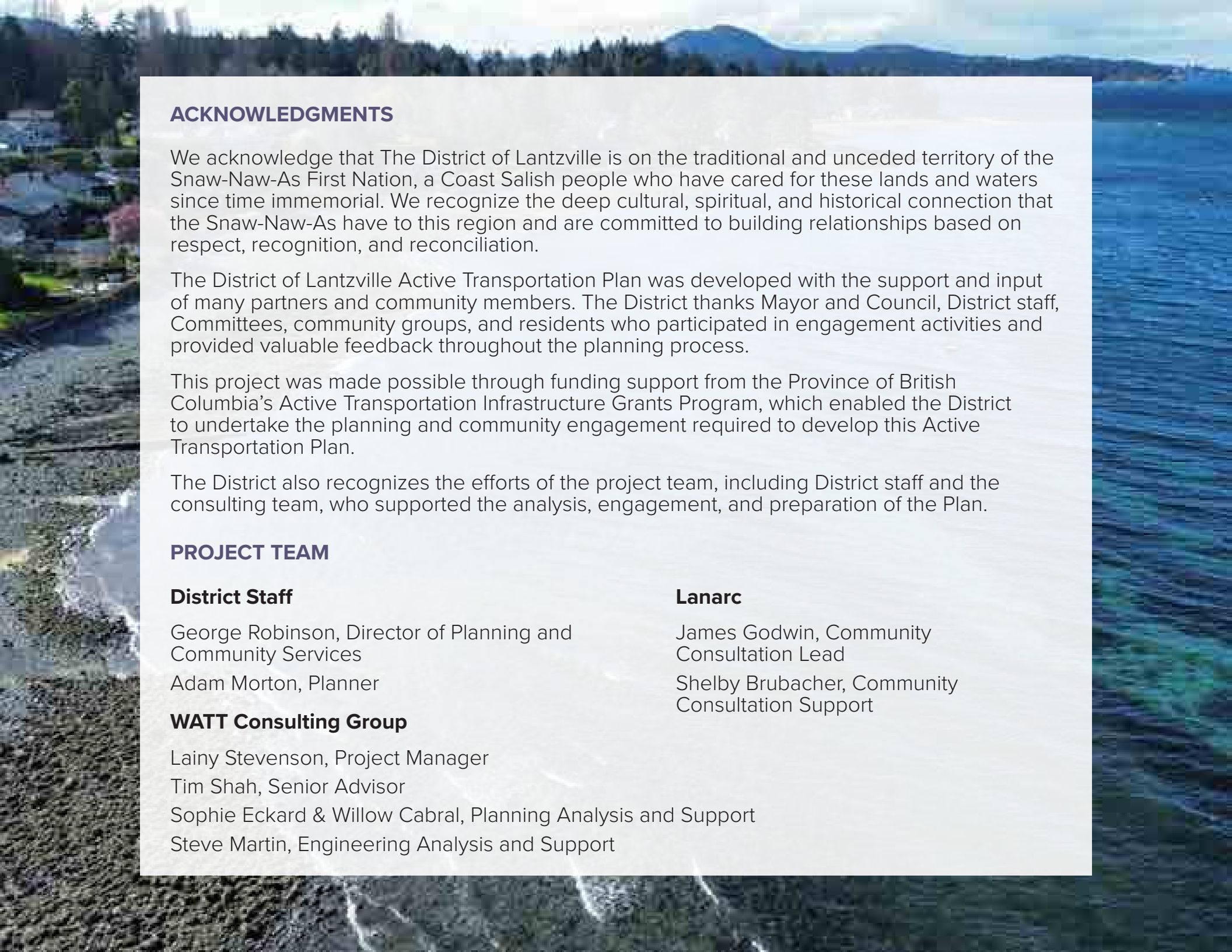
DISTRICT OF LANTZVILLE
ACTIVE TRANSPORTATION PLAN

New Ways to Journey

March 2026



ACKNOWLEDGMENTS

We acknowledge that The District of Lantzville is on the traditional and unceded territory of the Snaw-Naw-As First Nation, a Coast Salish people who have cared for these lands and waters since time immemorial. We recognize the deep cultural, spiritual, and historical connection that the Snaw-Naw-As have to this region and are committed to building relationships based on respect, recognition, and reconciliation.

The District of Lantzville Active Transportation Plan was developed with the support and input of many partners and community members. The District thanks Mayor and Council, District staff, Committees, community groups, and residents who participated in engagement activities and provided valuable feedback throughout the planning process.

This project was made possible through funding support from the Province of British Columbia's Active Transportation Infrastructure Grants Program, which enabled the District to undertake the planning and community engagement required to develop this Active Transportation Plan.

The District also recognizes the efforts of the project team, including District staff and the consulting team, who supported the analysis, engagement, and preparation of the Plan.

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Executive Summary

The District of Lantzville's Active Transportation Plan (ATP), *New Ways to Journey*, sets out a clear and actionable roadmap to create a safer, healthier, and more connected community. The Plan focuses on improving infrastructure and opportunities for walking, cycling, rolling, and other forms of human-powered travel.

Grounded in technical analysis, existing conditions data, and extensive community engagement, the ATP presents a clear vision and a phased implementation strategy. It aligns with local, regional, and provincial priorities to ensure that investments in active transportation contribute to broader goals such as climate action, public health, and sustainable growth.

Community Context & Key Challenges

Lantzville's semi-rural form, coastal geography, and historically vehicle-oriented transportation system present both opportunities and constraints. While the community is compact and well-positioned to support short local trips, active transportation is currently limited by gaps in infrastructure, hilly terrain, and key barriers such as Highway 19. Most daily trips are made by car, reflecting limited alternatives and inconsistent connectivity beyond the Village Core.

Current infrastructure provides a foundation but remains limited in coverage and continuity. Pedestrian paths and cycling facilities are concentrated in select areas, and many routes are not designed for comfortable, year-round use. While collision data is relatively low, perceived safety risks—especially along busy corridors—highlight the need for more complete and separated facilities.

What We Learned

Extensive community engagement confirmed strong support for improving active transportation. Two rounds of engagement (Fall 2025 and Winter 2026) involved hundreds of residents, community groups, Snaw naw as First Nation, and regional partners.

Key themes from public input include:

Barriers

- Missing pedestrian paths and cycling infrastructure
- Vehicle speeds and safety concerns
- Disconnected routes and trail gaps
- Challenging crossings, especially Highway 19

Desired Improvements

- Multi use paths and paved shoulders
- Sidewalks near schools, parks, and the Village Core
- Protected bike lanes and safer crossings
- Better lighting, wayfinding, and trail connections

Overall, residents expressed strong support for a safer, connected network that encourages everyday walking and cycling.

Vision

The following Vision was created through the consultation process with community needs, values, and priorities in mind:

Lantzville's Active Transportation Plan envisions a safe, connected, and inclusive network that supports healthy, sustainable, and accessible travel for all while maintaining its rural character.

Through collaboration, environmental stewardship, and strategic investment, the Plan will enhance community well-being, strengthen local vitality, and deliver efficient, achievable improvements across the District.

Guiding Principles

In order to achieve the community's Vision for the ATP, the Plan provides four Guiding Principles and associated Goals. Each Goal has additional Action items to move the Vision forward, laid out within an attainable Action Plan.

A. Safe & Comfortable Corridors

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

B. A Connected Network

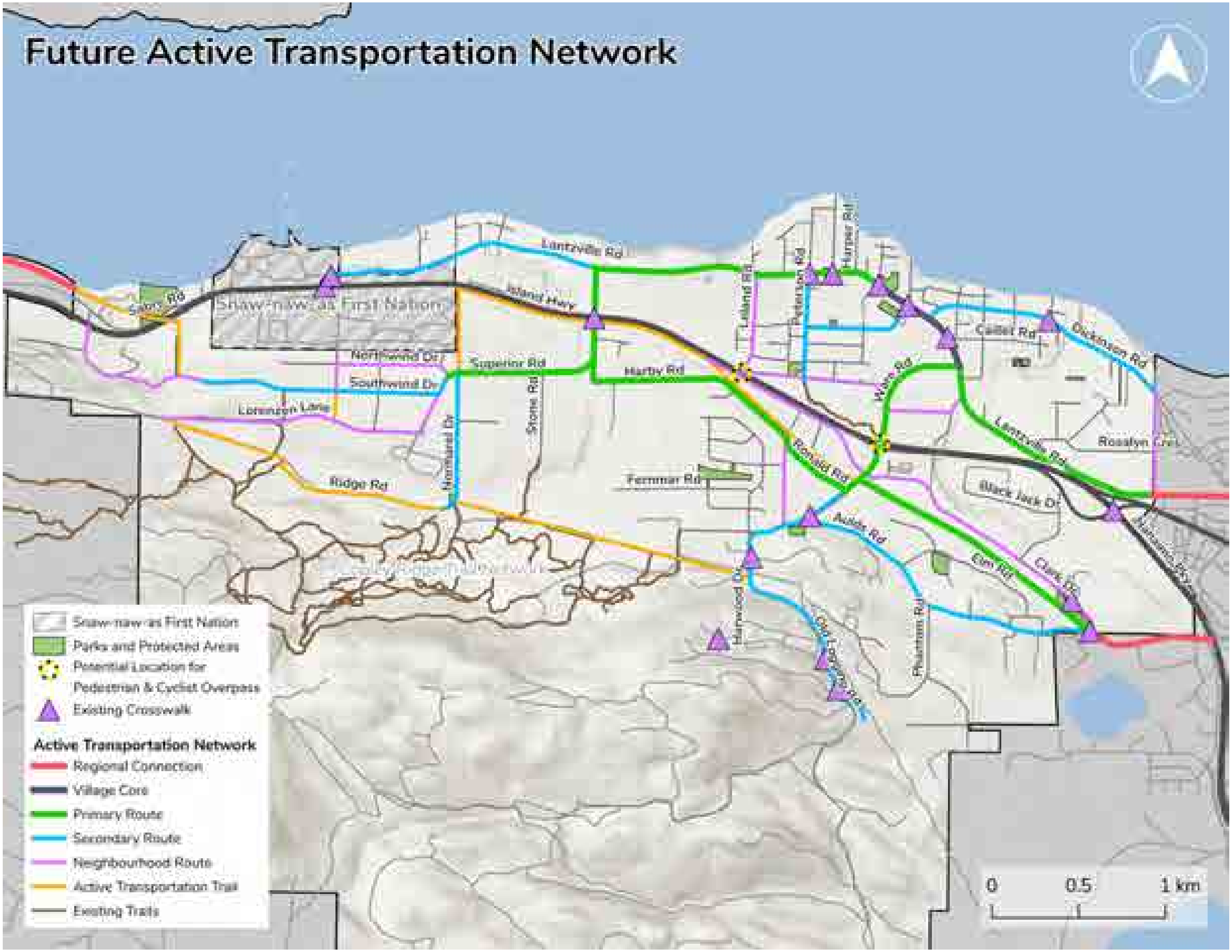
B.1 Create a Connected Community-wide Active Transportation Network
B.2 Create a List of Priority Active Transportation Projects

C. A Healthy & Active Community

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

D. Prioritizing Partnerships & Implementation

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


Future Active Transportation Network
Snaw-naw-as First Nation
Lantzville Rd
Island Hwy
Leland Rd
Peterson Rd
Harper Rd
Caillet Rd
Dickinson Rd
Northwind Dr
Southwind Dr
Superior Rd
Harby Rd
Ware Rd
Lorenzen Lane
Stone Rd
Normand Dr
Ridge Rd
Fernmar Rd
Ronald Rd
Lantzville Rd
Rossalyn Cres
Black Jack Dr
Aulds Rd
Elm Rd
Clark Dr
Phantom Rd
Harwood Dr
Snaw-naw-as First Nation
Parks and Protected Areas
Potential Location for Pedestrian & Cyclist Overpass
Existing Crosswalk
Active Transportation Network
Regional Connection
Village Core
Primary Route
Secondary Route
Neighbourhood Route
Active Transportation Trail
Existing Trails
0
0.5
1 km

Future Active Transportation Network

The Future Active Transportation Network prioritizes creating safe and comfortable corridors, closing critical network gaps, and building a cohesive, community-wide system. It also emphasizes the importance of supporting healthy, active lifestyles and embedding active transportation into future growth and development. Design guidance focuses on improving safety and user experience through measures such as traffic calming, enhanced crossings, and context-sensitive infrastructure.

The ATP establishes a route hierarchy to guide design and investment:

- **Regional Routes:** continuous, high-comfort corridors connecting Lantzville to Nanaimo, Nanoose, and Parksville.
- **Village Core:** pedestrian-priority zone with widened sidewalks, traffic calming, and accessible crossings.
- **Primary Routes:** major connectors between neighbourhoods and the Village Core (Lantzville Rd, Ware Rd, Superior Rd, Dickinson Rd).
- **Secondary Routes:** separated, low-stress routes connecting neighbourhoods to trails and into the Primary network.
- **Neighbourhood Routes:** dedicated space for pedestrians along rural, residential roads.
- **Active Transportation Trails:** off-road paths linking neighbourhoods, parks, and regional trail systems.

The network supports universal design, accessibility, and Lantzville's rural character.

Implementation Strategy

Implementation of the ATP is phased to balance early action with long-term transformation over the next 15 years. Initial efforts focus on visible safety improvements and building momentum, followed by network expansion and, ultimately, major investments that improve regional connectivity and overcome key barriers such as Highway 19.

Funding & Partnerships

Implementation will rely on a combination of municipal investment, senior government funding, and partnerships. Collaboration with regional agencies, neighbouring jurisdictions, and Snaw-naw-as First Nation will be essential to delivering key connections and ensuring a coordinated approach.

Monitoring & Outcomes

A monitoring framework will track progress and support ongoing decision-making through performance measures, data collection, and regular public reporting. This will allow the District to adapt over time and ensure that investments are delivering meaningful results.

Conclusion

The Active Transportation Plan positions Lantzville to transition toward a safer, more connected, and more resilient transportation system. By prioritizing practical improvements and long-term investments, the Plan will reduce reliance on private vehicles, improve accessibility, and support healthier, more active lifestyles. At the same time, it strengthens local and regional connections while preserving the rural coastal character that defines the community.

1 INTRODUCTION

1 Introduction

1.1 Plan Purpose & Scope

The District of Lantzville's Active Transportation Plan (ATP) provides a strategic framework to enhance and expand active transportation (walking, cycling, and other human-powered modes) throughout Lantzville, grounded in evidence on existing infrastructure, travel behaviour, land use, and demographics.

1.1.1 What is Active Transportation?

The BC Active Transportation Design Guide (BCATDG) provides a detailed overview of active transportation and its associated benefits. Drawing from Chapter B, the guide defines active transportation as:

"Any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation. It also includes winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature."

Active transportation users are a diverse group and generally includes those who are walking, cycling, rolling (e.g., skateboarding, longboarding, scootering) and people using mobility devices such as wheelchairs, walkers, and strollers. All of these forms of human-powered travel are pursued for a variety of reasons: some people may choose to walk for recreation, others may bike to work, some may use active transportation due to the lack of a personal vehicle, and others may be choosing to travel this way because of other specific benefits or reasons such as reducing the environmental impact of their travel. The reasons to travel by an active mode are multi-fold and so are the benefits, as outlined at right.

Environmental Benefits

Active transportation reduces the need for people to own and drive vehicles to access employment, amenities, and educational facilities. Lessening the reliance on motor vehicle transportation can help reduce greenhouse gas (GHG) emissions.

Economic Benefits

The economic benefits of active transportation are multifold. Neighbourhoods and destinations that are more accessible and attractive for people using active modes can attract more visitors and tourists, who contribute to the local economy. Using active transportation as the main way of getting around is also more economical compared to owning a vehicle.

Health Benefits

Hundreds of academic papers and technical reports have found that active transportation is associated with healthier communities. This includes physical activity lowering the risk of early death and chronic diseases including obesity and cardiovascular issues along with mental health benefits.

Societal Benefits

Active transportation can help make a community more accessible, affordable, and equitable. It can encourage social interactions and create opportunities for face-to-face meetings, helping build trust, respect, understanding, and a sense of community.

Safety Benefits

Active transportation facilities that are well designed enhance the overall visibility of active transportation users, helping to reduce the risk of collisions and/or fatalities. This can create a more safe and positive transportation system for all road users

1.2 Planning Process

The Lantzville ATP was developed through three distinct phases:

Phase 1: Project Initiation & Baseline Conditions (September 2025)

This phase established the project framework through a kick-off meeting, background research, and development of a community profile using demographic and transportation data. A community consultation strategy was created, and site visits were conducted to support the baseline assessment of existing active transportation infrastructure, safety, and connectivity.

Phase 2: Needs Assessment (October to December 2025)

Public engagement activities—surveys, maps, and pop-ups—helped validate the baseline assessment findings and resulted in the identification of additional barriers. A technical gap analysis was developed to highlight infrastructure deficiencies and accessibility challenges. A prioritized list of needs and opportunities was developed to guide planning.

Phase 3: Plan Development (January to April 2026)

Findings and input were used to create a strategic draft Network Map. A prioritization framework guiding project selection was created, and a second engagement round was conducted to gather feedback on the proposed infrastructure improvements and policy recommendations. The final Plan and implementation strategy was presented to District staff and Council during this final phase.

Figure 1. Lantzville ATP Project Timeline

1.3 Project Objectives

The Lantzville ATP sets out a clear vision for a safer, healthier, and more connected community (see **Section 4.0**). As Lantzville grows, so too does the need for infrastructure that supports walking, cycling, and other active modes of travel. This Plan reflects the voices of residents and organizations, promotes environmental and economic resilience, and prioritizes practical, people-focused improvements. The following goals have guided the development and implementation of the ATP:

1. **Community & Stakeholder Engagement** – Ensure inclusive input from residents, partners, and key stakeholders throughout the planning process.
2. **Safety & Accessibility** – Enhance safety for users of all ages and abilities through improved infrastructure, particularly along major roads and routes.
3. **Connected Corridors** – Strengthen connections within and beyond Lantzville, including across the Island Highway and between neighbourhoods, commercial areas, and Nanaimo.
4. **Health & Well-being** – Promote active lifestyles through accessible walking and cycling options.
5. **Environmental Sustainability** – Reduce emissions and support eco-friendly travel choices.
6. **Equity & Inclusion** – Foster inclusive, equitable access to transportation options for all community members.
7. **Economic Vitality** – Support local businesses and property values through better access and increased foot traffic.
8. **Funding Readiness** – Align the plan with grant opportunities to secure future funding.
9. **Efficient Implementation** – Recommend cost-effective and easy-to-maintain infrastructure improvements.

1.4 Strategic Alignment

1.4.1 Local Alignment

The Lantzville ATP is informed by a comprehensive review of local and regional plans, strategies, and policies that collectively shape the community's transportation, land use, and development priorities. These guiding documents establish a consistent vision for creating a safer, more connected, and more accessible community for people of all ages and abilities, regardless of their chosen mode of travel. The ATP builds upon this policy foundation by translating high-level objectives (such as improved walkability, sustainable mobility, inter-jurisdictional trail connectivity, and inclusive infrastructure design) into actionable priorities and projects. **Table 1** outlines the relevant plans and demonstrates how the ATP aligns with and supports their implementation, ensuring coherence with Lantzville's broader planning framework.

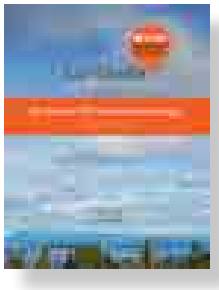


Table 1. Summary of Lantzville's Relevant Plans & Strategies

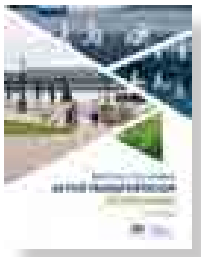
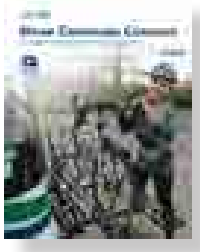
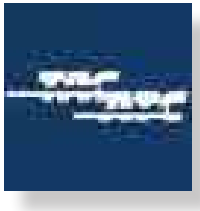
Plan / Strategy	Relevance to the Lantzville ATP
Trails & Journeyways Strategy (2010)	This foundational plan identifies a framework of major and local journeyways and proposed trail routes, including multi-use trails along Ware Road and the E&N Rail Corridor. It outlines key design principles for active transportation infrastructure, such as 1.0 m paved shoulders, hard-surface paths separated from vehicle traffic, and minimum trail widths for various trail types. Although now over a decade old, many of the proposed infrastructure improvements and network connections that are identified in the ATP will reflect and build upon this strategy. The ATP acts as an update to the Trails and Journeyways Strategy and provides design standards based on current best practices, as well as provides a roadmap for implementing priority active transportation routes.
Transportation Review & Road Network Plan (2013)	This plan provides recommendations for improving local and regional connectivity, including specific active transportation corridors such as the Southwind Drive–Fawn Drive link, the Ware Road to Harby Road East connector, and a future trail connection between Aulds Road and Normarel Road. These align closely with ATP objectives to expand the pedestrian and cycling network, particularly through strategic infill connections. The plan also recommends separated multi-use pathways along key arterials, such as Lantzville Road and Dickinson Road, which are reiterated and refined within the ATP to enhance safety and accessibility.
Economic Development Strategic Plan (2018)	This strategy emphasizes the economic value of a connected and accessible community. Action 4C calls for better linkages between community amenities through signage and active transportation routes, while Action 4D identifies the need for pedestrian realm improvements in the Village Core to enhance the visitor experience and safety. These objectives support ATP goals related to wayfinding, village revitalization, and creating inviting, walkable public spaces. The ATP builds on these actions by identifying priority areas for infrastructure upgrades and improved access to commercial and recreational destinations.
Official Community Plan (2019; amended 2025)	The OCP sets out comprehensive policy directions that support active transportation, emphasizing the importance of "journeyways" for pedestrian and cyclist use, requiring integration of trails and pathways in new development, and promoting collaboration with adjacent jurisdictions. Specific policy sections (e.g., 10.1.2, 10.2.4) call for improved pedestrian safety, greenway development, and interjurisdictional trail continuity, including connections to the Nanaimo Parkway Trail and the E&N Rail Corridor. The ATP is directly aligned with these objectives, translating high-level OCP policies into implementable projects and infrastructure improvements.

Plan / Strategy	Relevance to the Lantzville ATP
 **Age Friendly Plan (2020)**	The Age Friendly Plan recommends infrastructure that is safe, accessible, and appropriate for all ages and abilities. Key actions include implementing accessible sidewalks, curb letdowns, pedestrian crossings, and improved connections within the Village Core, including the route between Huddlestone Park and Tweedhope Road. The ATP incorporates these recommendations into its design principles and project prioritization, ensuring that accessibility is embedded throughout the active transportation network.
 **Village Core Improvement / Streetscapes Plan**	This plan focuses on transforming the Village Core into a more pedestrian-oriented environment through sidewalk enhancements, public seating, street trees, and improved crossings. These improvements align directly with ATP objectives for walkability, safety, and placemaking in the community's commercial and civic heart. The ATP integrates these streetscape enhancements into a broader active transportation framework that supports increased foot traffic and public realm vibrancy.
 **RDN Transit Redevelopment Strategy**	While primarily focused on regional transit, this strategy highlights the importance of safe and convenient access to transit stops via pedestrian and cycling infrastructure. The ATP supports this goal by identifying priority improvements for first/last-mile connectivity, such as sidewalks, bike parking, and multi-use pathways that link residential areas to key transit nodes within Lantzville and neighbouring municipalities.
 **Lantzville Strategic Plan 2023-2026**	The Strategic Plan identifies the development of a "Parks, Trails, Greenspace and Active Transportation Plan" as a key Council priority. It also supports broader environmental and livability goals, such as enhancing green infrastructure, upgrading roads, and providing public amenities like rest areas and pet-friendly facilities. The overall framework for the ATP responds to these directives by establishing a comprehensive vision for active transportation infrastructure that supports environmental stewardship, inclusive mobility, and community well-being.

1.4.2 Provincial & National Alignment

This Plan is also informed by established provincial and national frameworks that reflect best practices in active transportation policy, infrastructure design, and planning. These higher-order documents, outlined in **Table 2**, provide guidance on safety, accessibility, connectivity, and sustainability that align with and support the objectives of the ATNP. By referencing these standards and strategies, the ATNP ensures consistency with broader policy direction and emerging best practices in active transportation planning across British Columbia and Canada.

