rd and superior
- ▶ I agree that the primary routes have the most traffic. In some cases building bike lanes on secondary less busy routes may work well, if both routes lead to the same destination
- ▶ Where there are options , cycling routes on secondary less busy routes may be preferable to high traffic routes
- ▶ Aulds road should be included as primary. It literally IS the Lantzville Toad if Upoer Lantzville!
- ▶ Blind spots downtown caused by large foliage makes it hard to be seen
- ▶ Regional connections should specifically flag the railway and corridor
- ▶ Disagree that physical separation is needed on all of these routes. Suggest cost information be provided so that better prioritization can occur. Suggest Lantzville look at other municipalities (eg Metchosin) to see how they have balanced these interests.
- ▶ Are there plans to continue the paved path across ware rd and continue it all the way to superior alongside the RR tracks?
- ▶ Nature trails through connecting neighborhoods that would connect to primary, secondary, etc routes but give a quiet, less traffic, route
- ▶ Lantzville Road should be a primary route all the way to Shanawnas Land
- ▶ Widening of Lantzville road and bury the unsightly power lines that drastically reduce the charm of our community.
- ▶ Do not put in a round-about at the bottom of Ware Rd and Lantzville Rd. A 3 way stop sign would work perfectly. Also fix the intersection at Superior Rd and Lantzville Rd so Tractor-Trailers can turn.

APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ The section between superior road and the gas station on the old island highway should be primary
- ▶ The primary route on superior rd needs to go right up to Lorenzen Lane
- ▶ This is so cool!
- ▶ Would like to see 40km speed limit on Dickinson Rd , like Departure Bay Rd
- ▶ I'm just not sure about the Ware Road intersection and Ware Road. It doesn't look like there will be biking infrastructure down Ware, but it is where the E&N currently ends and seems like the perfect route to get to the Village Core.
- ▶ It would be good to have a secondary route connecting the regional connection north towards Fairwinds.
- ▶ Regional connections, including a safe rising route through to Nanoose are very high priority for me.
- ▶ The real priority is getting a connection from Lantzville to Nanoose
- ▶ Connection to Nanoose is missing
- ▶ The better the connection between Lantzville and Parksville, i.e., getting past Nanoose without going on the highway, the better
- ▶ While there is a lot of good ideas for short segments, the proposed Network Map lacks an obvious direct route across the district that a walker or cyclist might take. Specifically, is it reasonable to expect someone trying to get from say Woodgrove to Parksville be expected to climb up into the Winds area after Superior Rd, just to take a steep trail back down to the highway? The North west corner seems like a random collection of streets rather than a true network.

Q15: Are there changes you would like to see made to the infrastructure standards?

- ▶ Grade separation is important for safety even for non-primary routes. Alternative language and solutions can be used for cost savings on secondary and neighbourhood routes. i.e. modal filtering to prevent non-local traffic cutting through a neighbourhood, daylighting intersections (physical prevention of parking near intersections) to increase visibility of pedestrians and cyclists at intersections.
- ▶ Separation from vehicle traffic wherever possible vs paved shoulders
- ▶ Why would we build any trail system near school or core if the walkway wasn't accessible.
- ▶ Use low maintenance surfaces wherever possible. Exclude bikes from multipurpose paths, trails, sidewalks, whatever the label.
- ▶ Pave only, do not use aggregate.
- ▶ I would like to see motorized off-road vehicles included as well. E-bikes, ATV's and Side-bySides could be allowed on certain designated trails to encourage more access to the outdoors.
- ▶ Uneven, unpaved, unseparated shoulders are not much better than having nothing at all.
- ▶ Prioritize the standards that are easy to implement, most affordable and consistent with the OCP.
- ▶ Multiuse paths seem like a better use of space than separate walking and cycling paths
- ▶ To keep costs in order only paved in high traffic areas.

APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ [although I support widening Lantzville rd to accommodate walking/biking, I have logistical concerns as there is really no room on the shoulders. I walk it daily with my dogs. When we purchased our property, which runs along Lantzville rd, the toe of the road was well on our property... which we had to relinquish as part of a subdivision proposal. I imagine this might be a common issue all the way up Lantzville rd from the snaw-a-as community.]
- ▶ Making sure the cyclist obey the rules .
- ▶ Add merge lane from superior onto hwy.
- ▶ Cycling lanes on primary routes should be separated from pedestrian path, or be wide enough (3m) for both
- ▶ Multi use trail would need to be paved if it is to be used by most bikes
- ▶ Given Aulds Rd is currently secondary route, scooted those requirements lower. Aulds should be scored as primary. 0.6m buffer between walkers and traffic on Aulds is not a sufficient improvement over status quo
- ▶ Fix our roads first !
- ▶ Physical separation is not warranted on all these routes. Focus should be on developing a single connected trail with other municipalities.
- ▶ Secondary routes with raised pathways
- ▶ Separate bike and pedestrian trails whenever possible
- ▶ Widen Lantzville road and bury ugly power lines
- ▶ Narrowing traffic lanes and painting a line on the road does nothing to protect pedestrians. The minimum standard should be adding a multi-use path that is separate from the road with a curb to separate them. Do NOT narrow traffic lanes to "gain space". This just puts cars closer to the pedestrians.
- ▶ Bike paths are a waste of time. Just go with the 3.0m paved multi use path.
- ▶ Neighbourhood should be the same as Secondary Routes
- ▶ I feel that our community does not need all these walking trails as it just encourages more homeless people to camp out in lantzville area.
- ▶ Smooth pavement where possible to support wheeled users (bikes and wheelchairs).
- ▶ A need for continuous trail network between the major communities
- ▶ Get the primary connections first all the way to Nanoose

APPENDIX B: ROUND 2 VERBATIM COMMENTS

B.3 LONG FORM SURVEY COMMENTS (long form answer at the end of the Online Survey)

Q19: Do you have any comments you would like to share?

- ▶ If you are wondering about modal filtering; look at the elephant feet in Victoria, or Fern road between Qualicum and French creek.
- ▶ Lantzville does not have the money to implement proposed. Where is community engagement to teach users to get along and share? We are not in kindergarden.
- ▶ All of the traffic calming measures (landscaping, narrow lanes, speed bumps, lower km/h, even the street lights with the “Lantzville” branded banners and hanging baskets) work within Village Core along Lantzville Road, it would be nice to extend this along Lantzville Road.
- ▶ More walkable paths and routes will mean more dogs out = more people *not* picking up their dog poop. Lantzville is already so bad for this- trails, beaches, the school yard. This needs to be addressed. Between Benwaldun and eby REALLY needs traffic calming many children go to this bustop
- ▶ Please add traffic calming all along Lantzville road to deter it from being used as a highway. There are so many aggressive drivers and the speed limit is never enforced. the speed and recklessness of drivers on the far ends of Lantzville road is a huge concern.
- ▶ As above, explicit ways to reduce dependence on cars should be considered. In particular providing for active transportation routes to connect to the railway and a bus transit hub should be included.
- ▶ Lantzville will likely never have a big amount of foot or cycle traffic, however vehicles treat our roads like a secondary highway. So I think that separation and ped/cycle safety are the main concern, while the width of pathways can be secondary.
- ▶ Accessible walkway is needed on Dickinson and Ware. Both roads are dangerous. Both roads are school routes. Ware has been ignored.
- ▶ Active separated from traffic Connection between lantzville, Nanaimo and beyond has a ton of potential to make the region a world class destination
- ▶ Install Pedestrian activated crossing (flashing lights) at Caillet and Lantzville. Proper and effective street lights.
- ▶ Thank you.
- ▶ I live in the Winds with traffic heading to Superior Farms and the trails. No one cares about the 30 km limit, few spaces to more over of biking, running and walking and in winter months, limited lighting. Stop just focusing on Ware and core
- ▶ I would like to see motorized off-road vehicles included as well. E-bikes, ATV’s and Side-by-Sides could be allowed on certain designated trails to encourage more access to the outdoors.
- ▶ Aulds rd drastically needs attention. We now have the foot hills traffic, apengrove traffic almost tripped the traffic now. Dangerous speeds, corners lots of people and kids walk with no form of a shoulder ot safe zone. Someone is going to get hurt and soo n if not addressed.
- ▶ While I appreciate the reduction of the speed limit to 30 km/h within the village core, its effectiveness is diminished if adherence is not consistently observed.
- ▶ Need to slow down vehicles on Northwind
- ▶ Aulds road needs a sidewalk or something!! Lots of neighbours walking dogs, biking, and fast traffic. I walk this everyday and would love for it to feel safer.

APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ Lantzville is a semi-rural community that does not want to develop into an extension of North Nanaimo. How does your planning honour the will of the community and the OCP?
- ▶ As traffic increases, i beleive a roundabout at lantzville rd and ware rd would be useful.
- ▶ The trails throughout Lantzville are highly used. But the signage along the trails is abysmal. All of the signs say the same "Copley Ridge Trail" with no indication of where they lead or how they connect. It would be a relatively low cost thing to update.
- ▶ Superior and northwind intersection/corner. Relocation of mailbox, traffic calming around that corner and a way for pedestrians to cross safely on the blind corner (including kids getting off the school bus)
- ▶ I feel priority should be for safe walking paths along the main roads, before anymore money is spent on the village core. The Superior rd. Turn in lanes on both sides are way too short coming from a 90km to pull into and having to brake hard if there are more than 3 cars. This is both north and South lanes. The concrete barriers at the intersection on the right hand sideheading north should be moved over so people can move off the road if they need to and for emergency vehicles to get by or if they are broke down. Please at this stage work on pedestrian, bike safety through our neighborhoods...ensuring on all roads pedestrians can step off the rds for traffic. Southwind drive is one of these, which has alot of pedestrians and children walking to the buses that have to use the rd. Due to overgrown shrubs growing on the rds and right aways
- ▶ I feel like we latest have traffic calming on the village core- no need to add more until We see how development unfolds. No more raised sidewalks-let's look at other measures
- ▶ Definitely street lighting along lower Lantzville Rd from new Seniors Assisted living area to Ware Rd. It's pitch black and street addresses are not visible to drivers because of no lighting.
- ▶ Focus should not be on traffic calming but providing Lantzville with safe walking spaces (sidewalks) which we really don't have at all. Speed limits in Lantzville are fine the way they are.
- ▶ The district really needs to take a look at the disable spots already in place .Maybe try using a wheelchair at these spots and see how the spots are not inclusive or easy to use .
- ▶ As a resident on Lantzville Rd, it is of course a high priority to me with the speed of vehicles. However I think an immediate concern should be the area at Island Highway where SnawNawAs Nation starts as many people cross there.
- ▶ What is the connection to the transit system. Can residents of lanzville easily connect to the transit system. If not then cars are still going to be required.
- ▶ Bike lock up stations in the core would be a high priority. This calming talk is just annoying, learn to share the road and with proper measures in place, the usual 50 km neighborhood speed is reasonable.
- ▶ Any traffic calming infrastructure needs to keep cyclist safety in mind. Road narrowing that forces a cyclist into the lane of traffic is difficult to navigate.