Table 2. Summary of Relevant Provincial and Federal Plans & Strategies

Plan / Strategy	Relevance to the Lantzville ATP
 **British Columbia Active Transportation Design Guide (2019)**	The BC Active Transportation Design Guide provides comprehensive design standards for pedestrian, cycling, and multi-use facilities across diverse contexts in British Columbia. It emphasizes context-sensitive solutions, user safety, universal accessibility, and integration with surrounding land uses. The guide's technical requirements—for example, on separated bike lanes, sidewalk widths, crossing treatments, and intersection design—inform the ATP's approach to infrastructure design, ensuring that proposed facilities in Lantzville reflect best practices that are proven to enhance safety and comfort for people of all ages and abilities.
 **British Columbia Active Transportation Strategy (2018)**	BC's Active Transportation Strategy sets a long-term vision for active transportation throughout the province, emphasizing equitable access, safety, seamless connectivity, and integration with land use and community planning. It identifies goals such as creating complete active transportation networks, improving first/last-mile connections, and supporting mode shift toward walking and cycling. The ATP reflects this strategy by prioritizing network continuity, inclusive design, and connections to transit, schools, parks, and commercial areas, reinforcing Lantzville's contribution to a province-wide shift toward active travel.
 **Transportation Association of Canada (TAC) Guidelines and Best Practices**	The Transportation Association of Canada publishes national technical guides and resources—such as Geometric Design Guide for Canadian Roads, Context-Sensitive Solutions, and Active Transportation Planning and Design practices—that reflect evidence-based standards for active transportation infrastructure, safety, and operational considerations. The ATP references TAC guidance to reinforce design decisions and safety treatments (e.g., intersection design, facility clearances, traffic calming measures) that are consistent with national engineering norms and performance outcomes.
 **Canadian Standards Association (CSA) & Complementary Guidelines**	National standards and guidance documents—for example, those developed or endorsed by the Canadian Standards Association relating to cycling facility design, sidewalk engineering, and shared-use pathways—offer additional reference points for technical consistency. Where applicable, the ATP incorporates or references relevant metric design criteria to ensure that facility widths, clearances, and material specifications align with broadly accepted Canadian engineering practices.
 **Transport Canada — National Active Transportation Strategy (NATS) 2021-2026**	The Government of Canada's National Active Transportation Strategy outlines a long-term vision for enabling safe, accessible, and inclusive active transportation in Canadian communities. It centers on four priority areas: building inclusive networks, increasing safety, supporting planning and design, and fostering culture shift. The ATP supports these national objectives by prioritizing infrastructure that enhances safety and accessibility, improves connections to community destinations and regional networks, and promotes active modes of travel as part of daily life.

2 SETTING THE STAGE

2 Setting the Stage

2.1 People, Place, and Climate

The District of Lantzville is a semi-rural community situated on the eastern shore of Vancouver Island, within the Regional District of Nanaimo. With a population of just under 4,000 residents (2021 Census), Lantzville is characterized by its scenic coastal setting, rolling topography, and a mix of residential, commercial, and natural areas. The municipality serves primarily as a bedroom community for the nearby urban centres of Nanaimo and Parksville, with many residents commuting outside the District for work and services.

Lantzville's transportation system is primarily designed around private vehicle use, with most roads built to rural standards featuring limited sidewalks and few dedicated cycling facilities. Connectivity within the district and to surrounding urban centres depends heavily on personal vehicles, with minimal public transit options currently available. Active transportation infrastructure such as sidewalks, multi-use trails, and cycling routes is concentrated primarily in the Village Core and key recreational areas, with gaps and discontinuities common in outlying residential neighborhoods.

Lantzville's hilly and varied terrain, combined with its coastal proximity, creates both opportunities and challenges for transportation and development. While the natural environment offers abundant recreational amenities, including parks, waterfront trails, and forested pathways, the steep slopes and rural road conditions can hinder accessibility and safe active transportation, particularly for vulnerable road users such as seniors and young families.

The district has an aging population, with a substantial proportion of residents aged 65 and older, alongside a smaller but growing number of families and younger adults. This demographic profile influences mobility needs and preferences, underscoring the importance of accessible, safe, and diverse transportation options to support all users.

2.1.1 Community Profile

As of the 2021 Census, the District of Lantzville had a total population of 3,817, representing a 5.9% increase from the 2016 population of 3,605. The age distribution highlights a population that is aging overall, with the majority falling within older and working-age cohorts.

- **Working-age residents** (15–64 years old) make up the largest segment of the population, comprising **59%** of all residents.
- **Seniors** (65 years and over) account for **25.8%** of the population, reflecting the community's aging demographic.

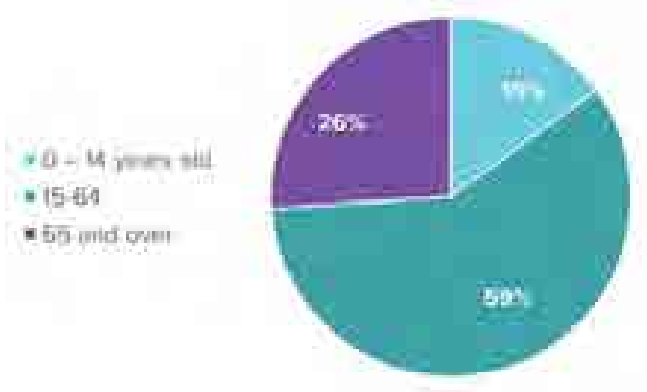


Figure 2. Lantzville's Age Distribution

According to the 2021 Census, 5.9% of Lantzville's population identifies as Indigenous, including:

- **1.7%** identifying as **First Nations**, and
- **3.7%** identifying as **Métis**.

The District of Lantzville is located within the traditional territory of the Snaw'naw'as (Nanoose) First Nation, whose reserve lands directly border the District. The Snaw'naw'as are a member of the Naut'sa mawt Tribal Council and are part of the larger Coast Salish cultural and linguistic group.

2.2 Land Use & Key Destinations

Lantzville's land use patterns are predominantly low-density and residential in character, reflecting its rural roots and small-town setting. The community is largely made up of single-detached homes on generous lots, with limited areas designated for commercial, industrial, or mixed-use development. The Village Core contains a small cluster of commercial businesses that serve local needs, while an established industrial area is located to the south along Ware Road. Public amenities such as schools, parks, and the community hall are centrally located but dispersed, making access without a vehicle more challenging. The absence of higher-density residential development, along with the limited mix of land uses, results in destinations being farther away from where people live. This contributes to car-dependent travel behavior and constrains the viability of frequent public transit or walkable access to daily needs. As the community grows and diversifies, more compact and connected land use patterns will be critical to support active transportation and sustainable mobility.

Lantzville is a compact, close-knit community anchored by several key destinations that support daily life, recreation, and social interaction. However, Highway 19 presents a significant barrier, physically dividing the area into what residents commonly refer to as "Upper" and "Lower" Lantzville. This division shapes how people move through the community and can limit connections between the two areas, reinforcing a sense of separation despite the community's overall cohesion.

At the heart of the community lies the Village Core, home to the primary commercial area and other key destinations such as:

- District Hall
- Costin Hall community centre
- Seaview Elementary School
- Huddlestone Park, Rotary Park, and the beach

Beyond the Village Core, destinations such as the Foothills neighbourhood, Island View Estates, and the Ware Road corridor connect residents to housing, trails, and emerging development areas, while the Lantzville Fire Hall and local churches contribute to community life and civic services. The community also shares an important relationship with the nearby Snaw-Naw-As (Nanoose) First Nation, reflecting both geographic proximity and opportunities for stronger cultural and physical connections. Additionally, Lantzville's direct links to North Nanaimo's retail centres, healthcare facilities, and regional transit routes highlight the importance of creating safe, active transportation connections between neighbourhoods, schools, parks, and surrounding urban areas.

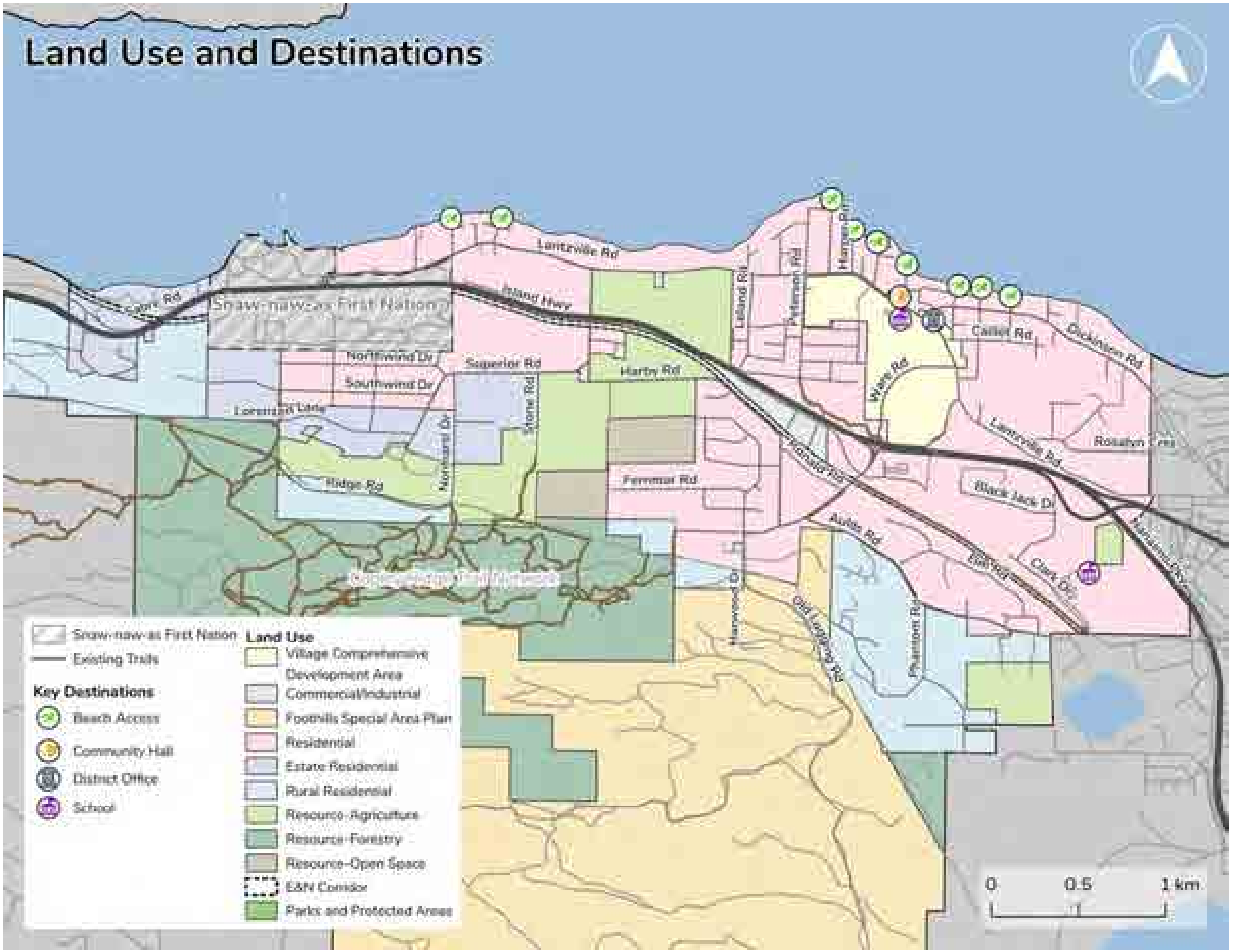


Figure 3. Land Use and Destinations in Lantzville

2.3 Travel Patterns

2.3.1 Commuting Mode Split

The majority of Lantzville's employed labour force relies on private vehicles for commuting. Based on the most recent data from the 2021 census:

94.8% of workers commute by **car, truck, or van:**
- 88.5% as drivers
- 6.3% as passengers

2.6% walk to work

1.1% cycle to work

0.7% use **public transit**

These figures highlight a high reliance on personal vehicles for commuting, underscoring the importance of transportation alternatives and regional connectivity to support modal shift and more broadly to meet the objectives of this project.

Commuting patterns highlight a high reliance on employment outside the community:

- **85.5%** of commuters travel to a **different census subdivision** within the same census division (e.g., commuting to Nanaimo within the Nanaimo Regional District)
- **10.4%** commute **within Lantzville**
- **4.7%** commute to a different census subdivision and division **elsewhere in British Columbia**
- **1.0%** commute to a **different province**

This indicates that most workers are outbound commuters, with only a small proportion working locally.

2.3.2 Commute Duration

Commute times among Lantzville residents are distributed as follows in **Table 3**:

Table 3. Commute Duration for People Living in Lantzville (2021)

Commute Duration	Count	% of Commuters
Less than 15 minutes	425	31.6%
15 – 29 minutes	680	50.6%
30 – 44 minutes	150	11.2%
45 – 59 minutes	30	2.2%
60 minutes or more	60	4.5%

Given that over 80% of the workforce has a commute of less than 30 minutes, many are likely traveling less than 25 km—well within the range of an e-bike, and in many cases, even a standard bicycle. With most bike trips typically covering around 5 km and e-bikes comfortably extending that range to 10–15 km, a significant portion of these commutes could feasibly shift to active transportation with the right infrastructure. This highlights an opportunity to promote cycling and e-bike use for local and regional commuting, particularly between communities like Parksville, Nanaimo, and surrounding areas.

Overall, commuting data underscores the community's high reliance on automobile travel, limited use of active or sustainable transportation modes, and significant outbound commuting during peak hours. Note: these data only reflect work / commute trips and do not capture other trip types. Although formal mode share data is limited for other trip purposes, anecdotal evidence indicates strong community interest in recreational trail use, with commuter walking and cycling largely concentrated in the Village Core. There is potential to increase active transportation uptake through infrastructure improvements, expansion of local employment opportunities, and enhanced regional transit services, which will be critical to reducing auto dependency in Lantzville.

2.4 Baseline Active Transportation Conditions (Existing Network)

The District of Lantzville has an established foundation of active transportation infrastructure that supports walking, cycling, and other forms of human-powered mobility throughout the community. This baseline network, combined with strong local support and favourable contextual conditions, provides a solid platform for expanding and enhancing active transportation opportunities through the ATP.

Currently, Lantzville has approximately 6.3 kilometres of pedestrian infrastructure, including sidewalks and multi-use pathways (MUPs). These facilities are primarily concentrated in and around the Village Core and along select collector routes, forming key connections between residential areas, parks, schools, and community destinations. In addition, the community includes approximately 12.4 kilometres of cycling infrastructure, consisting of painted shoulders and shared multi-use pathways. While these facilities provide important mobility options, they vary in comfort and level of separation from vehicle traffic, which provides an opportunity to improve network consistency and user experience.

The network is further supported by 17 marked crosswalks located at strategic points across the community. These crossings enhance pedestrian safety and connectivity, particularly near higher-activity areas and key desire lines. Continued enhancements to crossing treatments and intersection design will be important to further improve safety and accessibility.

Lantzville benefits from several contextual strengths that position it well for active transportation expansion. There is strong community and political support for walkability, cycling, and trail development, reinforced by recent and planned investments in the Village Core that prioritize pedestrian-friendly design and placemaking. The community's scenic natural environment and established trail network provide both recreational value and practical off-road connections, creating opportunities to integrate transportation and recreation corridors.

Pedestrian Infrastructure

Pedestrian infrastructure in Lantzville is currently limited and varies significantly between the Village Commercial Core and surrounding rural and suburban areas. Within the Village Core, recent investments—aligned with Objectives 2 (Safety & Accessibility) and 7 (Economic Vitality)—have resulted in modest sidewalk improvements along Lantzville Road. Planned upgrades under the Village Core Revitalization initiative, including separated sidewalks and multi-use pathways, further support the goal of creating a more pedestrian-friendly, economically vibrant area.

Outside the Core, however, infrastructure is considerably less developed. Many rural and low-density neighbourhoods lack sidewalks entirely or rely on narrow, walkable shoulders. This presents safety risks, particularly for children, older adults, and individuals with mobility challenges, directly conflicting with Objective 2 (Safety & Accessibility) and Objective 6 (Equity & Inclusion). These gaps are a major barrier to walkability and hinder progress toward Objective 4 (Health & Well-being) and Objective 5 (Environmental Sustainability), as they discourage active transportation and perpetuate car dependence. **Figure 4** shows the active transportation infrastructure in Lantzville with most of the roads either lacking places for people to walk / roll and/or walkable shoulders along some of the corridors.

There are signs of improvement in newer subdivisions like the Foothills and Island View Estates, where pedestrian infrastructure is being integrated into development plans. These areas reflect a shift toward more pedestrian-supportive community design and align with Objective 3 (Connected Corridors) and Objective 9 (Efficient Implementation). However, a comprehensive and connected pedestrian network across Lantzville remains incomplete, limiting the broader impact of these localized improvements.

To realize the full benefits of the Active Transportation Network Plan—including improved connectivity, equitable access, and eligibility for Objective 8 (Funding Readiness)—a coordinated approach is needed to extend safe, accessible pedestrian infrastructure throughout the community.

Table 4. Existing Active Transportation Infrastructure

Facility Type	Quantity
Existing pedestrian infrastructure (sidewalks + MUPs)	~6.8 km
Existing cycling infrastructure (painted shoulders + MUPs)	~12.4 km
Marked crosswalks	17

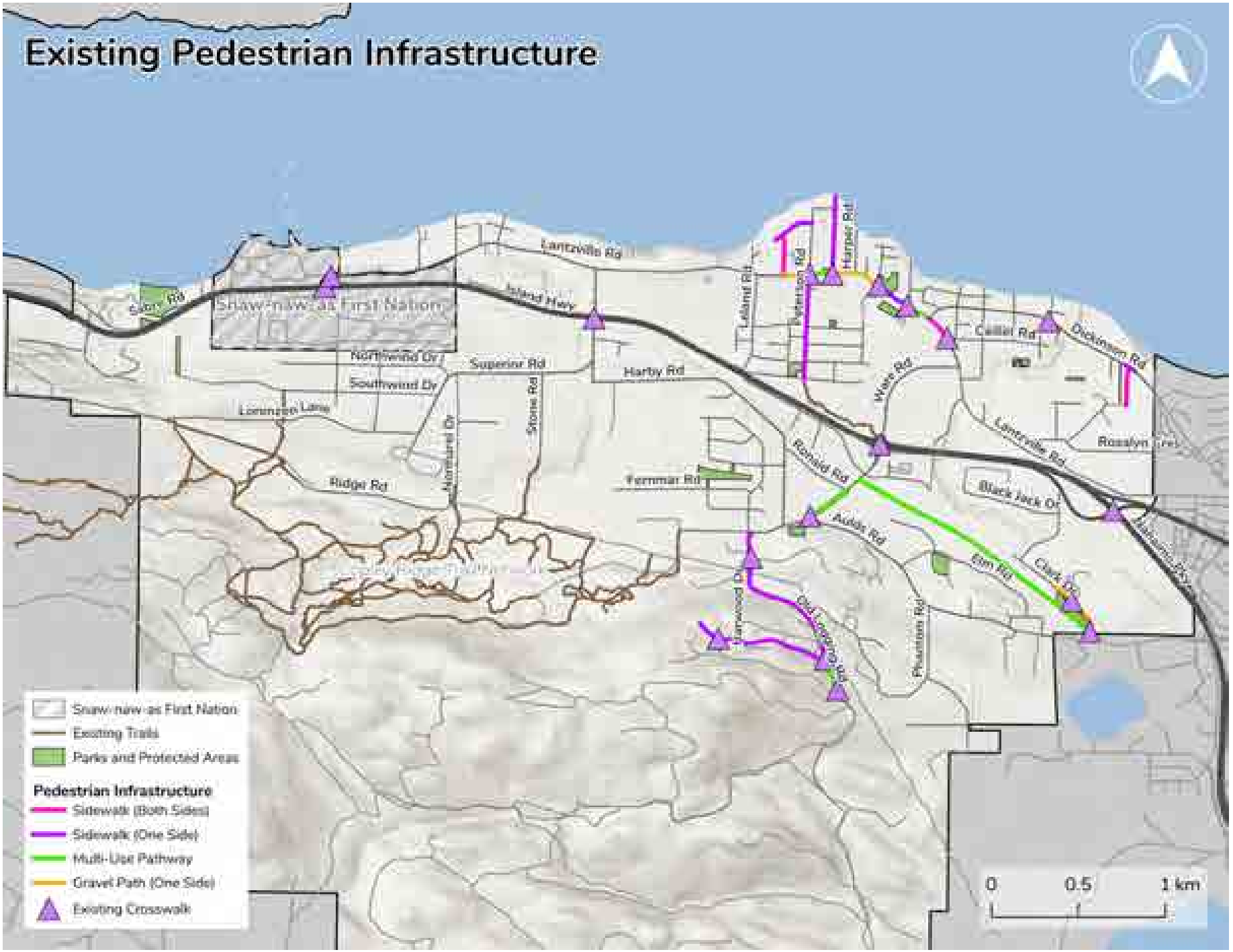


Figure 4. Existing Pedestrian Infrastructure in Lantzville

Cycling Infrastructure

Lantzville's cycling infrastructure currently consists largely of gravel trails and unpaved journeyways, which cater well to recreational use but are less effective for commuter or utilitarian cycling. There are approximately 8 kilometres of cycling infrastructure in the community today. This limitation hinders progress toward Objective 4 (Health & Well-being) and Objective 5 (Environmental Sustainability) by discouraging residents from choosing cycling as a viable daily transportation option.

While there are designated multi-use paths in select areas—particularly within the Village Core—overall cycling infrastructure remains fragmented and inconsistent, creating barriers to safe and accessible travel. For example, the painted shoulders on Lantzville Road transition to a multi-use pathway at Calillet Road before terminating at Dickinson Road. This is an example of a gap in network connectivity and results in a less comfortable experience for some people who cycle.

Furthermore, this highlights gaps in achieving Objective 2 (Safety & Accessibility) and Objective 3 (Connected Corridors), particularly for cyclists traveling between residential neighborhoods, the Village Core, and key destinations such as parks, schools, and commercial areas.

Key components of the existing infrastructure include:

- Painted and shared bike lanes on some roadways, though with minimal protected or separated infrastructure, limiting safety for less experienced or vulnerable cyclists (Objective 2).
- Off-street trails and multi-use paths that support recreational riding and some local connections, aligning partially with Objective 6 (Equity & Inclusion) but falling short for broader transportation use.
- Bicycle parking facilities in parks and central areas, which support Objective 7 (Economic Vitality), though the availability, quality, and placement of these facilities are inconsistent.
- Wayfinding signage in certain locations, suggesting a foundation for future network development but requiring more consistent and comprehensive coverage to meet Objective 9 (Efficient Implementation).

Lantzville's scenic landscape and existing trail network offer strong potential to expand active transportation. However, unlocking this potential—especially for safe, all-season commuter cycling—will require strategic investments in continuous, protected, and well-connected infrastructure. These improvements would support multiple plan objectives, including reducing carbon emissions (Objective 5), increasing transportation equity (Objective 6), and positioning the community for future grant funding (Objective 8).

Multi-Use & Shared Infrastructure

While Lantzville benefits from a number of natural trails and informal routes that connect neighborhoods and open spaces, the lack of formalized, year-round multi-use infrastructure poses a barrier to safe and inclusive active transportation. These informal paths are primarily recreational and often unsuitable for daily travel or all-season use, limiting their potential to support Objective 3 (Connected Corridors) and Objective 4 (Health & Well-being).

In areas near the Village Core where multi-use paths or greenways do exist, their intended use is often ambiguous due to limited signage or pavement markings. This contributes to uncertainty about whether cycling is permitted and increases the risk of conflicts between pedestrians and cyclists, undermining Objective 2 (Safety & Accessibility) and Objective 6 (Equity & Inclusion).

Despite these challenges, Lantzville has several assets that provide a strong foundation for future development, aligning with multiple Plan objectives:

Forested and rural trail networks, while recreational, offer opportunities for expanded use with the right upgrades (Objectives 5 & 9).

Portions of the former E&N rail corridor, previously proposed for trail conversion, present a major opportunity to establish a safe, off-road active transportation spine (Objectives 3, 5 & 8).

- Existing shared paths, though in need of clearer definition and surface improvements, have the potential to support multi-modal travel (Objectives 2 & 9).
- Proximity to key destinations—including schools, parks, and future transit corridors—supports efforts to create a well-connected network that reduces car dependence (Objectives 3, 4 & 5).

Investing in improved signage, surface quality, and network connectivity will clarify the function of existing infrastructure, encourage safe, inclusive use, and support broader goals such as environmental sustainability (Objective 5), economic vitality through increased accessibility (Objective 7), and grant readiness for infrastructure funding (Objective 8). While Lantzville has a number of natural trails and informal routes that connect neighbourhoods and open spaces, there is a notable lack of formal multi-use infrastructure designed for consistent, year-round use by both pedestrians and cyclists. **Figure 5** shows the existing cycling infrastructure in Lantzville.

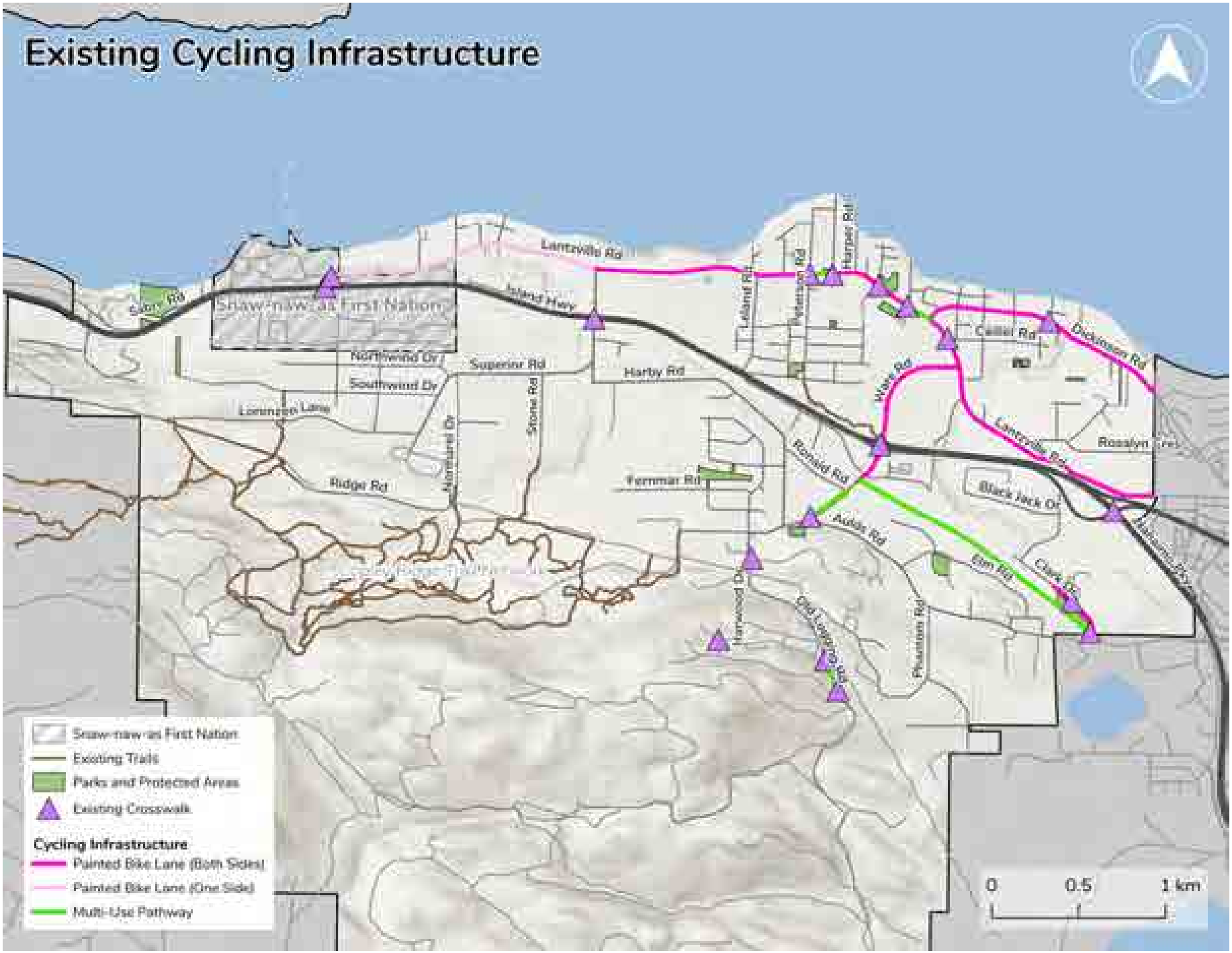


Figure 5. Existing Cycling Infrastructure in Lantzville

Connection to Transit

Public transit service in the District of Lantzville is currently limited, with infrequent routes primarily connecting the community to the City of Nanaimo. Transit stops are generally located along main corridors such as Lantzville Road; however, many residential areas lack direct, safe, and convenient pedestrian access. In several locations, residents must travel along rural roadways with limited shoulders or incomplete sidewalks to reach transit stops.

Similar challenges exist for school bus stops, which are often located along higher-speed corridors or at intersections without dedicated pedestrian infrastructure. These conditions can make access difficult or unsafe for students walking or cycling to bus stops, particularly during poor weather or low-light conditions.

These gaps in safe access create barriers for seniors, youth, and individuals without access to a private vehicle, limiting equitable mobility and making it more difficult to shift toward multi-modal travel. Improving first-mile/last-mile connections—such as sidewalks, paved shoulders, lighting, protected crossings, and wayfinding—will help integrate transit with the active transportation network. Strengthening these connections will support safer access to transit and school transportation while encouraging greater use of walking and cycling as part of daily travel.

Figure 6 illustrates transit ridership across the District using boarding and alighting data from the Regional District of Nanaimo, along with the locations of School District bus routes and stops.

Mobility Limitations and Accessibility Needs

Lantzville faces several mobility and accessibility challenges, largely driven by its aging population, car-centric land use patterns, and hilly topography. Much of the road network was constructed to a rural standard, which has resulted in:

- Incomplete or missing sidewalks
- Limited pedestrian crossings
- Gravel shoulders used in place of formal walkways

These conditions create an environment that feels unsafe and physically inaccessible for many residents—especially seniors, people with disabilities, and young families. These barriers conflict directly with Objective 2 (Safety & Accessibility) and Objective 6 (Equity & Inclusion), as they limit access to essential services, social opportunities, and community participation for vulnerable populations.

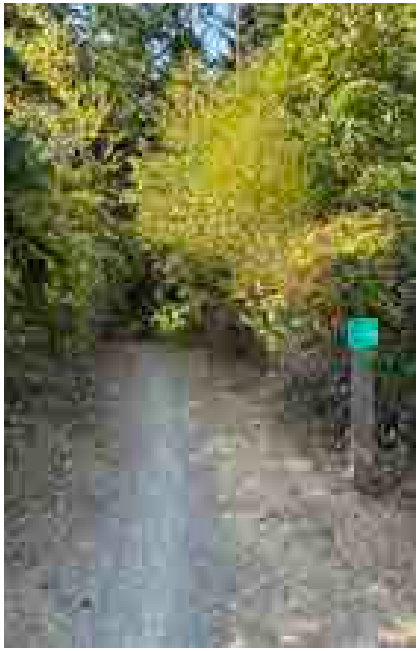
The current infrastructure also undermines Objective 4 (Health & Well-being) by discouraging active travel such as walking and rolling, which are vital for maintaining health in aging populations. Additionally, these physical gaps make it more difficult to reduce car dependency and advance Objective 5 (Environmental Sustainability).

Addressing these barriers through strategic investments in sidewalks, safe crossings, and accessible design is critical to creating a transportation system that is inclusive, equitable, and responsive to the needs of all Lantzville residents. Improvements in these areas would also support Objective 9 (Efficient Implementation) by targeting practical upgrades that can deliver widespread community benefit with relatively low-cost interventions.

Figure 6. Transit in Lantzville

Trails

Lantzville's trail network is a valuable but currently underutilized component of the active transportation system. While extensive and scenic, most trails are informal and primarily serve recreational purposes. They often lack essential infrastructure such as signage, all-weather surfacing, lighting, and direct connections to key destinations, limiting their role in supporting daily travel. This undermines progress toward Objective 3 (Connected Corridors), Objective 4 (Health & Well-being), and Objective 6 (Equity & Inclusion).



Despite these gaps, the trail system presents strong opportunities for enhancement. With targeted upgrades—such as improved surfacing, wayfinding, and better integration with sidewalks, transit, and bike routes—trails can offer safe, off-road alternatives to car travel, especially in areas where road infrastructure is limited. Key corridors, including the former E&N rail line and connections from residential areas like the Foothills to the Village Core, could serve as regional spines for walking and cycling, supporting Objectives 2 (Safety & Accessibility), 5 (Environmental Sustainability), and 7 (Economic Vitality).

Investing in trail improvements and integrating them into the broader active transportation network will make active travel more viable and inclusive. These upgrades also position Lantzville to meet Objective 8 (Funding Readiness) and Objective 9 (Efficient Implementation) by leveraging grant opportunities and aligning with regional planning efforts.

Wayfinding

Lantzville currently lacks a comprehensive wayfinding system to support active transportation users, which limits the usability, clarity, and accessibility of existing pedestrian, cycling, and multi-use routes. Without clear, consistent signage, both residents and visitors may struggle to navigate safely and efficiently, especially those unfamiliar with local routes or key destinations.

This gap directly affects Objective 2 (Safety & Accessibility) by increasing the risk of confusion, missed connections, and potential conflicts among users. It also weakens Objective 3 (Connected Corridors) by making the community's network of trails and paths feel fragmented, even where physical infrastructure exists.

In addition, the absence of visible, informative signage reduces the overall appeal and confidence in walking and cycling, limiting progress toward:

- Objective 4 (Health & Well-being) by discouraging physical activity,
- Objective 5 (Environmental Sustainability) by reinforcing reliance on cars,
- Objective 6 (Equity & Inclusion) by creating additional barriers for newcomers, seniors, and others who rely on clear visual cues,
- Objective 7 (Economic Vitality) by making it harder for people to discover and access local businesses on foot or by bike.

Implementing a well-designed wayfinding strategy—including maps, distance markers, destination signs, and pavement markings—would not only enhance user confidence and safety but also encourage greater use of active transportation infrastructure. Done efficiently, this can also support Objective 9 (Efficient Implementation) as a relatively low-cost, high-impact initiative that leverages existing routes and assets.

3 WHAT WE LEARNED

3 What We Learned

3.1 Community Consultation Strategy

Community engagement was a key component to the success of the ATP process. The consultation strategy was designed to ensure that residents, regional partners, and interest groups had multiple opportunities to provide input on existing conditions, community priorities, and proposed improvements to the active transportation network. Engagement activities were structured to gather both broad public feedback and targeted input from key stakeholders, helping ensure that the final plan reflects local needs and community values.

The engagement program was delivered in two phases, aligned with the technical stages of the ATP development process.

3.1.1 Round 1 Engagement (Fall 2025)

Timeline: October – November 2025

Purpose: Round 1 engagement focused on understanding how the community uses the active transportation and trails network in Lantzville, identifying key challenges, and gathering early ideas for improvements and expansion.

Activities:

- Creation of a **Project Webpage** where updates and activities were posted.
- **Community Pop-Up Event** held during GoByBike Week (October 3, 2025) outside Costin Hall to gather input from residents.
- **Presentation to the Lantzville Parks and Trails Select Committee** (October 16, 2025) to introduce the project and gather committee feedback.
- **Meeting with the Parent Advisory Committee at Seaview Elementary School** (November 19, 2025) to discuss safe routes to school and barriers to active travel for students.
- **Online Survey** to collect broader public feedback.

Participation Highlights:

3.1.2 Round 2 Engagement (Winter 2026)

Timeline: January – February 2026

Purpose: Round 2 engagement focused on gathering feedback on the proposed active transportation network, infrastructure improvements, and facility standards developed following Round 1 input.

Activities:

- **Community Open House** at Costin Hall (February 5, 2026) to present proposed network improvements.
- **Online Survey** available February 2–22, 2026 to collect community feedback.
- **Focus Group Meeting** with Snaw-naw-as First Nation representatives (January 16, 2026).
- **External Partners Focus Group** with Ministry of Transportation and Transit, City of Nanaimo, Regional District of Nanaimo, and Island Corridor Foundation (February 4, 2026).
- **Focus Group with the Lantzville Parks and Trails Select Committee** (February 19, 2026).
- **Meeting with School District 68** to discuss active school transportation and bus stops (February 24, 2026).

Participation Highlights:

Following the completion of Round 2 engagement activities, feedback was compiled into an Engagement Summary Report (See **Appendix A**), which documents the results of both engagement rounds. This summary outlines key themes, community priorities, and how public input influenced the development of the proposed active transportation network.

3.2 Engagement Findings

Community engagement conducted during Round 1 and Round 2 provided valuable insights into how residents currently travel within the District of Lantzville and what improvements are needed to support safer and more convenient active transportation.

Overall, engagement confirmed that most daily travel in Lantzville currently occurs by personal vehicle. However, many respondents indicated that they would be more likely to walk or cycle if safer and more connected infrastructure were available. Feedback highlighted several recurring themes related to safety, connectivity, infrastructure gaps, and desired improvements to support walking and cycling throughout the community.

3.2.1 Key Barriers

Engagement results from surveys, events, and meetings identified several barriers that limit the use of active transportation within the District of Lantzville. These barriers contribute to the high reliance on personal vehicles for daily travel.

The most frequently identified barriers include:

- **Lack of sidewalks:** Many roads in Lantzville do not have sidewalks, requiring pedestrians to walk on road shoulders or share space with vehicles.
- **Traffic speed and volume:** Higher vehicle speeds and traffic volumes along primary routes discourage walking and cycling, particularly for children, families, and older adults.
- **Lack of cycling infrastructure:** The absence of dedicated bike lanes or separated cycling facilities makes cycling feel unsafe for many residents.

Additional barriers identified through engagement include:

- **Network gaps:** Discontinuous sidewalks, trails, and cycling routes limit the usability of the network.
- **Limited safe crossings:** Major corridors such as the Island Highway present challenges for pedestrians and cyclists attempting to cross safely.

Together, these barriers reduce the comfort, safety, and convenience of walking and cycling throughout the community.

3.2.2 Critical Connections

Participants emphasized the importance of improving connectivity to create a continuous and functional active transportation network across the District of Lantzville.

Key corridors and locations identified as priorities for improved connections include:

- Lantzville Road
- Aulds Road
- Superior Road
- Ware Road
- Dickinson Road
- Foothills
- North / Southwind
- Routes around Seaview Elementary School
- Crossings of the Island Highway

Participants also highlighted the importance of improving regional connectivity. In particular, there was strong support for enhancing and extending the E&N Trail corridor as a continuous active transportation route connecting Lantzville to neighbouring communities.

Improving connections between neighbourhoods, schools, parks, and trails was also identified as an important objective for the network. **Figure 7** shows the identified areas of improvement (in no particular order).

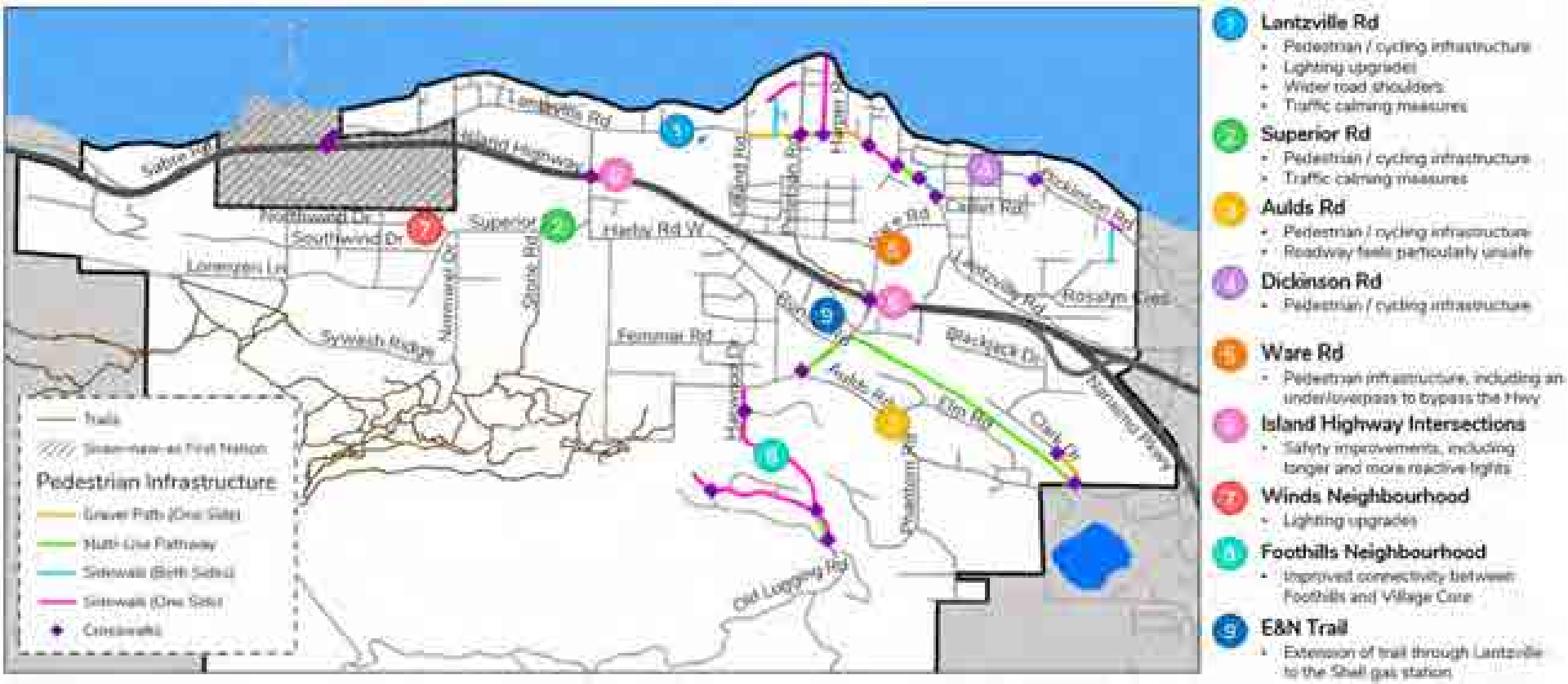


Figure 7. Identified Improvements Map

3.2.3 Improvements

Participants identified several types of infrastructure improvements that would encourage more walking and cycling in the community. Many respondents indicated that they would be more likely to use active transportation if safer and more comfortable facilities were available.

Priority infrastructure improvements identified through engagement include:

1. Multi-use trails
2. Sidewalks
3. Paved shoulders
4. Traffic calming measures
5. Protected or separated bike lanes

Additional improvement ideas included:

- **Trail connections:** Expanding and linking trails to improve access between neighbourhoods and recreational destinations.
- **Protected cycling facilities:** Providing physical separation from vehicles along primary routes.
- **School route improvements:** Enhancing pedestrian and cycling infrastructure near Seaview Elementary School to support safer active school travel.
- **Surface material considerations:** Overall, the preference was for paved surfaces over aggregate (with consideration for bikes, accessibility, and maintenance)

These improvements were identified as key actions that could help create a safer and more accessible network for residents of all ages and abilities.

3.2.4 Concerns

Several broader concerns were raised during engagement regarding safety, network usability, and the character of future improvements.

Traffic speed and safety were recurring themes in both survey responses and individual discussions. Participants noted that higher vehicle speeds along key routes create safety concerns for pedestrians and cyclists.

Many respondents supported the introduction of **traffic calming measures**, particularly outside the Village Core and in areas with higher pedestrian activity.

Preferred traffic calming approaches included:

- Pedestrian-activated crossings with flashing lights
- Raised crosswalks or raised intersections
- Visual road narrowing using pavement markings, flexible posts, or landscaping

Participants also expressed concerns about the safety of **crossing the Island Highway**. Suggested improvements included:

- Pedestrian overpasses or underpasses
- Improved signal timing at intersections
- Enhanced pedestrian crossing infrastructure

Finally, some participants emphasized the importance of balancing infrastructure improvements with the **rural character and natural setting** of the community. This included careful consideration of materials, design approaches, and the integration of new facilities within existing landscapes.

3.2.5 Engagement Summary

Overall, engagement findings demonstrate strong community interest in improving opportunities for walking and cycling within the District of Lantzville. While most residents currently rely on personal vehicles for daily travel, a significant portion of respondents indicated they would consider walking or cycling more often if safer and more connected infrastructure were available.

Participants emphasized the importance of addressing infrastructure gaps, improving safety along key corridors, and strengthening both local and regional connections. Priority improvements include sidewalks, multi-use trails, protected cycling facilities, and traffic calming measures.

During Round 2 Engagement, the results showed support for the proposed network and planning direction was generally positive, with many respondents indicating support for the draft vision, guiding strategies, and proposed active transportation network.

Together, the engagement findings provide a clear foundation for identifying priority investments and guiding the development of a safer, more connected active transportation network for Lantzville. A full summary can be found in **Appendix A**.

3.3 Intersection Peak Hour Volumes & Estimated Daily Traffic

Intersection counts were collected at three key intersections along Lantzville Road at Superior Road, Dickinson Road, and Ware Road. Data was collected over two days, Wednesday, September 17 and Thursday, September 18 for 3 hours during the morning and afternoon peak travel times (7:00am – 10:00am and 2:30pm – 5:30pm).

The results show that the peak vehicle per hour (PVH) counts for the AM and PM were typically between 8:00am – 9:00am and 3:30pm – 4:30pm on both days. This section outlines the findings at each intersection for the peak hours.

As implementation of the ATP moves forward, further data will need to be collected to support proposed network improvements and determine appropriate infrastructure needs.

LANTZVILLE ROAD & SUPERIOR ROAD

Lantzville Road at Superior Road had the lowest vehicle volumes among the three intersections, ranging from 159 to 269 vehicles per hour. Despite this, both pedestrian and cyclist activity were present. Pedestrian counts ranged from 2 to 4 pedestrians per hour, while cyclist volumes were comparable, with up to 4 cyclists per hour observed during both AM and PM peaks. The predominant traffic flow was westbound across all time periods, indicating a consistent directional preference. Although this intersection sees less vehicular traffic, the presence of active transportation users highlights the importance of providing safe and accessible infrastructure, particularly for lower-speed, local road contexts. Based on the observed peak hour volumes (159–269 vehicles), and assuming peak hour traffic represents approximately 10% of daily traffic, estimated daily volumes at this intersection range from **1,590 to 2,690 vehicles per day**.

Table 5. Lantzville Road & Superior Road Intersection PVH

	Wed, Sept 17		Thurs, Sept 18	
	AM	PM	AM	PM
Peak	8:00-9:00	3:15-4:15	7:45-8:45	3:30-4:30
Vehicles	174	201	159	269
Pedestrians	3	3	4	2
Cyclists	0	2	4	4
Busiest Movement	Westbound on Lantzville Rd	Eastbound on Lantzville Rd	Westbound on Lantzville Rd	Westbound on Lantzville Rd

LANTZVILLE ROAD & DICKINSON ROAD

At Lantzville Road and Dickinson Road, vehicle volumes ranged from 380 to 477 vehicles per hour, with the highest traffic observed during the PM peak on September 18. Pedestrian activity was also notable, particularly during the PM periods, with counts reaching up to 16 pedestrians per hour. Cyclist volumes were modest but consistent, ranging from 1 to 3 cyclists per hour across all time periods. The dominant traffic movement was eastbound during the AM peak and westbound during the PM peak, indicating a typical commuter flow pattern. This intersection demonstrates moderate vehicular traffic alongside relatively high pedestrian presence, reinforcing its importance as a potential focal point for improved active transportation infrastructure in the Village Core. Using the peak hour counts (380–477 vehicles) as a basis and applying the 10% rule-of-thumb, the estimated daily traffic volume at this intersection is approximately **3,800 to 4,770 vehicles per day.**

Table 6. Lantzville Road & Dickinson Road Intersection PVH

	Wed, Sept 17		Thurs, Sept 18	
	AM	**PM**	**AM**	**PM**
Peak	7:45-8:45	3:30-4:30	8:00-9:00	3:30-4:30
Vehicles	387	408	380	477
Pedestrians	6	13	16	16
Cyclists	3	1	3	3
Busiest Movement	Eastbound on Lantzville Rd	Westbound on Lantzville Rd	Eastbound on Lantzville Rd	Westbound on Lantzville Rd

LANTZVILLE ROAD & WARE ROAD

The intersection at Lantzville Road and Ware Road experienced the highest vehicle volumes of the three locations, with peak hour counts ranging from 452 to 561 vehicles per hour. The PM peak on September 18 recorded the greatest overall volume at 561 vehicles per hour. Pedestrian volumes were moderate, varying from 1 to 8 pedestrians per hour, while cyclist counts were consistently observed between 3 and 4 cyclists per hour. Traffic movement was predominantly eastbound during morning peaks and westbound in the afternoon, reflecting commuting trends. The combination of high vehicle activity and steady active transportation use suggests a need for cycling and pedestrian facilities at this location to safely accommodate all users. Given peak hour vehicle volumes ranging from 452 to 561, estimated daily volumes are **approximately 4,520 to 5,610 vehicles per day,** indicating the highest traffic levels among the three intersections studied.

Table 7. Lantzville Road & Ware Road Intersection PVH

	Wed, Sept 17		Thurs, Sept 18	
	AM	**PM**	**AM**	**PM**
Peak	8:00-9:00	3:30-4:30	8:00-9:00	3:30-4:30
Vehicles	466	498	452	561
Pedestrians	8	5	4	1
Cyclists	3	4	4	3
Busiest Movement	Eastbound on Lantzville Rd	Eastbound on Lantzville Rd	Eastbound on Lantzville Rd	Westbound on Lantzville Rd

3.3.1 Summary of Intersection Data Collected

Based on the data collected, **Table 8** summarizes the estimated daily volume of all users at each intersection.

Table 8. Summary of Intersection Data

Estimated Volume Per Day	Lantzville Rd & Superior Rd	Lantzville Rd & Dickinson Rd	Lantzville Rd & Ware Rd
Vehicles	1,590 – 2,690	3,800 – 4,770	4,520 – 5,610
Pedestrians	20-40	60-160	10-80
Cyclists	0-40	10-30	20-40

While Lantzville Road & Ware Road have the highest volume of cyclists and vehicles per day, Lantzville Rd & Dickinson Rd has the highest number of pedestrians, likely because it is the main intersection in the Village Core and many people are walking to/between key destinations.

3.4 Safety & Collision Context

Using data from ICBC's online collision portal, a five-year history of collisions around Lantzville was analyzed. The online data features collisions reported from 2020 to 2024, offering a snapshot into the collision history and patterns at key intersections throughout and adjacent to the District.

General Collision Trends

From 2020 to 2024, a total of 634 collisions were reported within and adjacent to Lantzville. Annual totals generally ranged between approximately 125 and 150 collisions per year. However, only 86 collisions were reported in 2020, likely due to altered traffic patterns resulting from the COVID-19 pandemic.

Of the 634 total collisions analyzed over the five-year period, 65% were classified as property damage only (PDO). The remaining 35% involved casualties, which includes crashes that result in injury or fatality. Only 1 pedestrian and 1 bicyclist collision were reported over the five-year period within Lantzville, both occurring at intersections on Highway 19.

Collision frequency in and adjacent to Lantzville appears to be relatively consistent throughout the year, except for November and December, which recorded the highest number of collisions. February and April had the lowest number of reported collisions over the 5-year period.