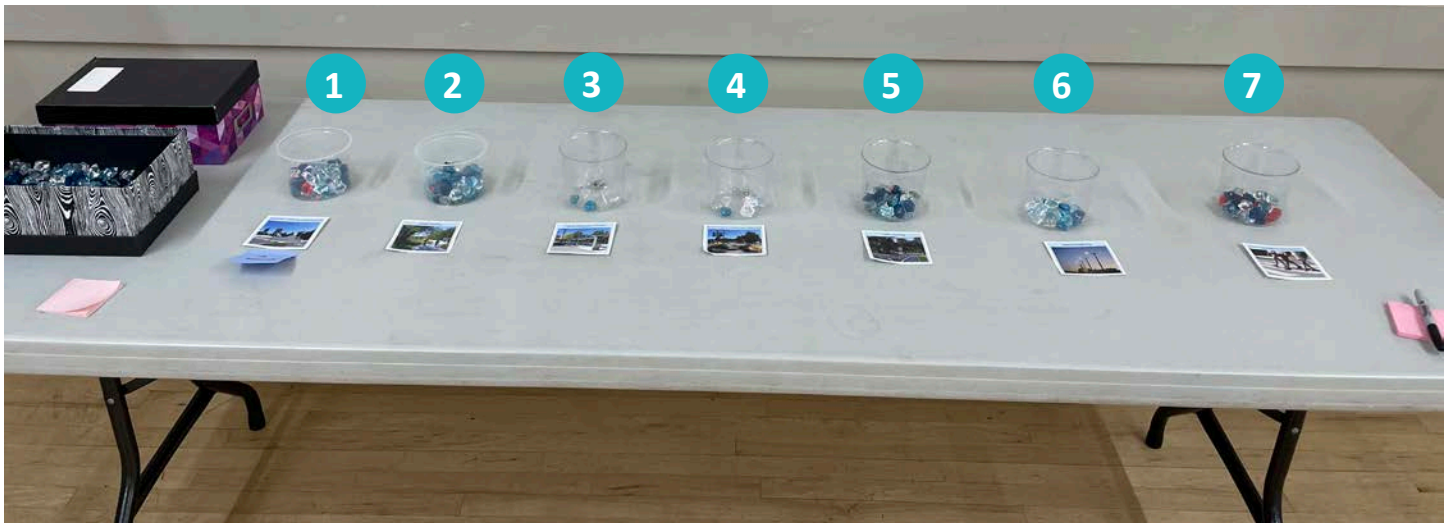
APPENDIX B: ROUND 2 VERBATIM COMMENTS

- ▶ There is a significant increase in speed on Ware-Aulds Rd since the foothills development-absolutely needs traffic calming measures. It's often hard to turn left from Philip onto aulds because traffic both directions on Aulds so fast. This is an incontrovertible need, have lived here 19 years.
- ▶ Downtown is a mess parking has low visibility to back out onto road, cyclists are using the road as the downtown walkways and cycling paths are not straight. Also restricted vision caused by plants. Council could be liable if someone gets injured or worse.
- ▶ It doesn't really talk about the railway which should be included as a spine in transport planning
- ▶ I think this plan needs much more work to better understand implications of each of the proposed options. The sole focus on catering to uncomfortable/unexperienced pedestrians and bikers has created an unbalanced plan.
- ▶ Yes. We need sidewalks, not traffic calming
- ▶ Love the idea of an overhead or underpass walkway for highway crossing(s)
- ▶ Widen Lantzville road increase parking in the village and bury ugly power lines.
- ▶ Don't forget that upper Lantzville has crumbling roads with no sidewalks. The reality is that the majority of people still use vehicles to travel in and around Lantzville. District tax dollars should not go towards active transportation until our roads are brought back to a sustainable condition.
- ▶ Public transit is a crucial part of our lifestyle, especially for our kids. 2 shelters, poor lighting, unsafe access to the stops, and proposed cuts by the mayor to the RDN board are counterproductive to all of this
- ▶ Being a resident of the Winds with children and a busy life there is ZERO chance I ever bike to work, get that out of your mind. Focus on extending the E&N trail, overpassing the freeway, and downtown/Dickinson road.
- ▶ Most importantly make a safe trail along the entire old land highway from the gas station to the core
- ▶ Yes get this done and implemented the sooner the better!
- ▶ I am nervous of Lantzville adding all these walking trails. There are walking trails in some parts of Lantzville and I see homeless camps with access to the trails right now.
- ▶ We would love raised traffic calming (speed bumps) at 7603 Lantzville rd. People use this straight section to drag race from Superior road intersection.
- ▶ Dickinson so dangerous walking especially between Myron Rd past Bloods creek
- ▶ More multi-use paved paths connecting the community are needed.
- ▶ When using traffic calming such as bulb outs, it's important to consider where cyclists will travel around these. In areas where the bulb out forces the cyclist into the traffic lane unexpectedly it can aggravate drivers.
- ▶ Bike connection from Nanoose to Lantzville please
- ▶ Bulb outs need a passthrough for bikes. A safe corridor to Parksville would be great.
- ▶ Must fix the parking problem on the highway that blocks the shoulder
- ▶ Don't love speed bumps / raised crosswalks, I think they do little to reduce speeds, drivers usually speed up to them and slam the gas when they leave, so there's a high environmental impact too.
- ▶ I think building functional active transport networks is key for encouraging the decentralization of cars and getting more people using alternative modes of transport and lessening deadly car vs pedestrian/cyclist interactions.
- ▶ Thank you for reaching out. Turning the E&N between Lantzville and Nanoose ought to be a very high priority.
- ▶ Bulb outs, while good for walkers, can be dangerous for cyclists as it forces them back into the main vehicle traffic lane without actually slowing the vehicles. The shortened crossing on AppleCross Rd near Costco is a prime example where the risk to cyclists outweighs the benefits to walkers.