Data on collision trends by day of the week or time of day were not available for this analysis. In general, collision frequency tends to increase when traffic volumes are higher, such as during morning and afternoon commuter periods and on weekdays (Monday through Thursday). However, these patterns can vary depending on tourism levels and the presence of recreational attractions within the community.

Location Trends

The breakdown of five-year collisions at the top 5 collision-prone intersections around Lantzville is provided in **Table 9**. All of the top five collision-prone intersections are located on Highway 19, which is likely attributed to higher traffic volumes.

Table 9. Top 5-Year Collision-Prone Intersections in Lantzville

Rank	Intersection	Total 5-Year Collisions	PDO	Casualty
1	Highway 19 / Aulds Road	271 (43%)	159	112
2	Highway 19 / Ware Road	69 (11%)	43	26
3	Highway 19 / Superior Road	57 (9%)	32	25
4	Highway 19 / Lantzville Road / Snaw-Naw-As Road	55 (9%)	31	24
5	Highway 19 / Bayview Park Drive	20 (3%)	15	5

A total of 508 collisions (80%) over the five-year period occurred at intersections on Highway 19, while the remaining 126 collisions (20%) took place on other roads throughout and adjacent to Lantzville. Of these 126 collisions, 29 (23%) occurred on Lantzville Road. The most collision prone intersection on Lantzville Road was at the intersection with Dover Road, located just outside the eastern border of the district, where four collisions were recorded during the five-year period. Additionally, eight collisions occurred within Lantzville's downtown core over the same period.

Overall, the observed collision location trends in and adjacent to Lantzville are consistent with expectations. Collision frequency is typically higher in areas with greater traffic volumes or higher travel speeds, such as along major highways.

Active Transportation Safety

In general, pedestrian and bicyclist facilities are prioritized in locations that have a higher risk of collision. This risk can be reflected by factors such as the total number of vehicle-to-vehicle collisions, higher traffic volumes, higher vehicle speeds, or areas with notable conflict points between vehicles and pedestrians or bicyclists (such as at intersections).

The risk of serious injury or death for active transportation users is directly correlated with the speed, weight, and size of the vehicles involved. As vehicle speeds or traffic volumes increase, the likelihood and severity of collisions involving active transportation users also increase. In these contexts, more protective infrastructure and greater separation from motor vehicle traffic may be warranted.

Although traffic volumes and vehicle speeds are not available on all roadways within Lantzville, these factors can be reasonably estimated based on roadway design, land use, and proximity to Highway 19. For example, segments of Lantzville Road, Superior Road, and Ware Road that connect directly to Highway 19 are likely to experience higher traffic volumes, as vehicles enter or exit the highway. Vehicle speeds may also be higher, particularly on straighter segments with fewer intersections, as drivers accelerate onto or decelerate from the highway.

In contrast, segments of Lantzville Road near the City Centre have lower posted speeds (30 km/h) and more frequent intersections, which can help reduce vehicle speeds and improve safety for pedestrians and cyclists. Further west, Lantzville Road is straighter, has a more rural character, and a higher posted speed limit (50 km/h), which may encourage faster driving, increasing risks for all road users.

Overall, areas with higher speeds or traffic volumes, whether due to roadway design, connection to major routes, or lack of traffic-calming features, may warrant additional safety measures, such as enhanced pedestrian and bicycle facilities, traffic calming, or increased separation from motor vehicle traffic.

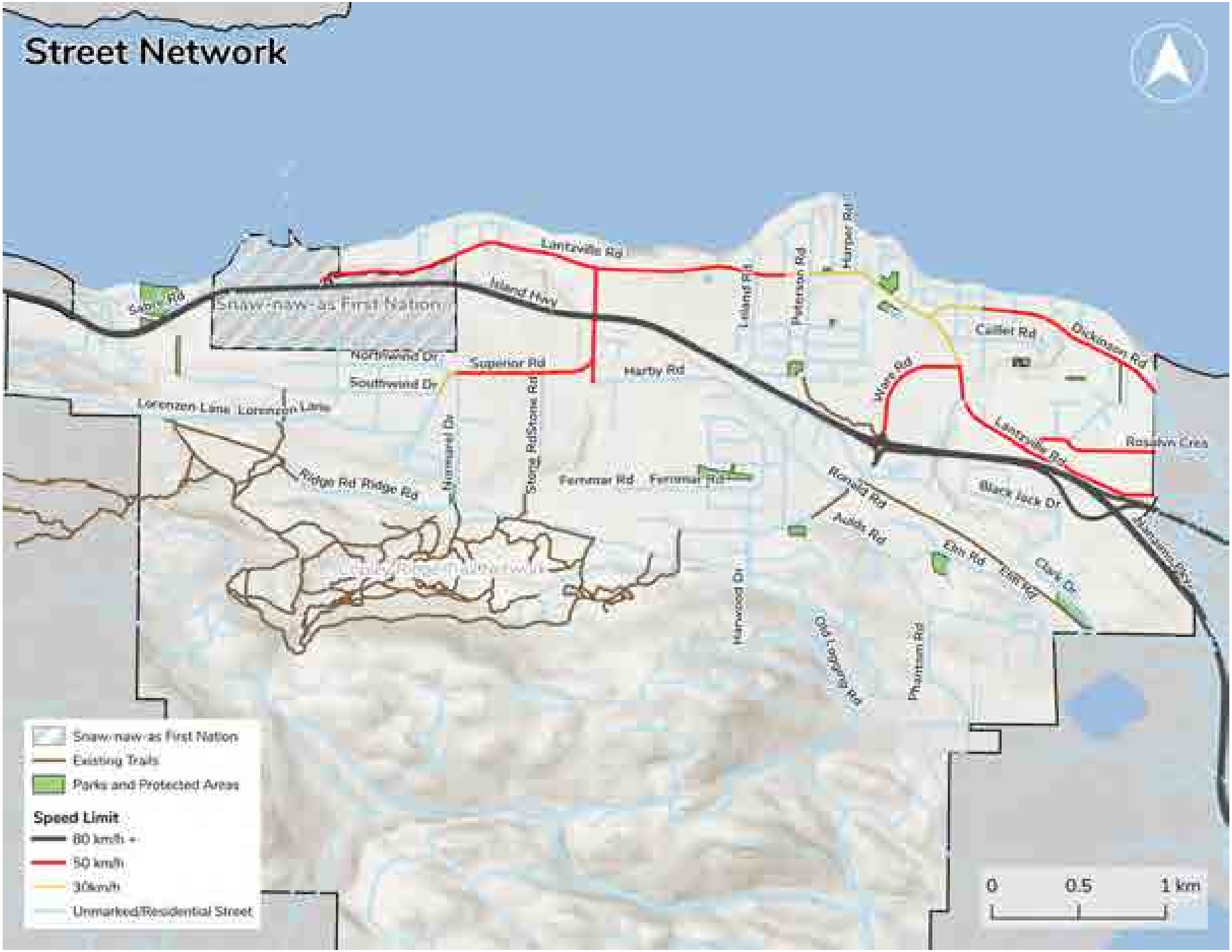


Figure 8. Street Network Map

4 FUTURE DIRECTIONS

4 Future Directions

4.1 Vision

Based on input received throughout the engagement process, a vision was established for how the community wishes to experience active transportation within Lantzville in the near future:

Lantzville's Active Transportation Plan envisions a safe, connected, and inclusive network that supports healthy, sustainable, and accessible travel for all while maintaining its rural character.

Through collaboration, environmental stewardship, and strategic investment, the Plan will enhance community well-being, strengthen local vitality, and deliver efficient, achievable improvements across the District.

4.2 Guiding Principles & Goals

In order to move the vision and objectives (Section 1.3) of the Plan forward, four Guiding Principles and corresponding Goals have been created that align with the District of Lantzville's values (drawn from their Strategic Plan and what we learned through community engagement):

A. Safe & Comfortable Corridors

Prioritize infrastructure investments and design interventions that improve safety, accessibility, and user comfort for pedestrians, cyclists, and other non-motorized users. This includes applying context-sensitive design standards, incorporating traffic calming measures, enhancing crossings, and ensuring compliance with universal accessibility and Complete Streets principles.

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

B. A Connected Network

Develop a coherent, continuous, and legible active transportation network that addresses existing gaps, improves route directness, and strengthens connections to key destinations, including schools, parks, commercial areas, and transit services. Network development emphasizes connectivity, continuity, and navigability.

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

C. A Healthy & Active Community

Support increased participation in active transportation through equitable infrastructure provision, supportive policies, and community-based programming. Efforts will focus on reducing barriers to access, improving real and perceived safety, and aligning active transportation initiatives with broader public health, land use, and climate objectives.

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

D. Prioritizing Partnerships & Implementation

Establish a structured implementation framework that includes phasing, capital cost estimation, funding strategy development, inter-agency coordination, and performance monitoring. On-going collaboration with regional partners and sustained community engagement will be critical to effective delivery.

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

These Goals and their specific Action items are discussed further in Section 5.0. The graphic on the next page outlines the overall framework of the Lantzville ATP.

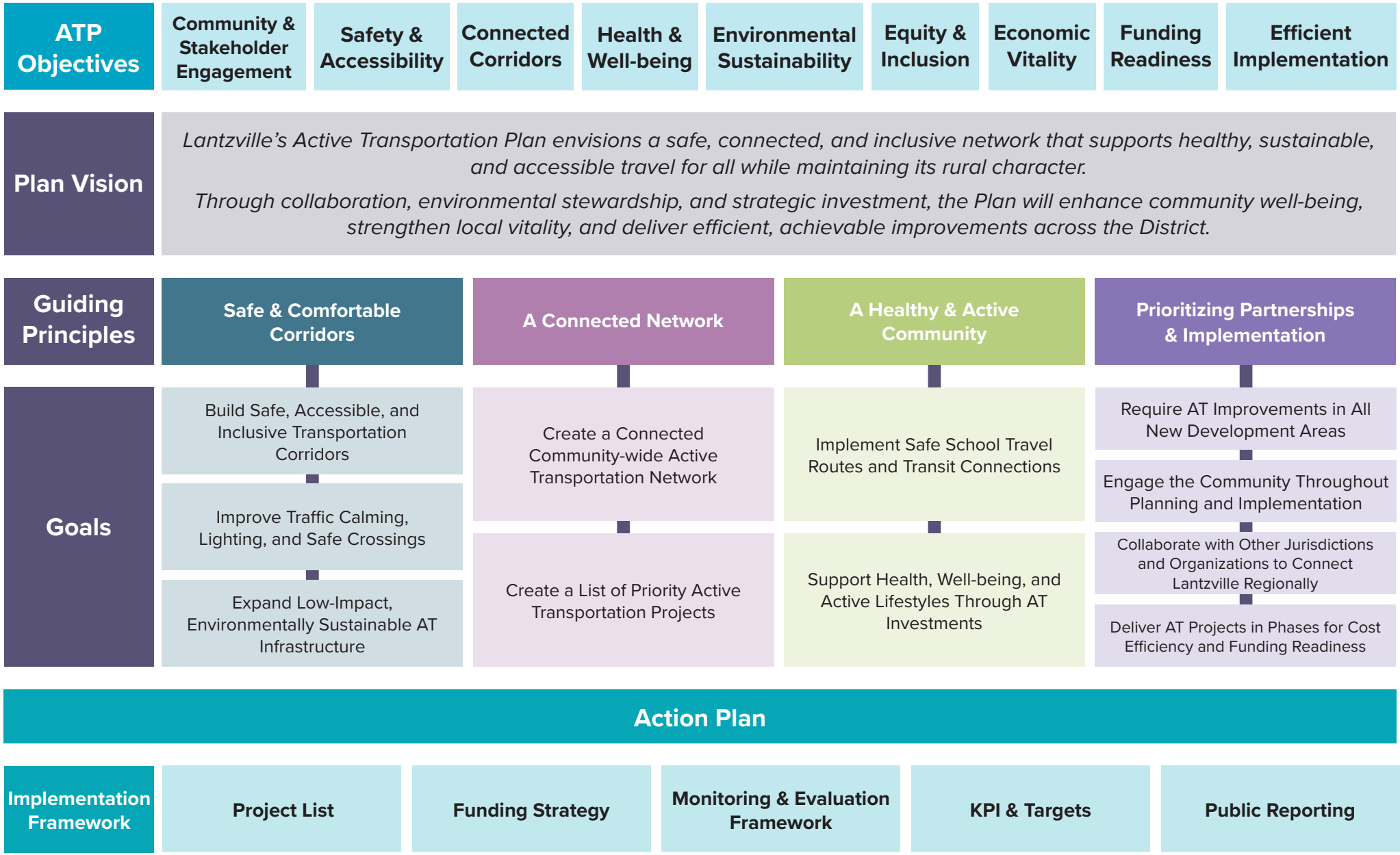


Figure 9. Lantzville ATP Framework

4.3 Future Active Transportation Network

4.3.1 Route Classification Framework

To guide investment decisions and ensure a cohesive, connected network, the ATP establishes a clear route hierarchy. This hierarchy organizes corridors according to their function, scale, and role within the broader system, helping to prioritize improvements and define appropriate design treatments. By distinguishing between Regional, Primary, Secondary, Neighbourhood, and Active Transportation Trail routes, the ATP ensures that infrastructure investments align with user needs, traffic conditions, and long-term network objectives. Higher-order routes emphasize continuity, comfort, and separation from motor vehicle traffic, while lower-order routes focus on local accessibility. Together, this structured framework supports a legible, safe, and well-integrated active transportation network that connects neighbourhoods, destinations, and regional systems.

Regional Routes

Regional Routes form the backbone of the active transportation network. They connect the community to adjacent municipalities, regional destinations, employment areas, schools, parks, and commercial centres. These routes provide continuous, strategic connections across the community and beyond. They require a high level of comfort and safety to serve users of all ages and abilities. Where located on higher-volume roadways, they should prioritize physical separation between pedestrians, cyclists, and motor vehicles. Continuity, wayfinding, and year-round accessibility are critical.

Village Core

The Village Core along Lantzville Road between Huddlestone and Ware Road serves as the community's commercial and social hub, prioritizing walking, cycling, and safe access to local destinations. This corridor is designed for pedestrian-friendly, low-stress travel with enhanced crossings, traffic calming, widened sidewalks, and streetscape improvements such as trees, seating, and lighting. Active transportation facilities may include shared low-speed lanes or dedicated multi-use paths where space allows. By emphasizing accessibility, safety, and connectivity, the Village Core will support a vibrant, walkable environment that links neighbourhoods, services, and the broader active transportation network.

Primary Routes

Primary Routes connect key destinations within the community and support the Regional network by distributing users to major activity areas. These routes often include major corridors (such as Lantzville Road, Ware Road, and Superior Road) that experience higher vehicle traffic volumes. Due to traffic conditions, Primary Routes benefit from enhanced safety measures, which may include physical separation, intersection improvements, and traffic calming. They are prioritized for early implementation within the network.

Secondary Routes

Secondary Routes support the Regional and Primary network by linking neighbourhoods and major trail systems to higher-order routes. They generally experience lower traffic volumes but may have constrained road rights-of-way, limiting available space for dedicated active transportation infrastructure. Secondary Routes enable pedestrians and cyclists—particularly vulnerable users such as children and seniors—to travel safely between residential areas and key destinations, including the Village Core. Flexible design treatments may be required to work within existing constraints.

Neighbourhood Routes

Neighbourhood Routes provide local-level connections within residential areas and serve as feeders to the broader active transportation network. They are typically located on streets with lower vehicle speeds and traffic volumes. These routes prioritize comfort and low-stress travel, enabling residents to connect from their homes to Secondary, Primary, and Regional Routes, as well as to the trail system.

Active Transportation Trails

Active Transportation Trails form part of the broader trail network while also serving a transportation function within the active transportation system. They provide important connections to Secondary, Primary, and Regional Routes and offer key east–west linkages between neighbourhoods. Trails enhance network connectivity and provide off-road options that increase safety, comfort, and accessibility for a wide range of users.

4.4 Design Guidance

4.4.1 Facility Types

The design guidance for Lantzville's Future AT Network and associated infrastructure is primarily based on the BC Active Transportation (BCAT) Design Guidelines, with supplementary reference to municipal engineering standards and national best practices where appropriate (See **Section 1.4.2**). These guidelines provide evidence-based recommendations for dimensions, separation, and facility types that correspond to the Route Classification Framework described in **Section 5.1.1**. Applying the BCAT standards ensures that infrastructure is safe, accessible, comfortable, and suitable for users of all ages and abilities, while supporting a connected and high-quality active transportation network across the community.

These cross-sections are conceptual in nature – it is assumed that specific designs (drainage, curb & gutter, retaining walls, utilities, driveway & parking integration, etc.) will be determined at the detailed design stage of a project. There will be geographical constraints that may require the consideration of trade-offs (i.e. multi-use pathway on one side only and a sidewalk on the other); however, these facility types are recommended as best practices.

Figure 10 shows the Future Active Transportation Network, including the route hierarchy. To align facility types with route function and context, design parameters are established on the following pages for each route category.

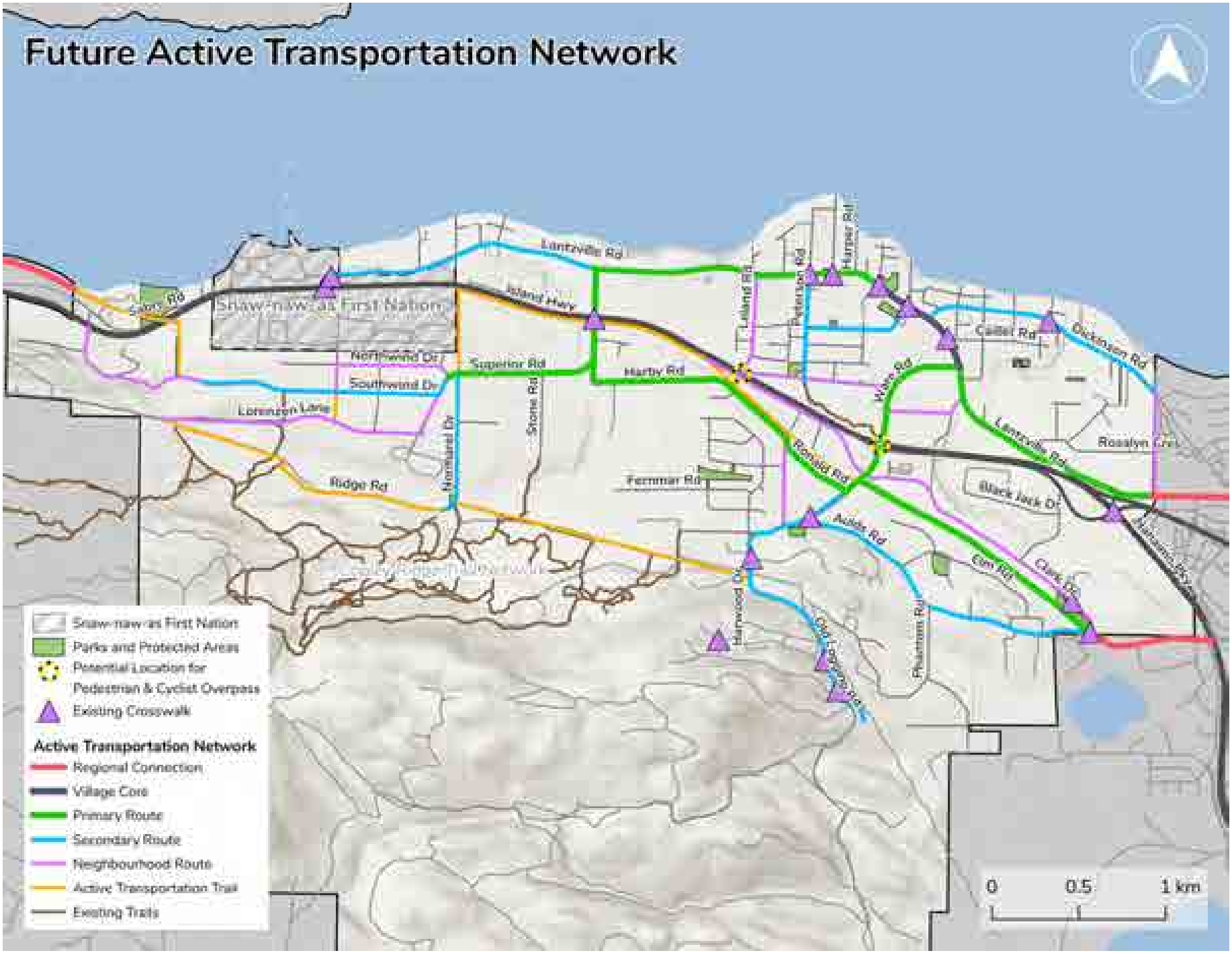
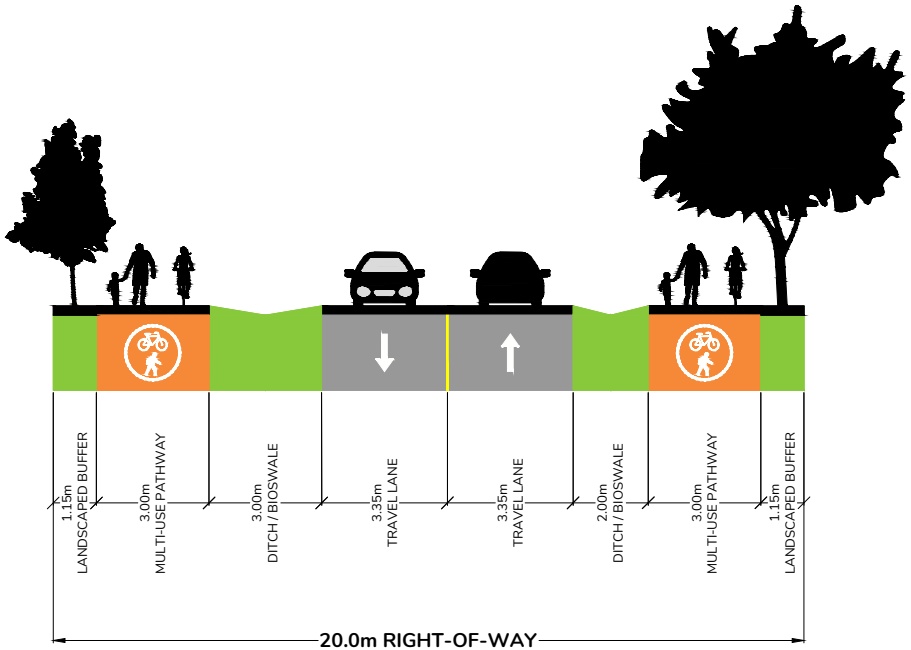


Figure 10. Lantzville's Future Active Transportation Map

Regional Routes require the highest level of comfort and separation to accommodate a broad range of users and longer-distance travel:

- Physically separated walking paths (minimum 1.8 m) and cycling paths (minimum 1.8 m) on each side of the road, or
- A physically separated multi-use path with a minimum width of 3.0m, preferably 4.0m.

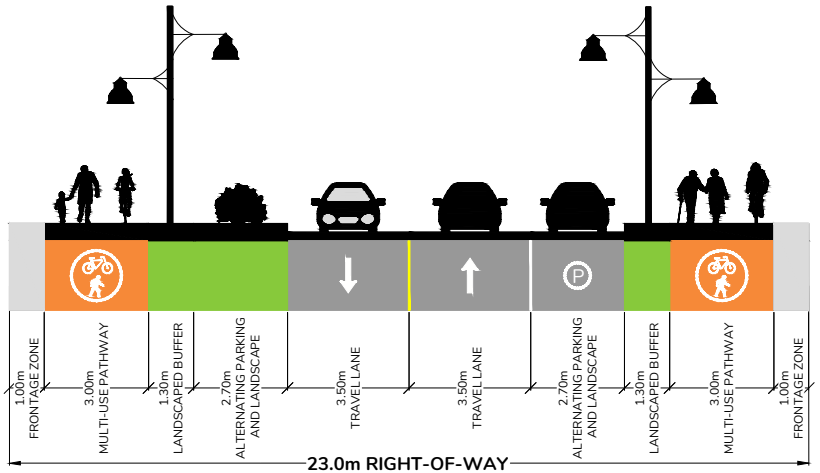
Regional Routes

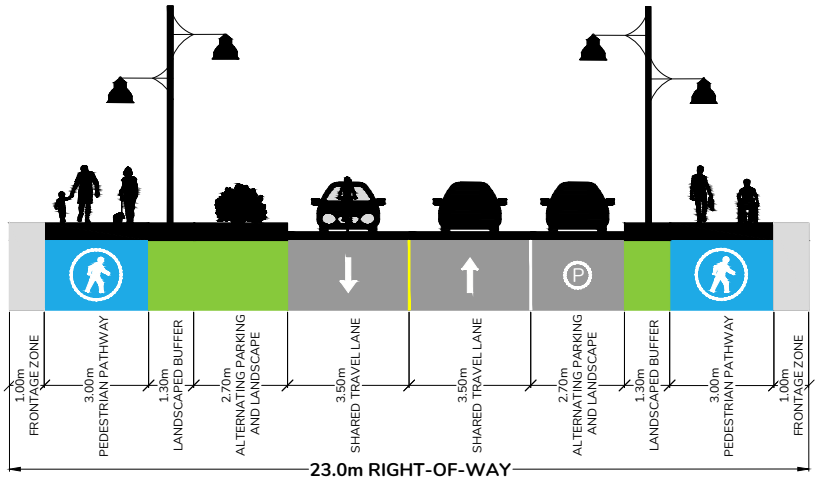


The Village Core is a high-priority route connecting major community destinations. Facilities should include:

- A physically separated multi-use pathway with a minimum width of 3.0 m on each side, or
- A physically separated 3.0m wide pedestrian pathway on each side of the road and a shared bicycle street (sharrows painted on the roadway to signify cyclists should be on the roadway).

Village Core

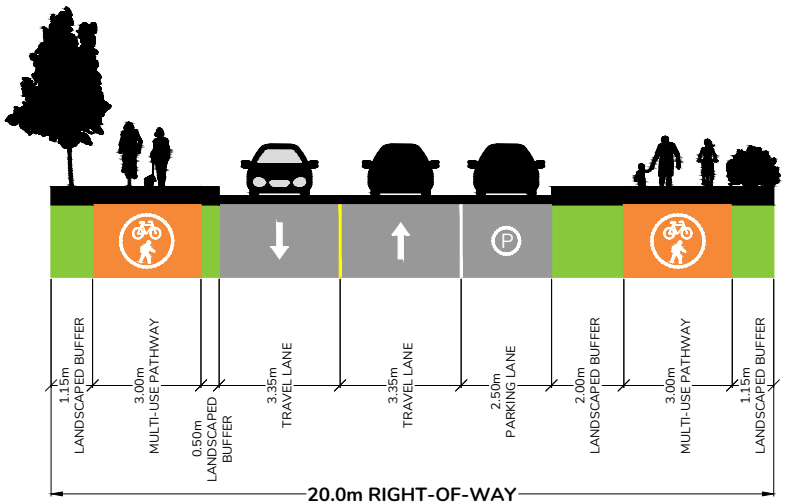


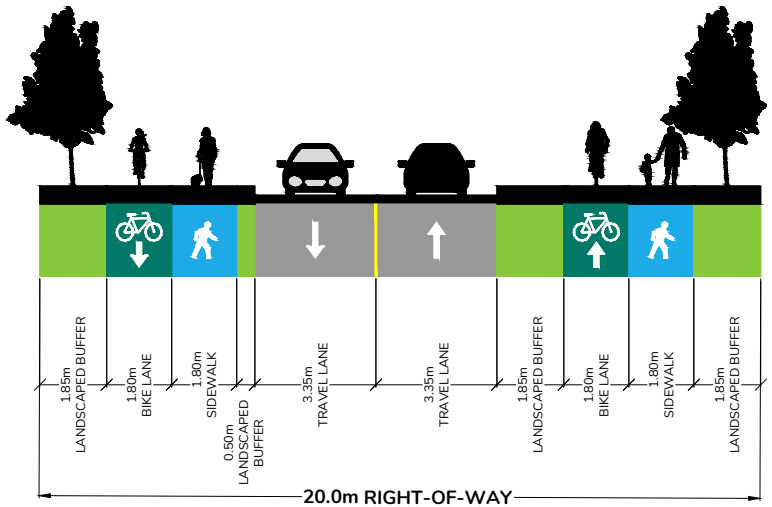


Primary Routes support major community connections and higher traffic volumes, requiring enhanced safety treatments. Facilities should include:

- A physically separated multi-use path with a minimum width of 3.0 m, preferably 4.0m on at least one side of the road, or
- Physically separated walking paths (1.5–1.8 m) and cycling paths (1.5–1.8 m) on each side of the road.

Primary Routes

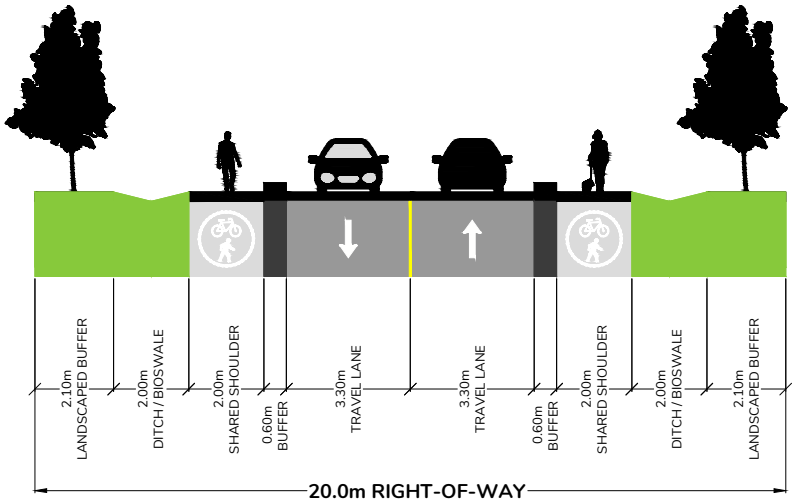


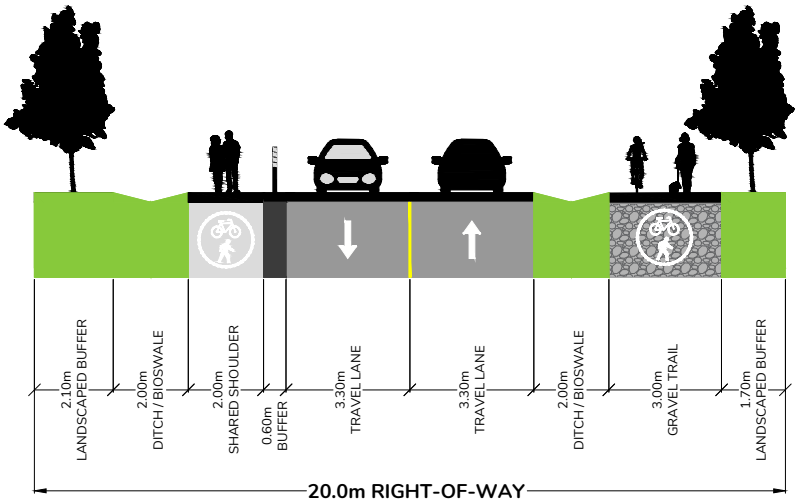


Secondary Routes function as neighbourhood connectors to higher-order routes. Given their context and right-of-way constraints, facilities should include:

- A 1.8–2.0 m paved shoulder, physically separated from vehicle travel lanes by a minimum 0.6 m buffer, preferably provided on both sides of the roadway.
- If separated from the road, a minimum 3.0m wide multi-use trail is always preferred.

Secondary Routes

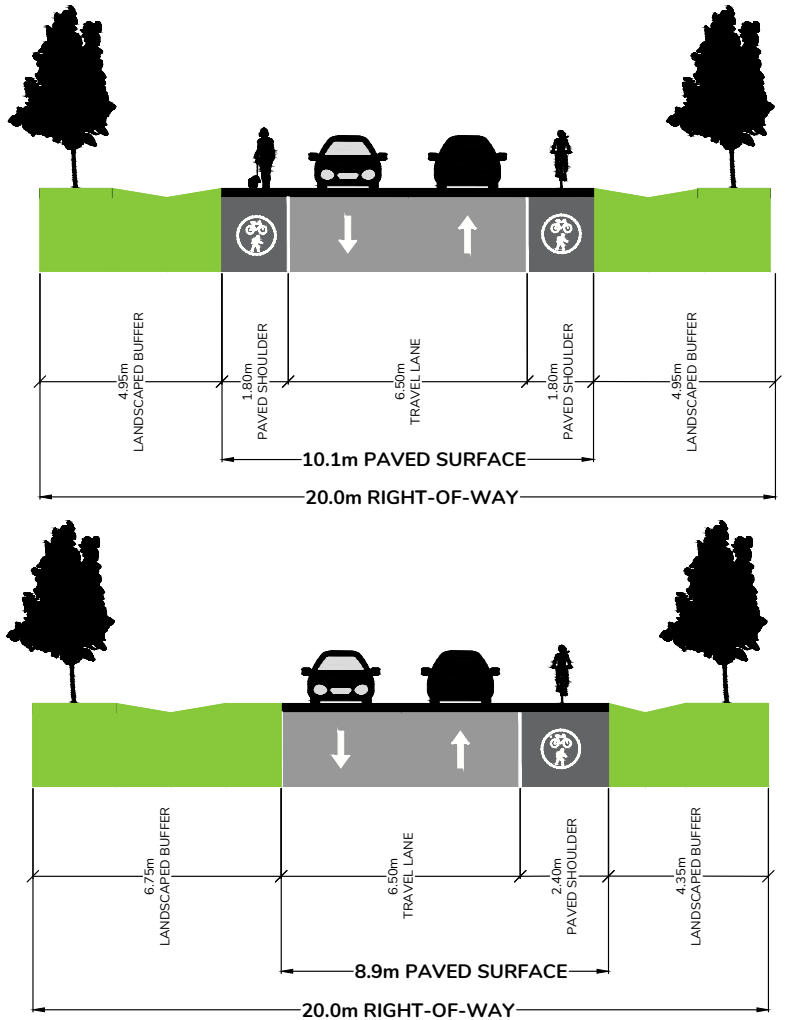




Neighbourhood Routes prioritize low-stress, local connections on lower-volume streets. Facilities should include:

- A 1.8 m paved shoulder delineated with a painted line, provided on at least one side of the roadway.
- Or, a 2.4m paved shoulder delineated by a painted line on one side of the roadway.

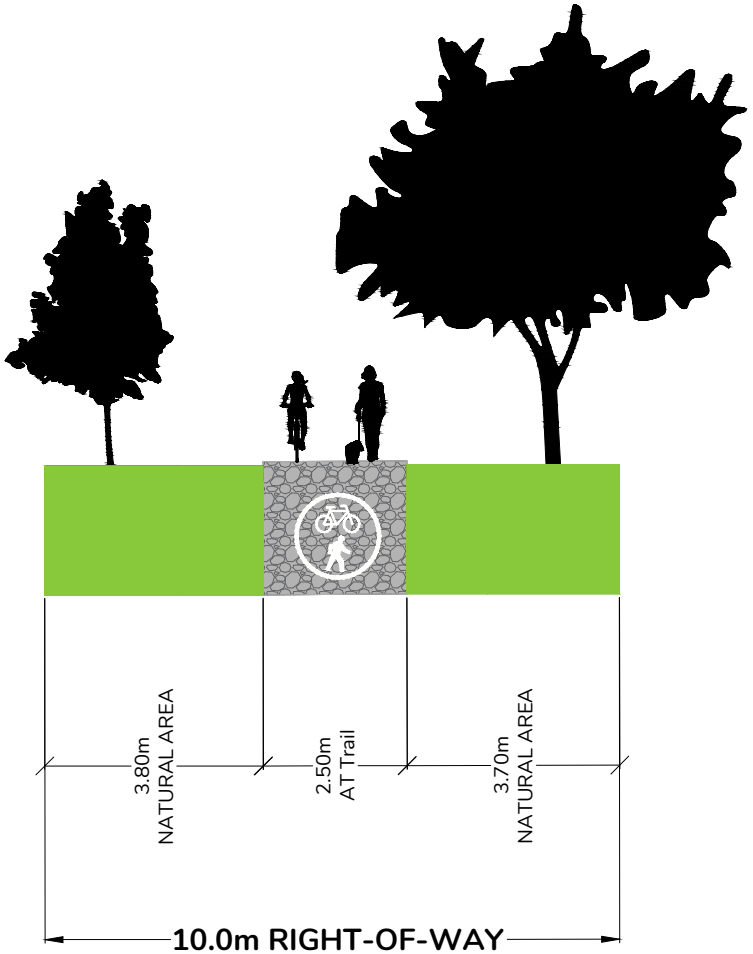
Neighbourhood Routes



AT Trails provide off-road connections within the broader trail network and serve both recreational and transportation purposes. Facilities should include:

- A 2.5 m wide multi-use trail constructed with crushed aggregate or stabilized soil.

Active Transportation Trails



Together, these design parameters establish a consistent and scalable framework for implementing Lantzville's Active Transportation Network, ensuring that each route type provides an appropriate level of comfort, safety, and accessibility based on its intended function. Each conceptual cross-section may not fit within a constrained right-of-way; however consideration can be given to alter the recommendations, or favour a wider path on one side of the road instead of both sides of the roads.

Special design consideration should be given to transition areas, where one route type connects to another, to maintain continuity, prioritize user safety, and support the functionality of the overall network. Other design considerations should be given where there are other types of AT users, such as equestrians along Harby Road. In this case, a 'spook space' (a graded area off the main AT pathway) should be provided to accommodate all users.

4.4.2 Universal Design

Universal design is a foundational principle of the ATP. The network is intended to serve people of all ages and abilities, including children, older adults, individuals using mobility aids, families with strollers, and people cycling or rolling for recreation or transportation. Embedding universal design into the planning and implementation of the ATP ensures that infrastructure is not only compliant with accessibility standards, but also intuitive, dignified, and comfortable for all users.

In practical terms, this means designing facilities that minimize physical and cognitive barriers. Key considerations include adequate pathway widths, smooth and stable surfaces, gentle grades, curb letdowns with tactile warning strips, accessible pedestrian signals, clear sightlines, appropriate lighting, rest areas with seating, and legible wayfinding. Intersection treatments and crossing designs must account for reduced mobility and slower travel speeds, ensuring sufficient crossing times and safe refuge areas where required.

At the same time, the ATP recognizes Lantzville's strong preference for a natural aesthetic including gravel and crushed aggregate pathways. These surface types can provide cost effective, environmentally sensitive, and context appropriate solutions, particularly within park settings, greenways, and lower volume trail corridors. Where gravel or aggregate surfaces are proposed, the ATP recommends the use of well compacted, stabilized materials that provide a firm and slip resistant surface suitable for wheelchairs, mobility devices, and strollers. In higher priority corridors, steeper grades, or areas serving frequent transportation functions, more durable hard surface treatments are recommended to ensure long term accessibility, lower maintenance requirements, and year-round usability.

By balancing universal accessibility with community character and environmental values, the ATP supports a context sensitive approach to design. This ensures that Lantzville's active transportation network remains inclusive and functional, while also reflecting the community's rural coastal identity and preference for natural materials.

4.4.3 Traffic Calming

Traffic calming is an important component of the ATP, particularly on Primary, Secondary, and Neighbourhood Routes where pedestrians, cyclists, and motor vehicles share space. By reducing vehicle speeds and improving driver awareness, traffic calming measures enhance safety, increase comfort for vulnerable users, and support a low stress environment that encourages walking and cycling.

In Lantzville's context, traffic calming should reflect the community's rural coastal character while remaining effective and consistent with best practices. Measures should be scalable, cost effective, and sensitive to drainage, emergency access, and maintenance considerations. Design consideration should be given to all road users, ensuring no 'pinch-points' are created for specific users (i.e. cyclists).

The following traffic calming treatments are recommended for consideration within Lantzville.

Example of slow street barriers in the City of Vancouver. The barriers create a gateway to encourage drivers travelling at higher speeds on major streets to slow down as they enter the neighbourhood. ***Image credit: City of Vancouver***

Speed Management Measures

Reducing vehicle speeds is one of the most effective ways to improve safety for active transportation users. This has already been done for the Village Core; however, it could be explored for other areas. Appropriate measures may include:

- Posted speed reductions in residential areas, and areas adjacent to the Village Core area
- Gateway treatments at neighbourhood entrances to signal lower speed environments
- Speed feedback signs to reinforce driver awareness
- Targeted enforcement in high concern areas

Vertical Deflection Measures

Vertical elements can effectively slow vehicles in lower volume areas:

- Speed humps or speed cushions on Neighbourhood Routes
- Raised crosswalks in the Village Core or near parks and schools
- Raised intersections in key pedestrian priority areas
- These treatments are most appropriate on local streets and should be carefully evaluated on emergency response and transit routes.

Horizontal Deflection Measures

Subtle roadway alignment changes can reduce speeds while maintaining Lantzville's aesthetic character:

- Curb extensions or bulb outs at intersections to shorten crossing distances
- Chicanes on wider residential streets
- Road narrowing through painted, landscaped edge treatments, or flex stakes

Where feasible, landscaped curb extensions using native plantings can reinforce Lantzville's natural identity.

Visual and Surface Treatments

Lower cost visual measures can improve driver awareness and pedestrian visibility:

- High visibility crosswalk markings
- Textured or coloured pavement in the Village Core
- Edge line striping to visually narrow travel lanes
- Enhanced signage and wayfinding

Intersection and Crossing Enhancements

- Improving pedestrian priority at crossings is essential:
- Median refuge islands on wider roadways
- Rapid flashing beacons at key crossing locations
- Improved lighting at marked crosswalks

Example of a quick-build curb extension in Boulder, Colorado.
Image credit: City of Boulder

Example of flex stakes (flexible bollards) in the City of Greater Sudbury.
Image credit: City of Greater Sudbury

Example of a raised crosswalk featuring tactile paving to alert vision-impaired users that they are entering a curb ramp, as well as rapid flashing beacons to alert drivers that a crossing is taking place. ***Image credit: Times Colonist***

Together, these traffic calming strategies support safer shared streets and reinforce the intended function of each route classification. On Neighbourhood and Secondary Routes, measures should prioritize low vehicle speeds and shared use comfort. On Primary Routes and within the Village Core, treatments should emphasize pedestrian priority, crossing safety, and clear visual cues that active transportation users are expected and accommodated.

By incorporating context sensitive traffic calming measures, the ATNP advances a transportation network that is safer, more comfortable, and aligned with Lantzville's small town character and livability goals.

4.4.4 End of Trip Facilities

End of trip facilities are an important component of a complete and functional active transportation network. While high quality routes enable people to walk and cycle safely to their destinations, supportive amenities at those destinations ensure that active transportation is practical, convenient, and attractive for everyday use. The ATP recommends a coordinated approach to end of trip facilities that reflects the community's scale, rural character, and key activity areas.

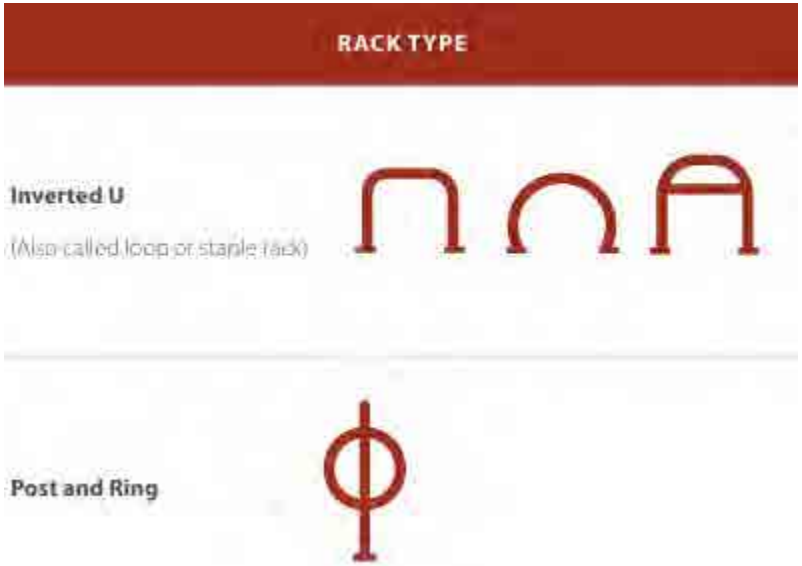
In Lantzville, end of trip investments should be focused in the Village Core, parks and trailheads, civic facilities, schools, commercial areas, and transit stops. Providing visible, well located, and easy to use amenities reinforces active transportation as a normal and supported mode of travel.

Bicycle Parking

Secure and convenient bicycle parking is a priority. The ATP recommends:

- Inverted U style racks as the standard design, securely anchored and supporting the frame at two points
- Placement within 15 to 30 metres of primary building entrances
- Installation in visible, well-lit areas to enhance security
- Increased bicycle parking supply in the Village Core as redevelopment occurs

At key destinations such as community facilities or commercial clusters, consideration may also be given to covered bicycle parking or lockers where space and demand warrant.



Recommended short-term bike rack types.
Image credit: BC Active Transportation Design Guide

Example of an on-street bike corral
Image credit: Bicycle Retailer

Post and Ring bike racks in Lantzville

Trailhead Amenities

Given Lantzville's strong recreational and trail network, enhanced trailhead facilities can support both transportation and recreation users. Recommended elements include:

- Wayfinding maps and route signage
- Bicycle racks
- Benches and seating areas
- Waste and recycling receptacles
- Drinking fountains where feasible

These amenities should be designed with durable materials that align with the community's natural aesthetic.

Seating and Rest Areas

To support universal accessibility and an aging population, rest areas should be integrated along longer routes and within the Village Core. Benches with backrests and armrests are recommended to improve usability for seniors and individuals with mobility challenges. Shade through street trees or small structures should be incorporated where possible.

Lighting and Security

Appropriate lighting at bicycle parking areas, trailheads, and key pedestrian routes enhances comfort and safety, particularly during winter months when daylight hours are limited. Lighting design should balance safety with Lantzville's preference for minimizing light pollution, which can be achieved with pedestrian-scale lighting.

Bench at park in Lantzville

Pedestrian-scale lighting in the Foothills neighbourhood

Transit and School Transportation Coordination

Although public transit service in Lantzville is limited, improving first and last mile connections remains important. The ATP recommends coordinated planning between municipal infrastructure, regional transit providers, and local schools to ensure that transit stops and school bus stops are safely and conveniently accessible by walking and cycling. Recommended measures include:

- Bicycle racks at or near transit stops and major school sites
- Accessible boarding areas with firm, stable surfaces and curb letdowns
- Clear, continuous pedestrian connections from surrounding neighbourhoods
- Safe crossing treatments near transit stops and school pick up locations
- Wayfinding signage

Coordination with school transportation planning is particularly important to support safe routes to school. Integrating active transportation improvements with school bus loading areas can reduce congestion, improve safety for children, and encourage more families to choose walking and cycling for shorter trips.

Bus stop with shelter on Northwind Drive

Showers and Workplace Facilities

While Lantzville is primarily residential in character, new commercial or mixed use developments should be encouraged to incorporate long-term bicycle storage and, where appropriate, end of trip facilities such as change areas. Development guidelines can help ensure these amenities are integrated as the community grows.

By incorporating practical and well-designed end of trip facilities and coordinating with both public and school transit services, the ATP strengthens the overall effectiveness of the active transportation network. These amenities help normalize walking and cycling for daily trips, improve safety around transit and school environments, and reinforce Lantzville's commitment to creating a healthy, accessible, and environmentally responsible community.

4.4.5 Crossings

Raised, RRFB Safe and comfortable roadway crossings are a critical component of the Active Transportation Network. Even where high-quality walking and cycling facilities exist, gaps in safe crossing opportunities can create significant barriers for users, particularly for children, older adults, and people with mobility challenges. The ATP therefore prioritizes well-designed crossing treatments that improve visibility, reduce vehicle speeds, and provide clear priority for pedestrians and cyclists.

Crossing treatments should be selected based on roadway characteristics such as traffic volumes, vehicle speeds, number of lanes, and proximity to key destinations such as parks, schools, the Village Core, and transit stops. In many cases, a layered approach combining geometric design, signage, and visibility enhancements will be most effective.

Recommended crossing treatments include the following:

Marked Crosswalks

High-visibility marked crosswalks should be provided at key locations along Primary and Secondary Routes, particularly where pedestrian demand is expected or where crossings connect major elements of the network. Recommended features include:

- Ladder or zebra-style crosswalk markings to improve visibility
- Advance yield markings and signage where appropriate
- Improved lighting at crossing locations
- Curb letdowns with tactile warning strips to support accessibility

Marked crossings should be located where sightlines are clear and should align with existing pedestrian desire lines wherever possible.

Raised Crosswalks and Raised Intersections

Raised crossings elevate the pedestrian crossing area to sidewalk level, effectively acting as both a crosswalk and a speed control measure. These treatments are particularly appropriate in locations where pedestrian priority is desired, including:

- The Village Core
- School zones
- Park and trail crossings
- Neighbourhood Routes with higher pedestrian activity

Raised intersections can further reinforce low-speed environments by extending the vertical deflection across the entire intersection.

Example of a curb ramp with a tactile surface to alert vision-impaired users.
Image credit: City of Sacramento

Rapid Rectangular Flashing Beacons (RRFBs)

At locations where traffic volumes or vehicle speeds make standard marked crossings insufficient, Rapid Rectangular Flashing Beacons (RRFBs) may be installed. These user-activated flashing signals significantly improve driver yielding behaviour and pedestrian visibility.

RRFBs are most appropriate at:

- Crossings along Primary Routes
- Mid-block crossings on busier roads
- Locations with documented crossing demand but without signalized intersections

Installation should follow applicable provincial guidelines and include clear signage and accessible push-button activation.

A crossing in Lantzville with RRFBs and a refuge island

Median Refuge Islands

On wider roads or locations with multiple travel lanes, median refuge islands allow pedestrians and cyclists to cross in two stages. Refuge islands reduce exposure to traffic and provide a safe waiting area between travel directions.

Where feasible, refuge islands should:

- Provide a minimum width sufficient for bicycles, strollers, and mobility devices
- Include detectable edge treatments and appropriate markings
- Align with marked crosswalks and pathway connections

Trail and Multi-Use Path Crossings

Where off-road trails intersect roadways, crossing treatments should clearly communicate priority and alert motorists to the presence of active transportation users. Design considerations include:

- Trail crossing signage and pavement markings
- Raised crossings where appropriate
- Enhanced sightlines and vegetation management near crossings

Together, these treatments improve the safety and comfort of crossing locations throughout the network. By applying context-sensitive crossing design, the ATP ensures that pedestrians and cyclists can travel continuously and confidently across Lantzville's roadway system.