APPENDIX B: ROUND 2 VERBATIM COMMENTS

B.4 OPEN HOUSE BOARDS & ACTIVITIES

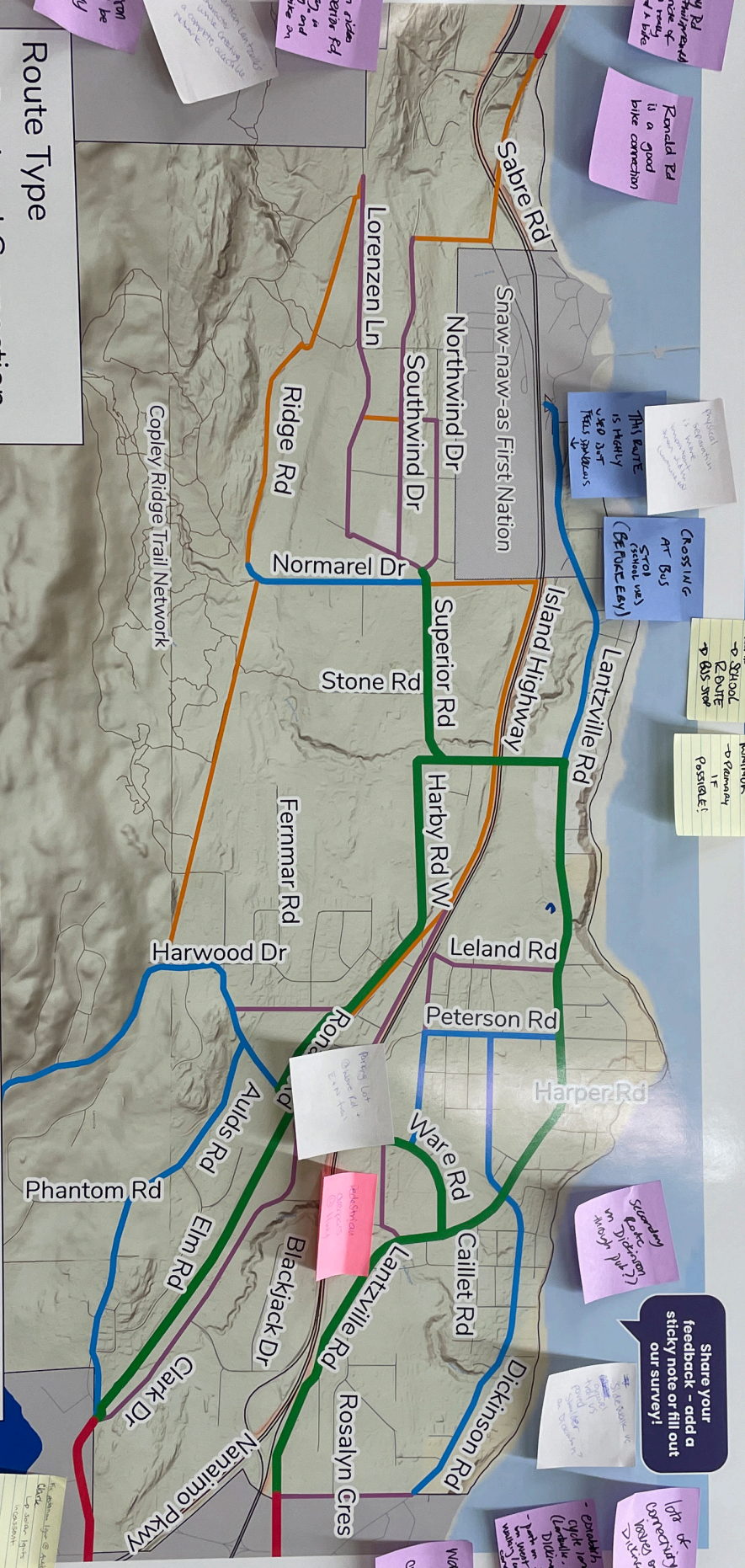
PLANNER FOR A DAY SPENDING PRIORITIES ACTIVITY



<p>Sidewalk / Walking Improvements</p> <p>#2 PRIORITY</p>  <p>1 (63 tokens)</p>	<p>Cycle Facilities</p> <p>#1 PRIORITY</p>  <p>2 (70 tokens)</p>	<p>Traffic Calming</p> <p>#3 PRIORITY</p>  <p>3 (36 tokens)</p>	<p>Safer Crosswalks & Intersections</p>  <p>4 (33 tokens)</p>
<p>Transit Stop Improvements</p>  <p>5 (4 tokens)</p>	<p>Street Trees & Landscape Upgrades</p>  <p>6 (6 tokens)</p>	<p>Improved Lighting</p>  <p>7 (17 tokens)</p>	

PROPOSED NETWORK

Based on the results of the background review, gap analysis, and public feedback, a proposed network has been created showing new routes and connections across the community.



Harby Rd
Cross Highway
One side of
road is really
rough, need a bike
connection

Ronald Rd
is a good
bike connection

Both sides
of Superior Rd
roadway is
rough, and
hard to bike on

Northwind Dr
is a good
bike connection

THAT ROUTE
IS HEAVY
USED BUT
FEELS SPARSE

Crosswalk
ART BUS
STOP BUS
(BEFORE EBY)

STRAIGHTEN
OUT BLUE SECTION
OF LANTZVILLE
MAINWAY
→ SCHOOL
→ ROUTE
→ BUS STOP

SECONDARY AS A
MAINWAY
→ Feasible
IF
Possible!

Share your
feedback - add a
sticky note or fill out
our survey!

Share your
feedback - add a
sticky note or fill out
our survey!