4.4.6 Signage

Clear and consistent signage supports the usability and legibility of the Active Transportation Network. Wayfinding and informational signage help residents and visitors navigate the network, identify key destinations, and understand available route options. Well-designed signage can also reinforce the identity of the network and encourage greater use of walking and cycling routes.

Signage within the ATP should follow applicable provincial and municipal standards while incorporating a design approach that reflects Lantzville's rural coastal character.

Wayfinding Signage

Wayfinding signage should be provided along Regional, Primary, and key Secondary Routes to assist users in navigating the network. These signs should clearly indicate:

- Direction to major destinations such as the Village Core, parks, schools, and trailheads
- Distance or estimated travel time to destinations
- Connections to other active transportation routes or trails

Wayfinding signs should be placed at key decision points including intersections, trailheads, and route transitions.

Network Identification

Consistent route identification can improve the visibility and recognition of the network. Potential strategies include:

- Route markers or branded signage for key corridors
- Gateway signage at major trailheads or entry points to the network
- Consistent colour schemes or design elements for active transportation infrastructure

These elements help reinforce the network as a connected system rather than a series of isolated facilities.

Example of trail signage in the Regional District of Nanaimo

Regulatory and Safety Signage

Standard regulatory signage is important to ensure safe interactions between active transportation users and motorists. Examples include:

- Yield or stop signs at pathway crossings
- Shared pathway etiquette signage
- Bicycle route signs and pavement markings
- Trail use guidelines where appropriate

Signage should be designed to remain visible and legible while minimizing visual clutter within the streetscape.

Interpretive and Informational Signage

Given Lantzville's strong connection to its natural environment and coastal setting, interpretive signage may also be incorporated along beaches, trails or greenways. These signs can highlight:

- Local ecology and natural features
- Cultural or historical information
- Connections to parks and coastal viewpoints

Interpretive elements should be used selectively to enhance user experience while maintaining a clean and uncluttered environment.

By implementing a clear and coordinated signage strategy, the ATP improves network navigation, supports safety, and enhances the overall identity of Lantzville's active transportation system.

4.4.7 Maintenance

On-going maintenance is essential to ensure that active transportation infrastructure remains safe, accessible, and attractive for users. A well-maintained network improves comfort and reliability, encourages year-round use, and protects the municipality's infrastructure investment over time.

The ATP recommends that maintenance planning be integrated into municipal operations to ensure that walking and cycling facilities receive consistent attention alongside road infrastructure.

Surface Maintenance

Maintaining smooth and stable surfaces is critical for accessibility and user safety. Maintenance activities should include:

- Repairing cracks, potholes, or surface deterioration on paved pathways
- Regrading and compacting gravel or crushed aggregate trail surfaces as needed
- Ensuring pathway edges remain stable and free from erosion

Surface maintenance should prioritize routes with higher transportation value, including Regional and Primary Routes.

Vegetation Management

Regular vegetation management is necessary to maintain clear sightlines and sufficient pathway width. Activities should include:

- Trimming vegetation encroaching on pathways or shoulders
- Maintaining visibility at intersections and crossings
- Managing tree canopy and root impacts on pathway surfaces

Native landscaping should be prioritized where feasible, reflecting Lantzville's natural character while minimizing long-term maintenance requirements.

Drainage Management

Proper drainage is essential to prevent water pooling, erosion, and surface damage. Maintenance should ensure:

- Ditches, culverts and other drainage channels remain clear
- Pathways are graded to shed water effectively
- Trail surfaces are monitored following major storm events

Snow and Ice Management

Although snowfall in Lantzville is relatively limited compared to other parts of Canada, winter maintenance remains important to maintain accessibility and safety. Recommended practices include:

- Clearing snow from key sidewalks, pathways, and crossings where feasible
- Prioritizing routes that provide access to the Village Core, schools, and transit stops
- Applying sand or other traction materials on icy surfaces when required

Municipal snow clearing priorities should recognize the role of active transportation facilities in supporting year-round mobility.

Inspection and Asset Management

Regular inspections can help identify maintenance needs early and reduce long-term repair costs. Recommendations include:

- Periodic inspections of pathways, crossings, and signage
- Tracking maintenance needs within municipal asset management systems
- Encouraging public reporting of issues such as surface damage, debris, or visibility concerns

By integrating proactive maintenance practices into municipal operations, Lantzville can ensure that the active transportation network remains safe, comfortable, and usable throughout the year while protecting the long-term value of its infrastructure investments.

5 ACTION PLAN

5 Action Plan

The following Goals & Actions establish the strategic direction for the ATP and fit under four Guiding Principles as described in **Section 4.0**. Each Action is designed to support the priority network, improve connectivity, enhance safety, and ensure a comfortable, inclusive, and accessible active transportation system.

A. Safe & Comfortable Corridors

A.1 Build Safe, Accessible, and Inclusive Transportation Corridors

Action Items:

A.1.1 Integrate universal accessibility and inclusive design standards into all new and upgraded active transportation facilities identified in the Future AT Network, including curb ramps, tactile warning strips, accessible path widths, and barrier-free crossings.

A.1.2 Implement corridor upgrades on Aulds Road, Superior Road, Lantzville Road, Dickinson Road, and Ware Road in accordance with the Future AT Network Map, including sidewalks, paved shoulders, multi-use paths, or separated cycling facilities as appropriate to the route classification.

A.1.3 Improve pedestrian accessibility at key destinations and along Primary Routes by installing curb ramps, tactile warning surfaces, and widened walking areas, particularly within the Village Core.

A.1.4 Incorporate physical separation or buffering treatments along higher-speed corridors to improve comfort and safety for people walking and cycling.

A.1.5 Develop and implement a maintenance policy for Active Transportation infrastructure, including sidewalks, multi-use paths, paved shoulders, and trails.

A.2 Improve Traffic Calming, Lighting, and Safe Crossings

Action Items:

A.2.1 Develop and adopt a Traffic Calming Policy to guide implementation of speed-management measures on Priority AT Routes and within neighbourhoods.

A.2.2 Implement traffic calming treatments on Lantzville Road, Superior Road, and other identified speeding hotspots, particularly where these routes serve schools, parks, and the Village Core.

A.2.3 Improve safety and visibility along priority walking routes by installing pedestrian-scale lighting and enhanced crossing treatments such as RRFBs and raised crosswalks.

A.2.4 Conduct periodic road safety audits on Priority AT Routes to identify emerging safety issues and inform future improvements.

A.2.5 Update parking regulations and enforcement practices to prevent vehicles from obstructing sidewalks, bike lanes, or active transportation corridors.

A.3 Expand Low-Impact, Environmentally Sustainable AT Infrastructure

Action Items:

A.3.1 Incorporate permeable or low-impact surface materials where feasible on multi-use paths to reduce stormwater runoff.

A.3.2 Construct gravel or natural-surface trails within park and natural areas, while using durable accessible surfaces on transportation corridors.

A.3.3 Minimize environmental disturbance and integrate green infrastructure, landscaping, and tree planting into active transportation corridor upgrades.

A.3.4 Identify opportunities to develop new trails within utility corridors, surplus road rights-of-way, and natural areas while protecting ecosystem values.

B. A Connected Network

B.1 Build Safe, Accessible, and Inclusive Transportation Corridors

Action Items:

B.1.1 Implement the Future AT Network according to the route hierarchy while prioritizing projects that close key infrastructure and trail gaps between neighbourhoods, schools, parks, and the Village Core.

B.1.2 Install consistent wayfinding and directional signage across the network to improve navigation and visibility of active transportation routes.

B.2 Create a List of Priority Active Transportation Projects

Action Items:

B.2.1 Identify short-, medium-, and long-term priority projects based on safety, connectivity, and alignment with the Future AT Network Map.

B.2.2 Develop a transparent project evaluation and ranking framework to guide implementation and funding decisions.

B.2.3 Review and update the project priority list regularly to reflect completed projects, community input, and emerging opportunities.

B.2.4 Develop a coordinated Active Transportation wayfinding and network branding system that includes route signage, directional markers, maps, and destination information to help residents and visitors easily navigate the network.

C. A Healthy & Active Community

C.1 Implement Safe School Travel Routes and Transit Connections

Action Items:

C.1.1 Improve lighting and pedestrian access along routes to school bus stops and transit stops located on the active transportation network.

C.1.2 Install marked crossings, curb extensions, and traffic calming near schools to improve safety for students walking and cycling.

C.1.3 Work with School District 68 and Seaview Elementary to support Active School Travel Planning initiatives.

C.1.4 Coordinate with RDN Transit and BC Transit to align transit stop locations and amenities with existing and planned active transportation routes.

C.1.5 Provide short-term bicycle parking at schools to support cycling access.

C.2 Support Health, Well-being, and Active Lifestyles Through AT Investments

Action Items:

C.2.1 Improve walking and cycling connections to parks, beaches, community facilities, and the Village Core.

C.2.2 Install benches, rest areas, and shade elements along longer-distance walking and cycling routes.

C.2.3 Update development and facility guidelines to support bicycle parking and ensure bicycle parking is provided at municipal parks, facilities, beaches, and key destinations.

C.2.4 Partner with community organizations to support events and programming that encourage walking and cycling (e.g., GoByBike Week, Walk-to-Shop initiatives).

C.2.5 Ensure active transportation infrastructure is accessible for older adults and people with mobility or vision impairments.

C.2.6 Work with partners such as Island Health, ICBC, and educational institutions to promote the health benefits of active transportation.

C.2.7 Identify locations where equestrian access may need to be accommodated when roadways connect to regional trail systems.

D. Prioritizing Partnerships & Implementation

D.1 Require AT Improvements in All New Development Areas

Action Items:

D.1.1 Update subdivision and development guidelines to require sidewalks, paved shoulders, multi-use paths, and trail connections consistent with the Future AT Network Map.

D.1.2 Use Development Cost Charges or amenity contributions to help fund active transportation infrastructure.

D.1.3 Require bicycle parking and end-of-trip facilities through development and redevelopment applications.

D.1.4 Coordinate AT infrastructure implementation with road upgrades, capital projects, and development approvals whenever possible.

D.1.5 Secure public access corridors or easements to complete future trail and pathway connections.

D.1.6 Explore a voluntary Active Transportation Easement Program with private landowners to secure trail corridors.

D.2 Engage the Community Throughout Planning and Implementation

Action Items:

D.2.1 Host community engagement events periodically to review progress and update priorities.

D.2.2 Provide an online reporting and mapping tool where residents can identify safety issues or suggest improvements.

D.2.3 Continue collaboration with key stakeholders such as Seaview PAC, local businesses, and developers.

D.2.4 Conduct targeted engagement in neighbourhoods where major infrastructure upgrades are proposed.

D.3 Collaborate with Other Jurisdictions and Organizations to Connect Lantzville Regionally

Action Items:

D.3.1 Work with the City of Nanaimo, Snaw-Naw-As First Nation, RDN, and the Island Corridor Foundation to support regional trail connections including the E&N Trail.

D.3.2 Collaborate with the Ministry of Transportation and Transit to improve Highway 19 crossings and roadside active transportation facilities.

D.3.3 Coordinate with neighbouring jurisdictions to ensure active transportation routes connect across municipal boundaries.

D.3.4 Explore opportunities to use the rail corridor as a regional active transportation route connecting Lantzville with Nanoose and Parksville to the north.

D.4 Deliver AT Projects in Phases for Cost Efficiency and Funding Readiness

Action Items:

D.4.1 Bundle small-scale improvements such as signage, crossings, and lighting to achieve early network improvements.

D.4.2 Report annually on progress toward implementation of the Active Transportation Plan.

D.4.3 Implement projects through a phased approach:

i. Short-term: lighting, paved shoulders, crosswalk upgrades

ii. Medium-term: multi-use paths, Village Core accessibility upgrades

iii. Long-term: highway crossing improvements, regional trail connections

D.4.4 Prepare shovel-ready designs for priority projects to align with grant opportunities.

D.4.5 Integrate active transportation improvements into scheduled road maintenance and capital works projects.

D.4.6 Establish monitoring and performance indicators to track implementation of the Active Transportation Plan, such as kilometres of infrastructure completed, number of safety improvements installed, connectivity gaps addressed, and participation in active transportation programs.

6 IMPLEMENTATION & MONITORING

6 Implementation & Monitoring

This Active Transportation Plan provides strategic guidance for improving walking, cycling, and rolling throughout the District of Lantzville. The Plan identifies priority corridors, actions, and project concepts. There are several specific implementation items that would occur after the Plan is adopted including detailed design, costing, and coordination.

Implementation will require coordination between District departments, regional partners, funding agencies, and the community. Projects should be delivered incrementally through capital works programs, development approvals, grant opportunities, and partnerships.

6.1 Project Categories & Evaluation Criteria

To better organize implementation, projects are grouped into the following categories:

- **Corridor Infrastructure** - Major walking and cycling infrastructure on priority roads.
- **Safety & Traffic Calming** - Crossings, speed management, lighting, and road safety improvements.
- **Network Connectivity** - Trails, neighbourhood connectors, and gap closures.
- **Policy & Programs** - Policies, planning tools, and community initiatives.
- **Regional Coordination** - Projects requiring collaboration with external partners.

Some actions represent policies, programs, or coordination initiatives rather than physical infrastructure projects. These actions are included in the implementation framework to ensure the policy and governance foundations necessary to deliver the Active Transportation Network.

When prioritizing projects, the District should evaluate them using the following criteria.

- **Safety Improvement** - Reduces collision risk or improves safety for vulnerable road users.
- **Connectivity** - Closes gaps in the Active Transportation Network or links key destinations.
- **Equity & Accessibility** - Improves mobility for seniors, youth, and people with disabilities.
- **Community Demand** - Identified as a priority through engagement.
- **Network Importance** - Located on Primary, Village Core, or Regional AT Routes
- **Implementation Feasibility** - Ability to deliver within existing right-of-way or with available funding.
- **Cost Effectiveness** - Benefit relative to expected cost
- **Environmental Benefits** - Supports climate goals and low-impact infrastructure

6.2 Project List

Three implementation time horizons are identified, assuming a base year of 2026:

- Short-Term: within 5 years (by 2031)
- Medium-Term: between 6 to 10 years (by 2036)
- Long-Term: more than 10 years (by 2045 or later)

6.2.1 Build Local Momentum (0–5 yrs)

The short-term phase focuses on delivering safety improvements and quick wins that can have an immediate positive impact on the community. Key priorities include enhancing lighting, implementing traffic calming measures, and improving school routes to ensure safer travel for vulnerable users like children. Early-stage designs and low-cost interventions are emphasized to prepare projects for funding and build community support. This phase lays the foundation for longer-term network development by addressing critical safety concerns and creating visible progress.

Table 10. Short-Term Projects (0-5 Years)

Project	Description	Project Category	Primary Benefits	Dependencies	Costs (High Level)	Key Risks	Reference Action
Traffic Calming Policy	Develop and adopt policy and toolkit for rural/coastal traffic calming	Policy & Programs	Safety, consistency	Council approval	Low	Adoption delays	A.2.1
AT Maintenance Policy	Establish maintenance standards and priority routes	Policy & Programs	Reliability, safety	Staff capacity	Low	Budget constraints	A.1.5
Green Infrastructure Integration Program	Develop standards for permeable surfaces, landscaping, and low-impact design in AT projects	Policy & Programs	Environmental sustainability	Staff capacity	Low	Implementation consistency	A.3.1 A.3.2 A.3.3
Project Prioritization Framework	Develop transparent evaluation and ranking system for AT projects	Policy & Programs	Strategic investment	Council direction	Low	Alignment challenges	B.2.2
Highway 19 Crossings (Ware Rd & Lantzville Rd)	Increase crossing timing and consider infrastructure upgrades to protect pedestrians and cyclists	Safety & Traffic Calming	Barrier reduction, safety	Provincial coordination	Medium	Approval delays	A.2.3 D.3.3
Active Transportation Promotion Program	Community programs (GoByBike, Walk-to-Shop, health partnerships)	Policy & Programs	Mode shift, health	Partner organizations	Low	Participation	C.2.4 C.2.5 C.2.6
Village Core Accessibility Improvements	Curb ramps, tactile strips, widened sidewalks	Safety & Accessibility	Inclusive mobility	Detailed design	Medium	Construction disruption	A.1.1 A.1.3

Project	Description	Project Category	Primary Benefits	Dependencies	Costs (High Level)	Key Risks	Reference Action
Village Core Complete Street (Phase 1)	Traffic calming, raised crosswalks, streetscape improvements	Corridor Infrastructure	Safety, placemaking	ROW constraints	Medium–High	Space limitations	A.1.2
Seaview Elementary Safe Routes	Crossings, sidewalks, traffic calming near school	Safety & Traffic Calming	Youth safety	School District	Low–Medium	Funding	C.1.1 C.1.2 C.1.3
Lighting Improvements Program	Pedestrian-scale lighting (Village Core, school routes)	Safety & Traffic Calming	Visibility, safety	Utilities	Low–Medium	Installation cost	A.2.3
Trail Gap Closures	Small connections to Village Core and parks	Network Connectivity	Connectivity	Land access	Low	Land agreements	B.1.1
Wayfinding & Signage System	Network signage, maps, and destination markers	Policy & Programs	Usability	Design coordination	Low	Maintenance	B.1.2 B.2.4
Village Core End-of-Trip Facilities	Bike racks, benches, landscaping	Policy & Programs	Comfort, usability	Space availability	Low	Limited space	C.2.2
Road Safety Audits	Focus on school routes, Village Core, Lantzville Road	Policy & Programs	Safety planning	Staff resources	Low	Follow-up funding	A.2.4
Community Engagement & AT Reporting Platform	Public engagement program and online tool for reporting issues and suggestions	Policy & Programs	Community input, responsiveness	Staff capacity	Low	Participation levels	D.2.1 D.2.2
ATP Monitoring & Annual Reporting Program	Track implementation metrics and provide annual reporting to Council	Policy & Programs	Accountability, performance tracking	Staff resources	Low	Data consistency	D.4.2 D.4.6
Development Standards Update for AT	Update bylaws to require AT infrastructure, bike parking, and connections in new developments	Policy & Programs	Long-term network buildout	Council approval	Low	Developer resistance	D.1.A D.1.B D.1.C
Transit Integration & Stop Improvement Program (Phase 1)	Coordinate with transit providers and upgrade key stops (access, pads, lighting)	Regional Coordination	Multimodal access	SD 68, BC Transit, RDN	Low–Medium	Coordination	C.1.4
Lantzville Road Multi-Use Path to Nanaimo	Regional connection to North Nanaimo	Corridor Infrastructure	Regional access	Nanaimo coordination	High	Jurisdiction coordination	D.3.2

6.2.2 Connect the Network (6-10 years)

During the medium-term phase, the focus shifts towards network building and expanding connectivity across major corridors. This includes enhancing accessibility in the village core and creating a more walkable and bikeable community. Infrastructure projects in this phase aim to provide seamless, safe, and comfortable routes for a wide range of users, encouraging more active transportation trips. The medium-term investments will strengthen the overall active transportation system and promote sustainable mobility patterns within the community.

Table 11. Medium-Term Projects (6-10 Years)

Project	Description	Project Category	Primary Benefits	Dependencies	Costs (High Level)	Key Risks	Reference Action
Shoulder Widening Program	Pave shoulders on Secondary Routes (Aulds, Superior, Dickinson)	Corridor Infrastructure	Cycling safety	ROW constraints	Medium	Space limitations	A.1.2
Ware Road Multi-Use Pathway	Multi-use path linking Foothills, Village Core, and Hwy 19 crossing	Corridor Infrastructure	Connectivity, growth support	ROW, MoTT	Medium–High	Space constraints	A.1.2 B.1.1
Lantzville Road Multi-Use Path (Village Core–Superior Rd)	Separated path connecting Upper and Lower areas	Corridor Infrastructure	Safety, connectivity	ROW	High	Narrow corridor	A.1.2
Superior Road Corridor	Traffic calming, lighting, cycling facilities	Corridor Infrastructure	Safety, neighbourhood access	Design	Medium	Funding	A.1.2
Harby Road Corridor	Multi-use path & gravel trail for equestrian use	Corridor Infrastructure	Safety, neighbourhood access	Design	Medium	Funding	A.1.2
Aulds Road AT Improvements	Shoulders, crossings, intersection upgrades	Corridor Infrastructure	Regional connectivity	ROW	Medium	Space constraints	A.1.2
Dickinson Road Pedestrian Network	Sidewalks and crossings to Village Core	Corridor Infrastructure	Walkability	Design	Medium	Road width	A.1.2

Project	Description	Project Category	Primary Benefits	Dependencies	Costs (High Level)	Key Risks	Reference Action
Neighbourhood Connector Routes	Low-stress routes linking Upper Lantzville to Village Core	Network Connectivity	Community cohesion	Street design	Low–Medium	Wayfinding clarity	B.1.1
Utility Corridor AT Trail	Trails using ROW and utility corridors	Network Connectivity	Connectivity	Agreements, Hydro coordination	Medium	Land access	A.3.4
Safe Routes to School Program	Ongoing infrastructure + education program	Policy & Programs	Youth mobility	SD68	Low	Continuity	C.1.3
Snaw-Naw-As Connection Planning	Identify and plan AT links and cultural connections	Regional Coordination	Reconciliation, connectivity	First Nation partnership	Low–Medium	Coordination	D.3.1
Active Transportation Easement Program	Secure trail connections through private land via voluntary agreements	Policy & Programs	Network completion	Landowners	Low–Medium	Participation	D.1.5 D.1.6
Transit Integration Program (Phase 2)	Expand transit connections and align routes with AT network	Regional Coordination	Reduced car reliance	Transit agencies	Medium	Funding	C.1.4

6.2.3 Commit for the Long Haul (10+ Years)

The long-term phase centers on achieving transformative regional mobility by enhancing connectivity beyond the immediate community. Key projects include developing regional linkages, improving highway crossings, and constructing major rail trail connections. These investments will support broader economic benefits by connecting residents to employment, education, and recreational opportunities across the region. The long-term vision seeks to establish an integrated, multi-modal transportation network that significantly reduces reliance on automobiles while boosting mobility, safety, and quality of life.

Table 12. Long-Term Projects (10+ Years)

Project	Description	Project Category	Primary Benefits	Dependencies	Costs (High Level)	Key Risks	Reference Action
Highway 19 Grade-Separated Crossing (Ware Rd Priority)	Overpass or underpass connecting Upper & Lower Lantzville	Corridor Infrastructure	Barrier removal, safety	Province funding	High	Cost, approvals	D.3.3
Regional AT Corridor (Nanaimo–Nanoose–Parksville)	Continuous multi-use regional route	Regional Coordination	Regional mobility	Multi-jurisdiction	High	Coordination	D.3.3
Rail Corridor Multi-Use Trail	Convert rail corridor to active transportation trail	Network Connectivity	Recreation, commuting	Land agreements	High	Ownership issues	D.3.4
Complete AT Network Buildout	Full implementation of Future AT Network	Corridor Infrastructure	Community connectivity	Long-term funding	High	Funding	B.1.1
Coastal & Regional Trail System	Trails linking beaches, parks, and natural areas	Network Connectivity	Tourism, recreation	Environmental approvals	Medium	Environmental constraints	A.3.2

An AT review should be done between year 10 and 15 to review progress and realign priorities.

6.3 Funding Strategy

The ATP relies on a diverse and coordinated funding approach to implement and maintain the priority network. Key strategies include:

- **Provincial and Federal Grants** – Leverage B.C. Active Transportation Grants, federal infrastructure programs, and other competitive funding opportunities to finance capital projects, including multi-use paths, sidewalks, and Village Core improvements.
- **MOTT Partnerships** – Collaborate with the Ministry of Transportation and Transit (Hwy 19 and major crossings) to secure joint funding for safety improvements, overpasses, and roadside active transportation infrastructure.
- **Regional Coordination** – Work with the City of Nanaimo and Regional District of Nanaimo (RDN) to fund and implement regional trail links, E&N Trail connections, and inter-municipal cycling corridors.
- **Developer Contributions / DCCs** – Use Development Cost Charges and voluntary contributions to support infrastructure in new development areas, ensuring connections align with the Future AT Network Map.
- **Easements / Right-of-Way (ROW) Strategies** – Acquire public access corridors or voluntary easements to close network gaps and connect trails through private lands.
- **Lifecycle Operations & Maintenance (O&M)** – Include funding for long-term maintenance of sidewalks, multi-use paths, and trails in municipal budgeting; incorporate low-impact, durable surface solutions (permeable pavements, stabilized trails) to reduce long-term costs.

This multi-source strategy ensures financial sustainability while supporting the phased implementation of high-priority corridors and critical connections identified in the ATP.