Let's
connectivity
between
various
areas

Consider
cycle way
(Lantzville
- from school
- from school
- from school
- from school)

WIDE → SUPER
CYCLING
FACILITIES

- Route Type**
- Regional Connection
 - Primary Route
 - Secondary Route
 - Neighbourhood Route
 - Trail
 - Existing Trails

Regional / Primary

These routes are the highest priority for network build-out, as they connect key destinations and adjacent communities. Primary routes include major corridors such as Lantzville Road, Ware Road, and Superior Road that experience the highest levels of vehicle traffic. These corridors will benefit most from physical separation between pedestrians, cyclists, and motor vehicles to improve safety and comfort.

Secondary

These typically have lower traffic volumes and often a more constrained road right-of-way, which can limit the space available for active transportation infrastructure. These routes are intended to link neighbourhoods and major trail systems to the regional and primary routes, enabling pedestrians and cyclists - and in particular vulnerable road users such as children and seniors - to travel safely between their homes and key destinations, including the Village Core.

Trail

Trails are primarily part of the broader trail network, but also play an important role within the active transportation network. They provide connections to secondary and primary routes and offer valuable east-west linkages between neighbourhoods

Consider
connecting
various
areas

Consider
connecting
various
areas

Consider
connecting
various
areas

PROPOSED VISION & STRATEGIES



Lantzville's future Active Transportation Network will be based on a vision and strategies that cover four key areas, ensuring a variety of needs are considered in the proposed upgrades.

Based on community feedback, a vision for the future was crafted.

The proposed Vision Statement summarizes what the community has said they want to see, and allows the team to create holistic view of where we are aiming.

- Lantzville's Active Transportation Network envisions a safe, connected, and inclusive network that supports healthy, sustainable, and accessible travel for all. Through collaboration, environmental stewardship, and strategic investment, the Network will enhance community well-being, strengthen the local economy, and deliver efficient, achievable improvements across the District.

Strategy areas then translate the vision into actionable directions.

The proposed Vision Statement allows the team to create strategies for its implementation, focused on four key "pillars" across a range of important topics.



1. Safe & Comfortable Corridors

Infrastructure improvements that make walking, cycling, and other active transportation safe and pleasant



2. Connected Network

Ensuring the AT system is linked, continuous, and navigable.



3. Healthy & Active Communities

Encouraging active lifestyles and equitable access to AT for health and well-being.



4. Partnerships & Implementation

Planning, community engagement, phased delivery, and collaboration for effective implementation

Proposed Actions ...



1. Build Safe, Accessible, and Inclusive Transportation Corridors
2. Improve Traffic Calming, Lighting, and Safe Crossings
3. Expand Low-Impact, Sustainable Infrastructure



1. Create a Connected, Community-wide Network
2. Create a List of Priority Active Transportation Projects



1. Implement Safe School Travel Routes and Transit Connections
2. Support Health, Well-being, and Active Lifestyles



1. Require AT Improvements in All New Development Areas
2. Engage the Community During Planning & Implementation
3. Collaborate with Other Jurisdictions to Connect Regionally
4. Deliver in Phases for Cost Efficiency & Funding Readiness

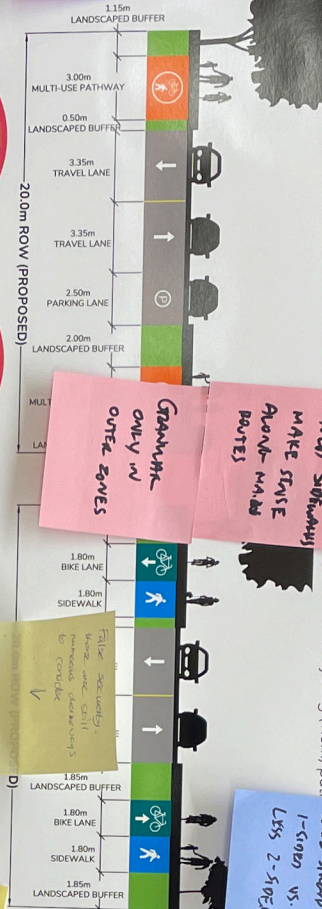
THE LANTZVILLE CHARACTER

PROPOSED CROSS SECTION

The different upgrades proposed can also be visualized through a series of cross sections. These show how much space will be dedicated for each use for the classifications of route types.