6.3.1 Grant Opportunities

BC Local Government Climate Action Program

The Local Government Climate Action Program (LGCAP) provides predictable, long-term funding for communities to support local climate action to reduce emissions and prepare for the impacts of a changing climate. The program has several eligibility requirements including the need for a specific project to be linked to one more objectives outlined in the CleanBC Roadmap to 2030 and/or the Climate Preparedness and Adaptation Strategy. The LGCAP supports several different transportation initiatives including:

- Active transportation plan or investments
- Secure bike parking
- Commute and trip reduction programs
- Transit/pedestrian-oriented development regulation
- Electric vehicle charging infrastructure plans or number of public installations
- Mode shift targets in Official Community Plan and/or Regional Growth Strategy

BC Vision Zero in Road Safety Grant Program

The Vision Zero grant program coordinated through the BC Injury Research and Prevention Unit offers up to $20,000 per project to enhance the safety of road users, including pedestrians and cyclists. These funds can be used for infrastructural improvements, policy or enforcement initiatives, educational campaigns, or other innovative projects that promote safer and more equitable travel around the community. Two streams are available:

- **Stream #1:** Design and installation of low-cost infrastructural improvements – temporary (pilot) or permanent changes – to roadways. This stream can also include other project goals, such as road safety planning, enacting policies, or other proven and effective solutions to addressing vulnerable road user safety. Funds can be used to acquire stamped plans, engineering department, and/or local government administrator approval for construction-related projects. Implementation of these projects may also involve contributions from partner organizations (e.g., for professional services, labour, materials) to supplement this grant.
- **Stream #2:** Fund projects that are directed by Indigenous communities and governments. This aligns with the BC Government's commitment to reconciliation and working with Indigenous governments in a government-to-government relationship. Indigenous communities can set and direct their own priorities.

Insurance Corporation of British Columbia (ICBC) Road Improvement Program

ICBC provides cost-sharing towards projects that address road safety.

Outdoor Recreation Fund of BC

The Outdoor Recreation Council of BC works on behalf of 90 provincial and regional member organizations and represents more than 100,000 individual members, as well as the general public, to support enjoyable and respectful outdoor recreation opportunities for all. Grant sizes range from $2,000 to $10,000 and applicants are eligible for funding based on a set of criteria including alignment with the grant priorities.

Climate Ready Infrastructure Services

The Climate Ready Infrastructure Service (CRIS) is a national capacity-building project that connects local governments and communities with top climate experts to support the integration of low-carbon resilience into local infrastructure projects across Canada. This service provides free guidance to infrastructure projects in small communities and creates business opportunities for climate experts to apply their knowledge to impactful projects. Indigenous Governing Bodies, First Nation, Inuit or Metis government or authorities, municipalities, and local governments from across Canada with populations of under or around 30,000 inhabitants are eligible for this service. Funding could be applied to support planning and design of active transportation infrastructure.

6.4 Annual Monitoring Framework

To **measure use, performance, and safety** of the active transportation network, the following framework is recommended:

- **Usage Counts** – Deploy permanent and seasonal automated counters at key locations (screenlines, trailheads, Village Core streets) and conduct standardized manual counts to capture pedestrian and cyclist volumes.
- **Before/After Studies** – Implement pre- and post-construction monitoring for new infrastructure (sidewalks, multi-use paths, traffic calming, crossings) to quantify mode shift from vehicles to active transportation.
- **Data Governance & Storage** – Maintain a centralized, secure database for AT monitoring data, ensuring it is accessible for analysis, reporting, and grant compliance.
- **Integration with Planning** – Use monitoring results to validate design effectiveness, inform maintenance priorities, and refine future phases of the priority network.

This framework ensures **evidence-based decision-making** and demonstrates the impact of investments across the network.

6.5 KPIs & Targets

Key Performance Indicators (KPIs) track progress toward the ATP's goals and guide future investment priorities:

- **Active Transportation Volumes** – Year-over-year counts of pedestrians and cyclists on priority corridors and Village Core routes.
- **Safety Metrics** – Monitor ICBC crash statistics including collisions and collision severity. Other safety metrics could injuries, fatalities, conflicts, and near-miss reports to assess the effectiveness of traffic calming, crossings, and separated facilities.
- **Network Completion** – Percentage of Primary, Secondary, Neighbourhood, and Village Core routes completed according to the Future AT Network Map.
- **Access to Key Destinations** – Evaluate connectivity to schools, the Village Core, parks, transit stops, and regional trail links.

Targets should be **specific, measurable, and aligned with network priorities**, enabling performance tracking and adaptive planning.

6.6 Public Reporting

Transparent reporting strengthens accountability and community engagement:

- **Annual Scorecard / Dashboard** – Publish a report aligned with OCP priorities and grant reporting requirements, summarizing:
  - » Infrastructure completed and gaps addressed
  - » Usage volumes and mode shifts
  - » Safety improvements and incident trends
  - » Progress on network connectivity and Village Core enhancements
- **Community Communication** – Make reporting accessible via the District website and newsletters, highlighting achievements, upcoming projects, and opportunities for public input.
- **Integration with Grants & Funding** – Use reporting to demonstrate outcomes for provincial/federal grant programs, reinforcing continued funding support.

This approach ensures the **community and interest-holders can track progress**, and provides accountability for investments in the priority AT network.

APPENDICES

APPENDIX A

Engagement Summary Report

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.

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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.

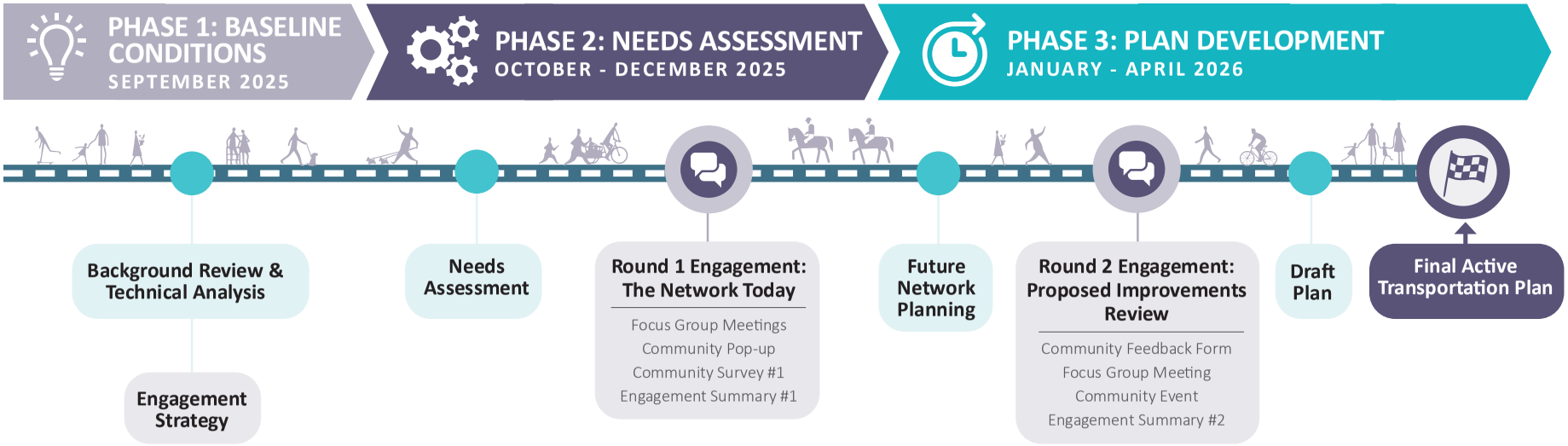
Feedback heard during Round 1 and Round 2 Engagement has been summarized in the following document.

THANK YOU FOR YOUR INPUT ON THE ACTIVE TRANSPORTATION PLAN!

Lantzville
LoveLifeHere

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 ...

119 Survey Respondents

24 GoByBike Week Pop-Up Event Attendees

2 Interest Group Meetings

ROUND 1 THE NETWORK TODAY

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

70% of respondents think improvements are important!

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 railine for active transportation use.
- **Materiality Considerations**
  - Respondents were mixed about whether their preferred material for roadside improvements is gravel (permeability, preference for some) or asphalt/concrete (accessibility, safety, comfort for cyclists).
- **Island Highway Intersection Improvements**
  - Respondents suggested ways to improve the Island Highway intersection including a pedestrian underpass / overpass and longer and more responsive light intervals for crossing.

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?wpID=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.

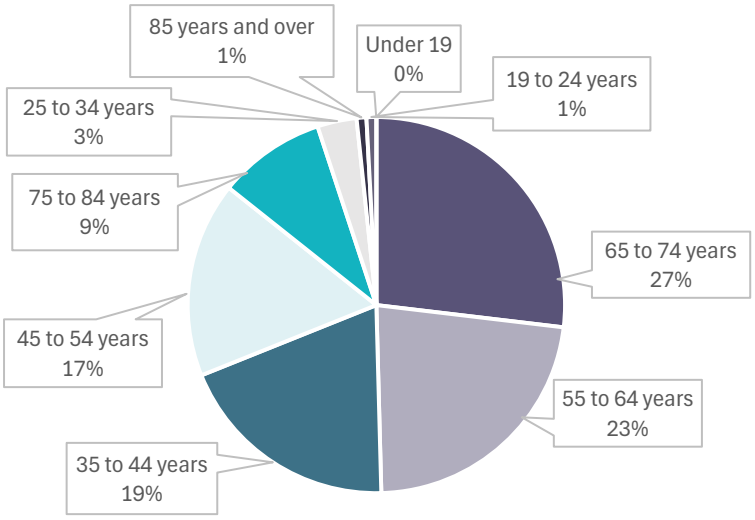
This information is summarized as follows:

- 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?

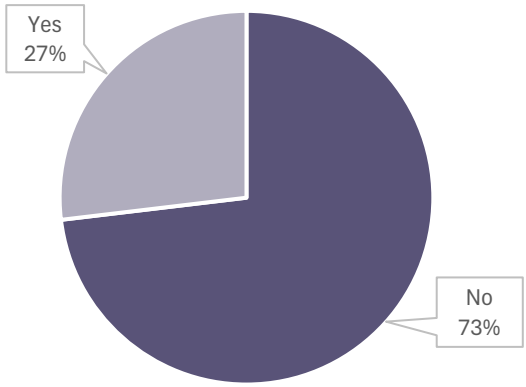


KEY FINDINGS:

- 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?

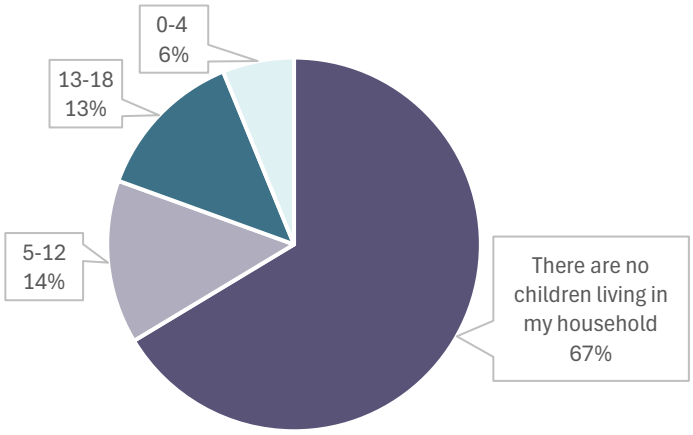


KEY FINDINGS:

- 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?

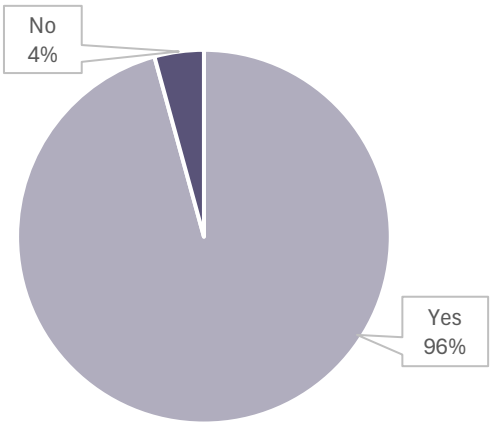


KEY FINDINGS:

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

LOCATION OF RESPONDENTS

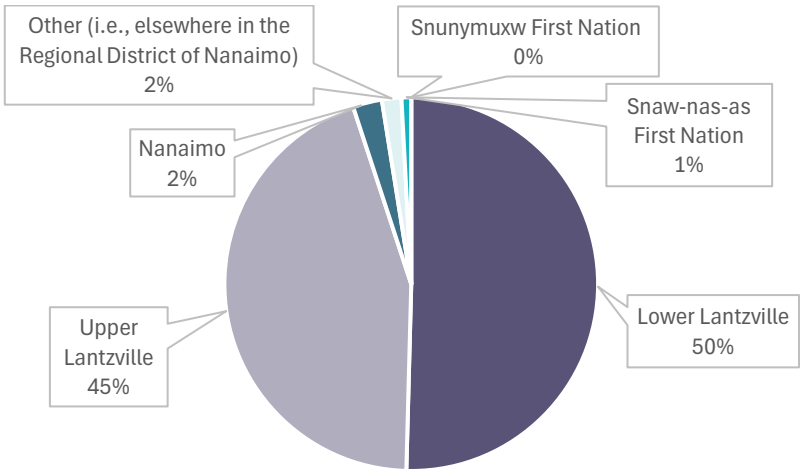
Q4. Are you a resident of Lantzville?



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?

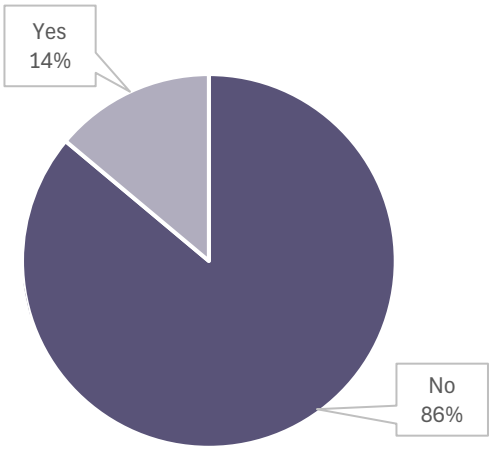


KEY FINDINGS:

- 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?



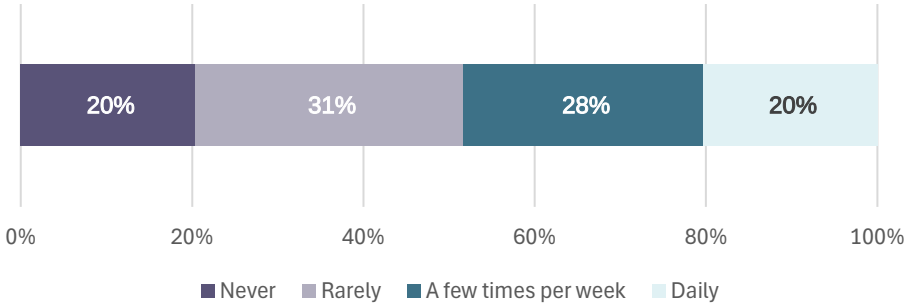
KEY FINDINGS:

- (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.



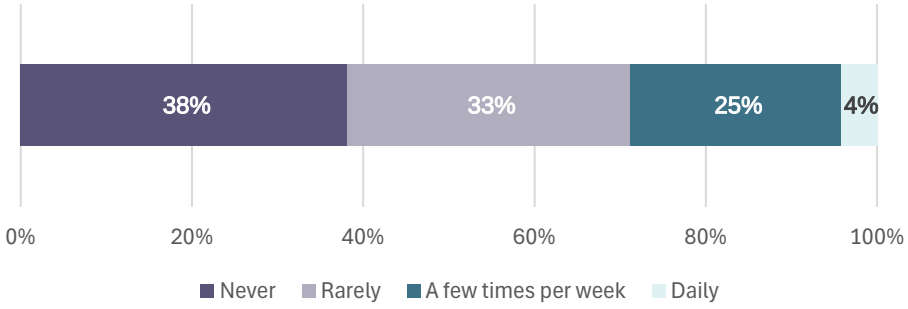
KEY FINDINGS:

- 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.

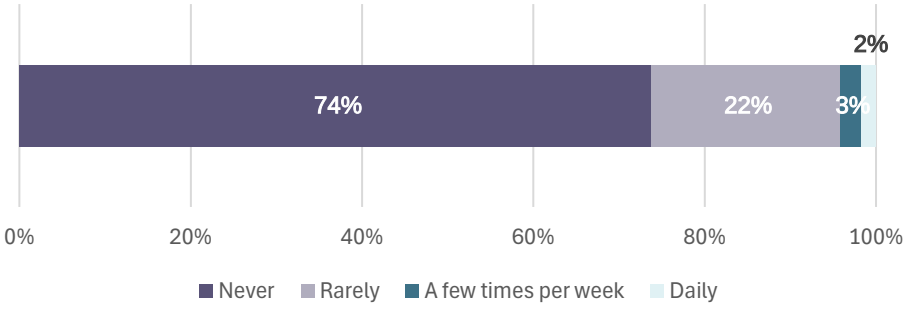


KEY FINDINGS:

- (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.



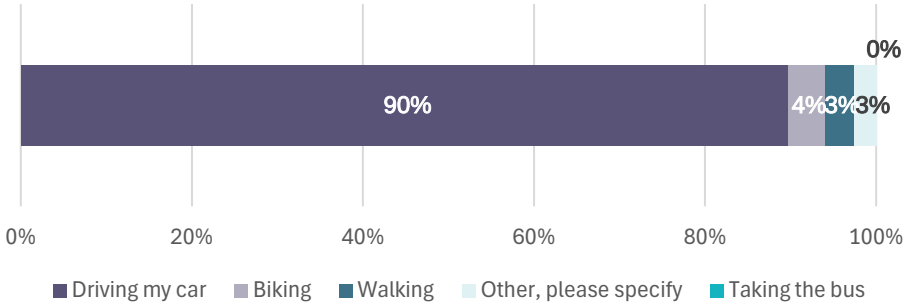
KEY FINDINGS:

- 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.

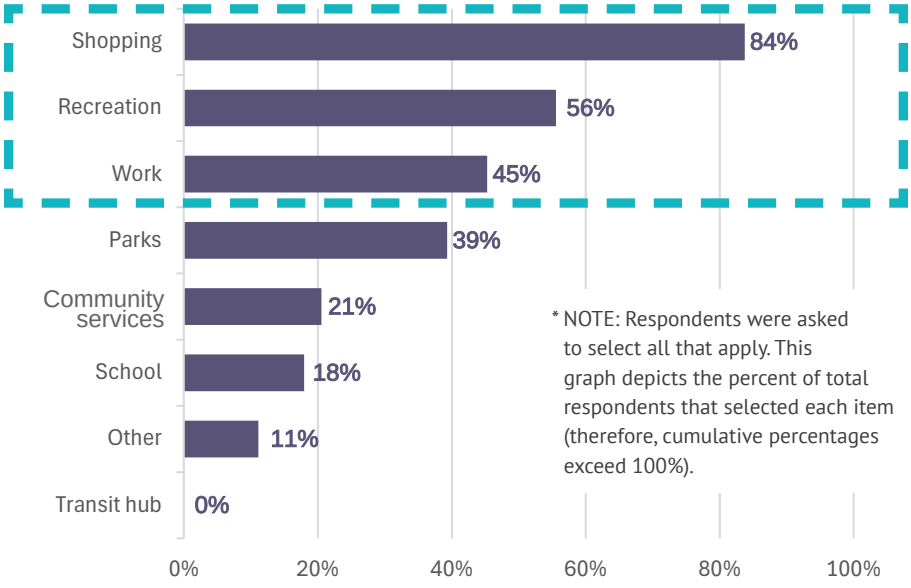
OTHER PRIMARY MODES OF TRANSPORTATION:

- 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:

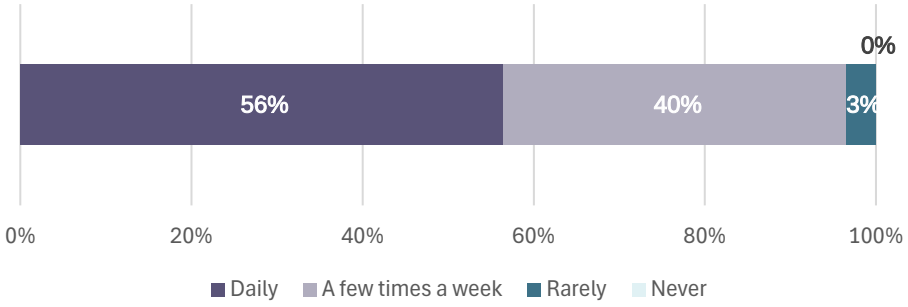
- The top 3 most frequent destinations indicated by respondents are **shopping, recreation, and work**.

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%.

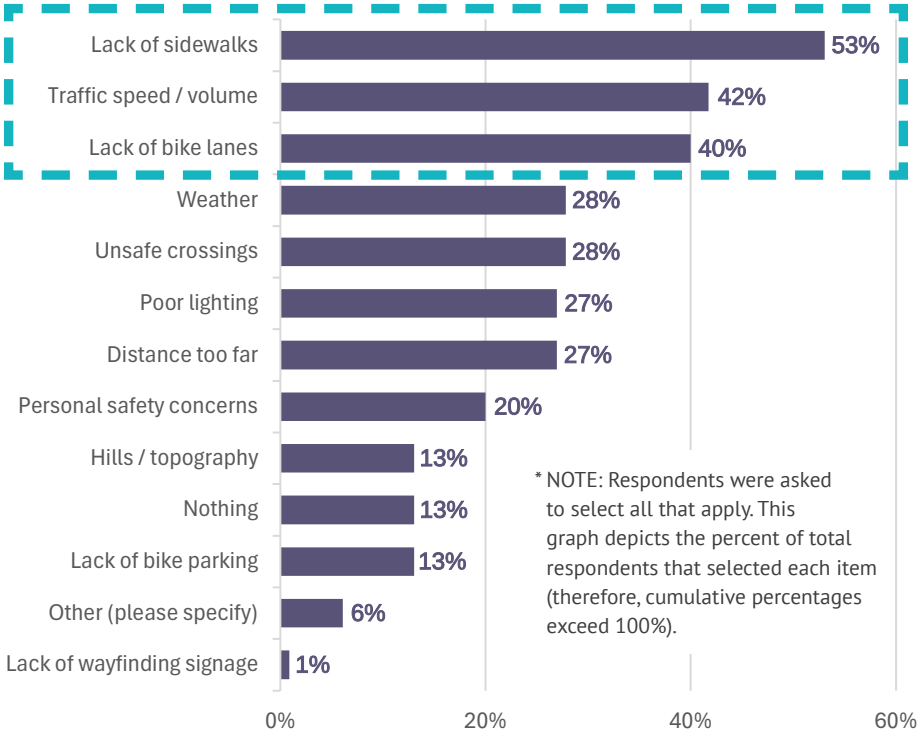
E&N TRAIL, NANAIMO - CREDIT: WATT CONSULTING

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:

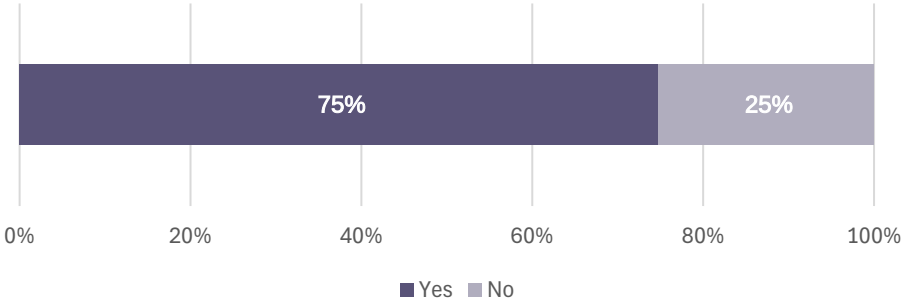
- The 3 most common barriers are **lack of sidewalks, traffic speed/volume, and lack of bike lanes.**

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:

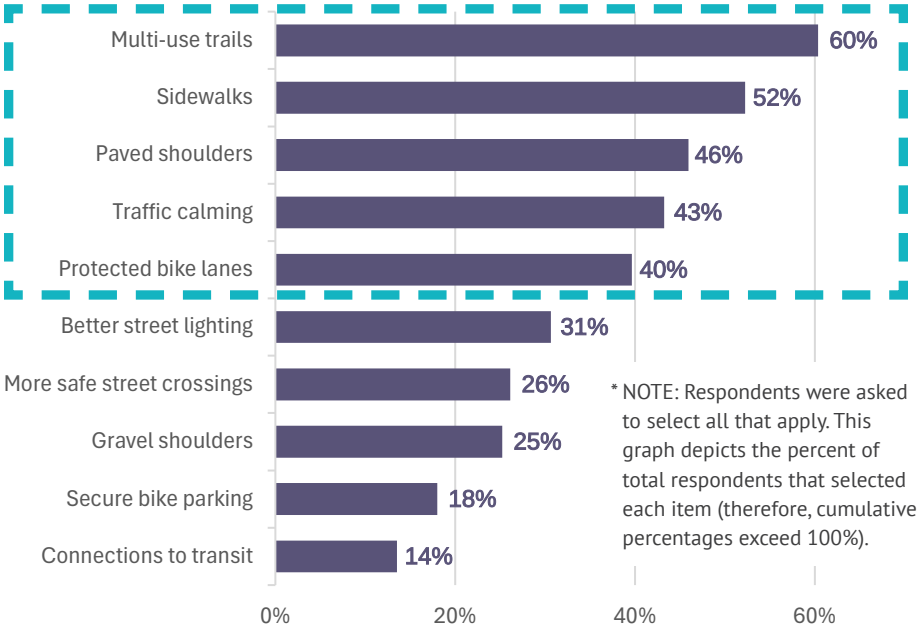
- 3/4 (75%) of respondents indicated that they would be more likely to walk or cycle to local destinations if improvements were made.