Regional / Primary

Dedicated, physically separated 3m wide multi-use path

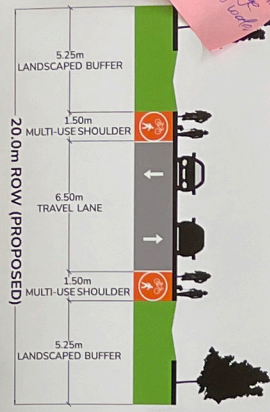


TRAIL (2.4m) MEASUREMENT MAY BE SUFFICIENT FOR PRIMARY

Like Ave Secondary Cross section + shared MUP

Stormwater drainage needs to be considered

From permeable pathways to reduce cost and improve systems (slow down down)



Neighbourhood Route dedicated 1.5m wide multi-use path with a painted line.

SECONDARY TRAIL LAYOUTS STRIKE A Balance BETWEEN ROUTES

Re-use WIDE SIDE-STREET 1-5000 VS. LESS 2-5000

Paved Sidewalks MAKE SENSE Around MAIN ROUTES
Gravel ONLY IN OUTER ZONES

Widen curb and footpaths for transit

No curbs They reduce pull out space
Less curbs - Provides separation between road and footpaths

Lower curbs add depth for drainage

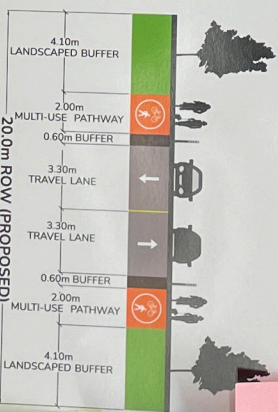
Paved part + single lane of gravel (mixed material)

Semi-deep rut pavement (less permeable) more gravel

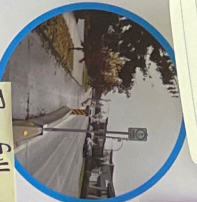
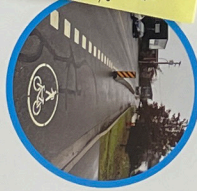
More room - more permeability less space intensive (and probably)

gravel trail on buffer - 15m gap for LANTZVILLE WEST

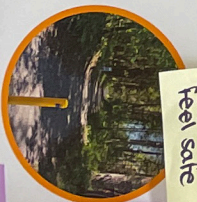
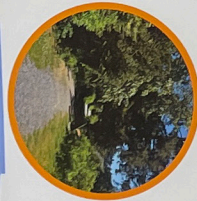
Protected FUTURE IF ground Elevation



Secondary Dedicated, physically separated 2m wide multi-use path



Trail 2.4m wide multi-use trail with crushed aggregate or stabilized soil.



The full length of a physical barrier to feel safe

Mix a few of starting at 100m from curbs from environment surrounding

Nice to have separation where feasible

Permeable + environmentally friendly surface

Education for permeable surfaces



Consideration for gravel

UNPAVED GOULD Lower E-GIVE FRIENDS

Docs Lower E-GIVE LEASH

Love trails!!

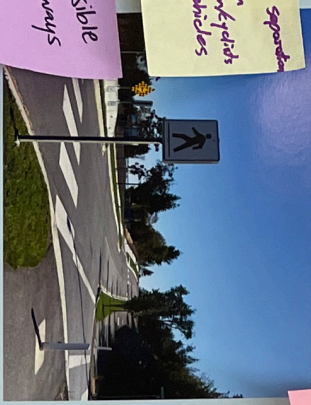
Gravel cheaper more suitable

PLANNER FOR A DAY

Choosing where to focus means understanding the trade-offs involved. By understanding your values we can make better decisions about what improvements to prioritize first.

Accessible Priorities

Sidewalk / Walking Improvement



Physical separation between pedestrians/vehicles and vehicles
 Accessible walkways

limited sidewalks - Semi-enclosed Community

Travel trail for paved path



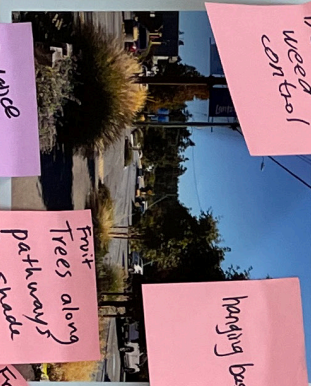
Transit Stop Improvements

Cycle Facilities



Branch weather cover
 Pathways along route

Landscape Upgrades



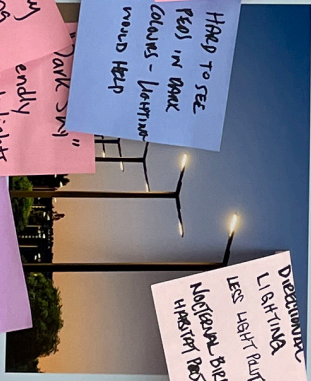
Better weed control
 Balance w/ visibility
 Hanging baskets
 Trees along pathways for shade + food
 Friendly lighting Encourages walking!
 Help To see Feels in back Calves - better wayward help
 endy street lights

Traffic Calming



Greenery! trees

Improved Lighting



Discontinuous lighting
 Less light pollution
 Less light pollution
 Less light pollution
 Less light pollution
 Less light pollution

After voting in the jars below, please feel free to add any comments. Use a sticky note to add it to the board.

Safer Crosswalks & Intersections



Relative Poles at Crosswalks (improved visibility)

Environmentally friendly ground cover

Other

Don't see your idea? Use a sticky note to add it here.

Semi-rural community design
 Pedestrian crossings to connect community (see Land St and under)
 Trail from wave -> water tower developing ends (water to all gaps frame)

MATERIALITY (LIVING SURFACE)



Safety Education Rides for Cyclists + Mobility Scooter users

Vote on what NOT to spend \$ on (ex. no highway expansion, clean tech)

Need more concrete more collisions are hitting generation

connect (or) walkway area by heavy rd - reduce concrete on road - possible to build from heavy rd - reduce concrete on road - possible to build from heavy rd

Competition EN - Hill - open and trail - open and trail - open and trail

Safe Separated Trails

APPENDIX B: ROUND 2 VERBATIM COMMENTS

OPEN HOUSE FEEDBACK FORM COMMENTS

- ▶ 1. Need for safe cycling routes meeting Provincial standards for signage and width of lanes through the community.
- ▶ 2. Complete the E & N Rail corridor connecting adjacent communities.
- ▶ 3. Include neighbourhood routes on mapping seems to be lacking i.e., Philips Road is a steep hill- why not wind through adjacent neighbourhood. Realize people may want a direct route for commuting, but a different route would be good for residents to use / enjoy
- ▶ Awesome work so far! In general, I think safety is more important in Lantzville then needing to accommodate the volume of pedestrian / cyclists. A lot of drivers treat our streets as a secondary highways.
- ▶ No options were offered for less lighting / dark skies and no options were offered besides sidewalks- for example gravel paths well off the road for safety. Green shoulders provide more parking, better drainage of contaminated water and provide a buffer for walking along the path well off the road. The survey results are skewed because the options were not offered.
- ▶ My family lives off Lantzville Road past Superior. There are now many families with kids who live in this area and down Ebyl Shangri-La/ Borwaldun Roads. Right now there is no safe way to walk / bike to school or even walk to our bus stop. People speed and drive aggressively past our house every day. The full entirety of Lantzville Road should be a primary concern. There needs to be a minimum of a physical barrier along Lantzville Road to allow our kids to get to school safely and connect vs to beaches and the community. Thank you!!
- ▶ The survey did not provide options for gravel pathway. Only options were asphalt or concrete. This presents issues when looking at statistical significance in results. We would like to see the total km of pathways maximized. This puts costs as a large factor. OCP prioritizes environmentally friendly, green infrastructure. Sidewalks usually require pipes in ditches thus reducing this asset.
- ▶ 1. Complete trail along E&N right-of-way. Work with adjacent jurisdictions for grant monies, coordination, etc.
- ▶ 2. Construct safe cycling routes throughout the municipality / primary routes- min 1.5m / good signage.
- ▶ 3. Suggest a trail from Harby Road at Golf Course to the wood lot via an existing right of way (currently not constructed)
- ▶ 4. No formal sidewalks- residents want semi-rural atmosphere to continue.
- ▶ 5. Need for trail connections throughout the community for neighbourhood routes. There are lots of unconstructed rights-of-way (i.e., right-of-way between Sebastian & Peterson Roads) that would be great for connecting streets, offering local walking / cycling for families, connecting neighbourhoods, connecting parklands.- want to see these smaller neighbourhood trails on the maps.
- ▶ 6. I don't think your "marble" survey will be an accurate reflection of comments. Someone could take a handful of "marbles" and put them in one bucket!
- ▶ 7. Work on removing existing encroachments throughout community to ensure safe rights of way and trail and routes.
- ▶ 8. Establish a safe bike route through village on Lantzville Road. It is sadly lacking right now and is a gap in overall route.



EXAMPLE BEACH ACCESS WITH ACTIVE TRANSPORTATION AMENITIES, LANTZVILLE



7192 Lantzville Road | Lantzville, BC | V0R 2H0
www.lantzville.ca |  District of Lantzville
250-933-8093 | planning@lantzville.ca

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

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