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



* 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:

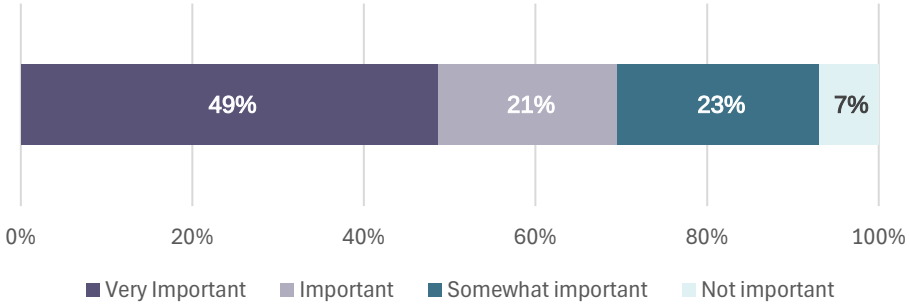
- The top 5 infrastructure improvements that would encourage respondents to walk or cycle more are **multi-use trails, sidewalks, paved shoulders, traffic calming, and protected bike lanes.**
- All three of these improvements focus on providing a comfortable, safe, and usable space adjacent to roadways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

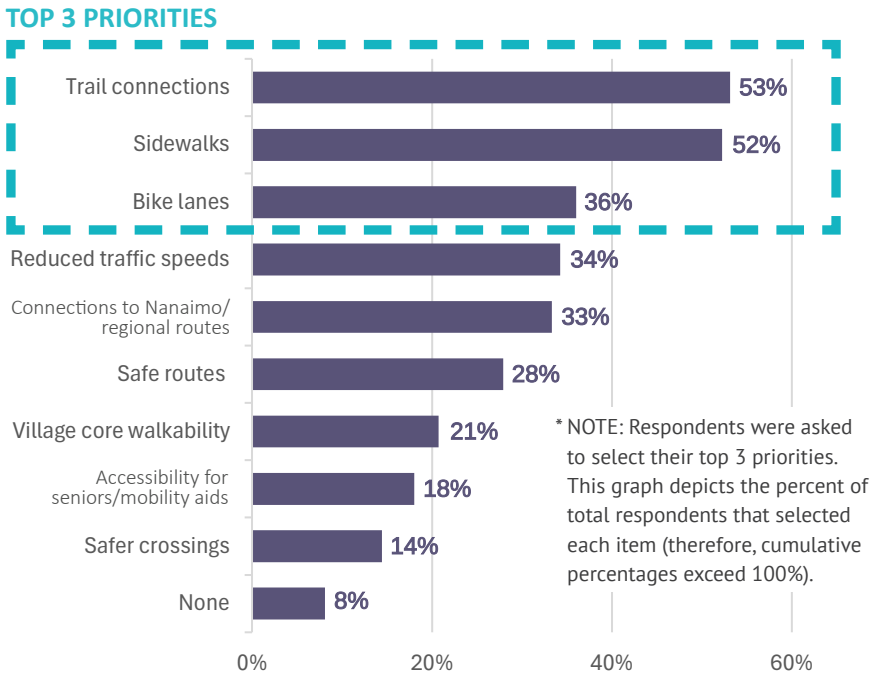


KEY FINDINGS:

- (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.



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.

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.

> *Why is it just village core walkibility. 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!*

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.

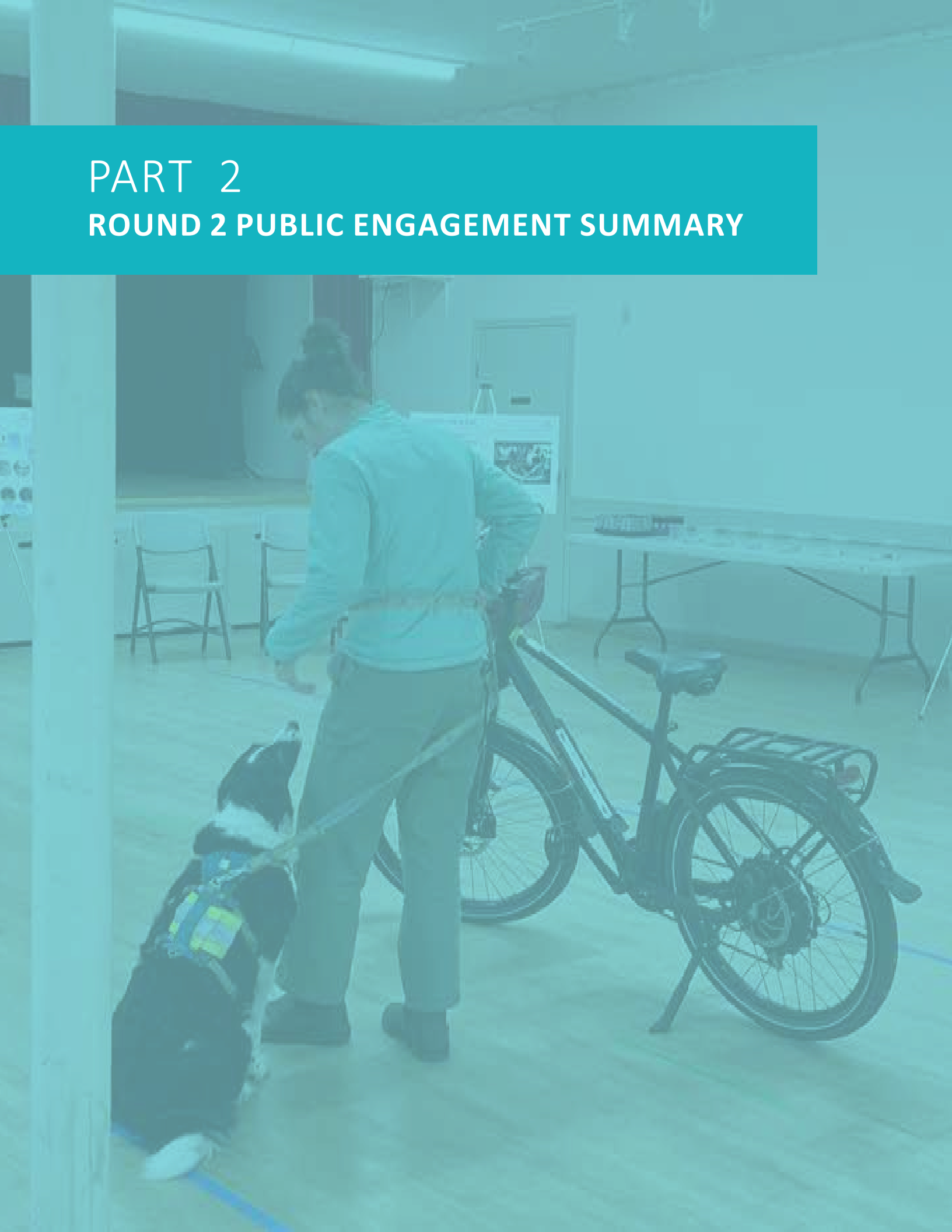
Foothills

- 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 Engagment "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 ...

152 Survey Respondents

32 Open House Participants

4 Focus Group Meetings

ROUND 2
PROPOSED IMPROVEMENTS REVIEW

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**
  - Particpants 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?wpID=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.

OPEN HOUSE AT COSTIN HALL, LANTZVILLE

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.

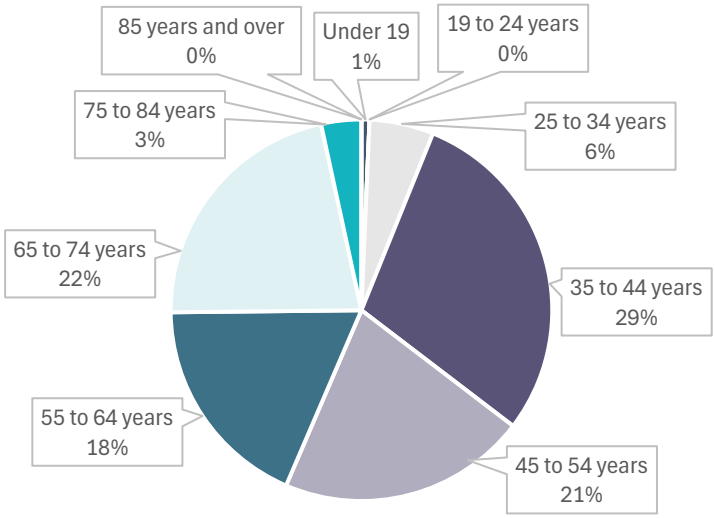
This information is summarized as follows:

- 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?

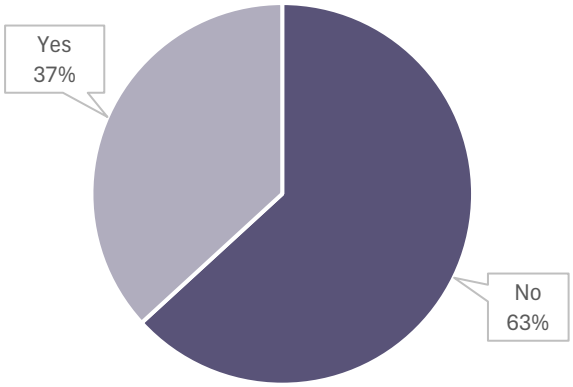


KEY FINDINGS:

- 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?

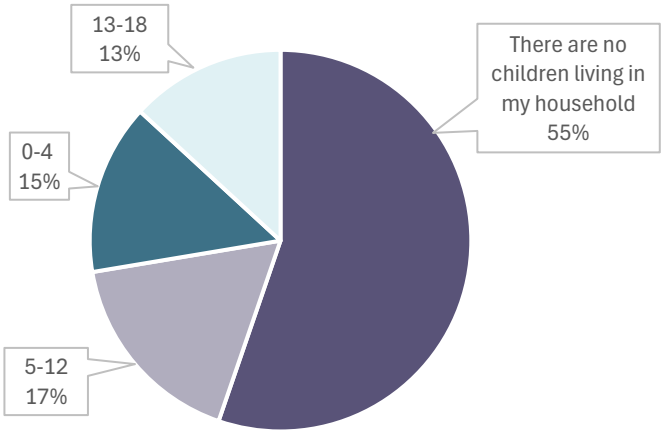


KEY FINDINGS:

- 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?



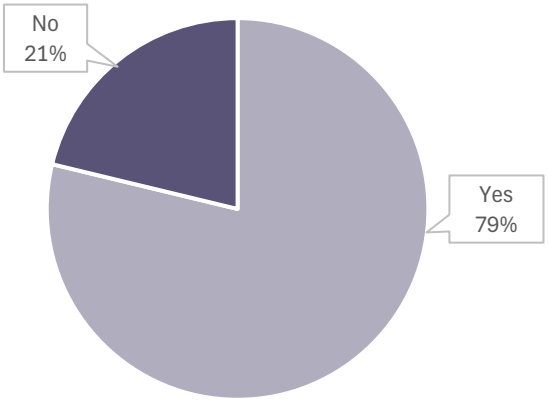
KEY FINDINGS:

- 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

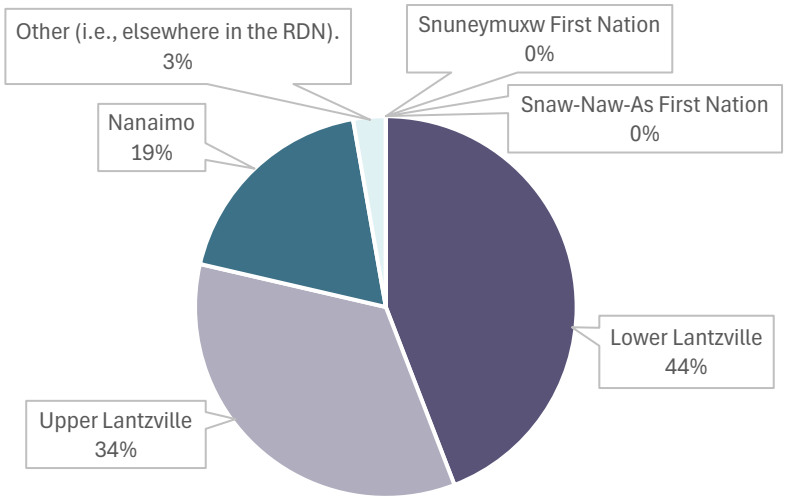
Q4. Are you a resident of Lantzville?



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?

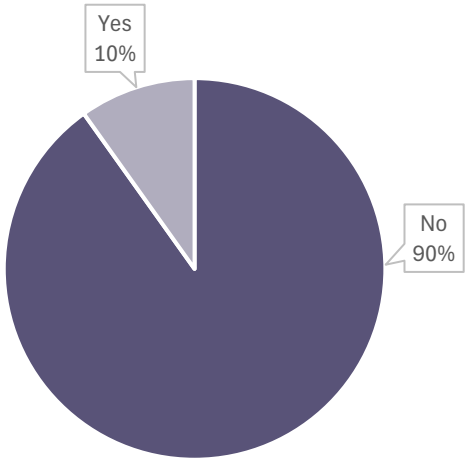


KEY FINDINGS:

- 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?



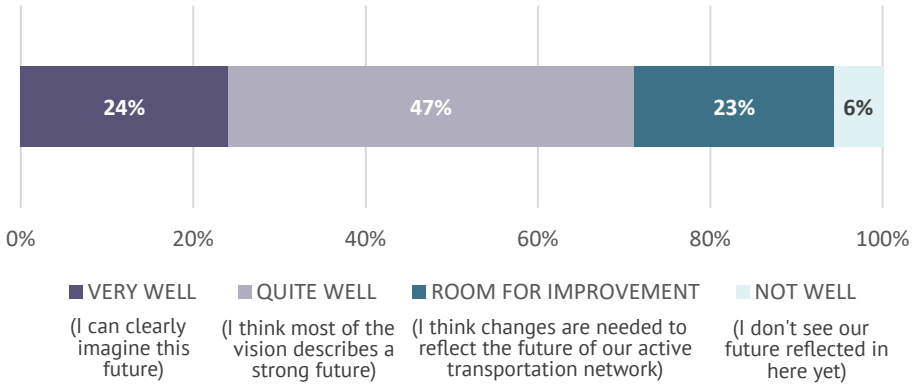
KEY FINDINGS:

- (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:

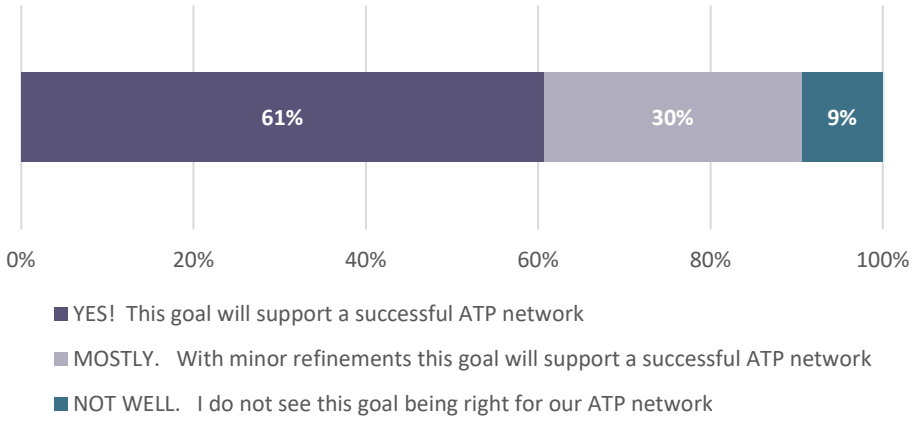
- Specific wording / language suggestions
- Identify specific improvements / actions
- Include accessibility and fiscal responsibility as priorities
- Acknowledge the semi-rural character of Lantzville
- More concise

2.3 GUIDING STRATEGIES

DRAFT GUIDING STRATEGIES

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

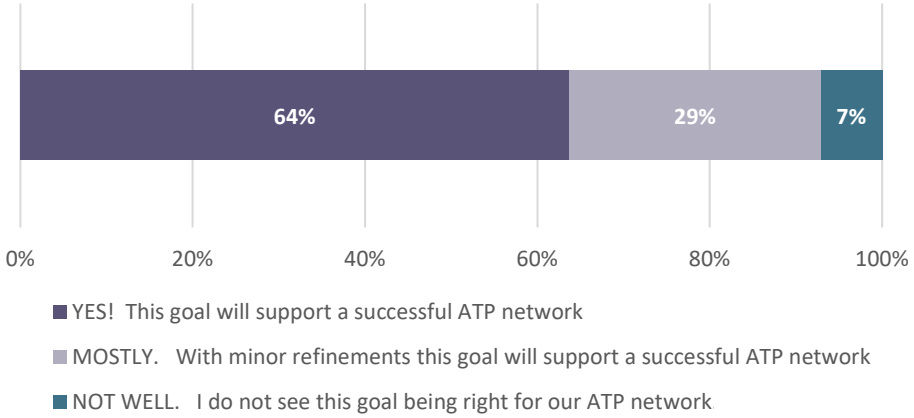
A. SAFE & COMFORTABLE CORRIDORS



KEY FINDINGS:

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

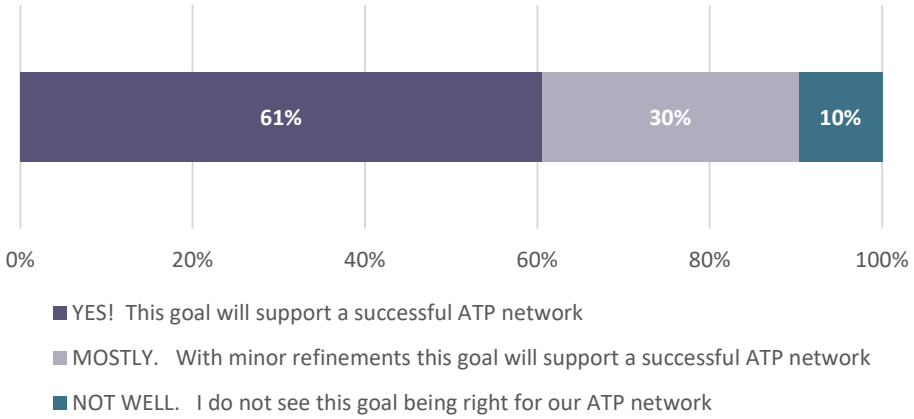
B. A CONNECTED NETWORK



KEY FINDINGS:

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

C. A HEALTHY & ACTIVE COMMUNITY

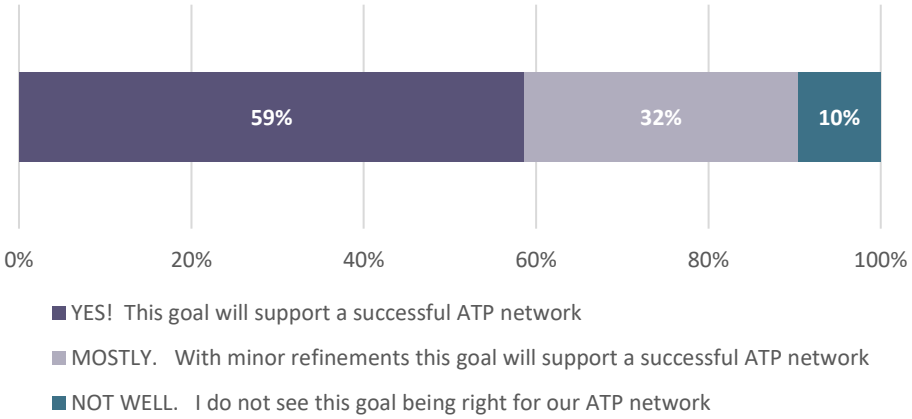


KEY FINDINGS:

- 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



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:

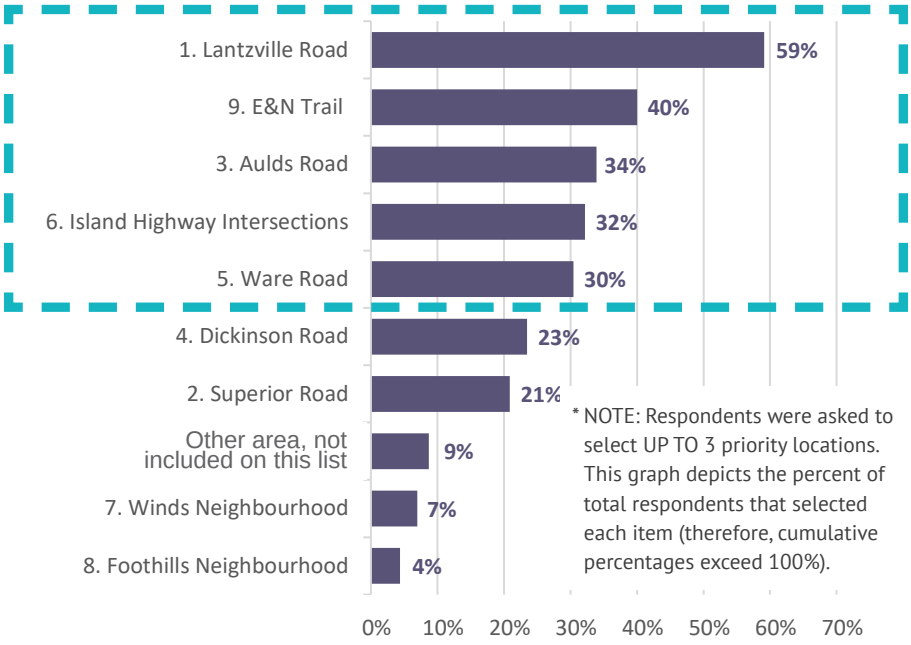
- Emphasis on safety improvements (traffic calming, reduced speeds)
- Emphasis on regional connections
- Improvement suggestions
- Questions and concerns about Active Transportation Plan improvements

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**.

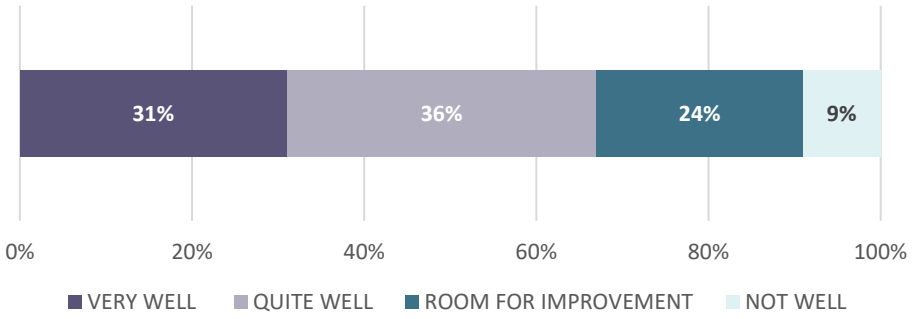
OTHER PRIORITY LOCATIONS SHARED:

- 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

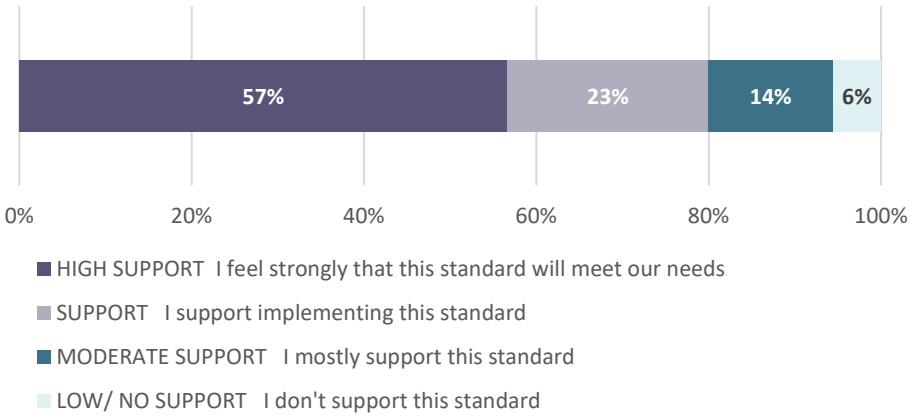
2.6 PROPOSED ACTIVE TRANSPORTATION STANDARDS

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 seperated 3m wide multi-use path.

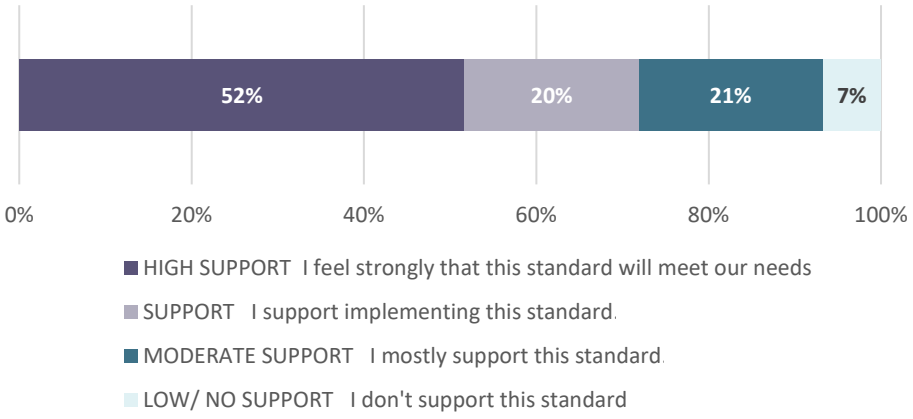


KEY FINDINGS:

- 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).



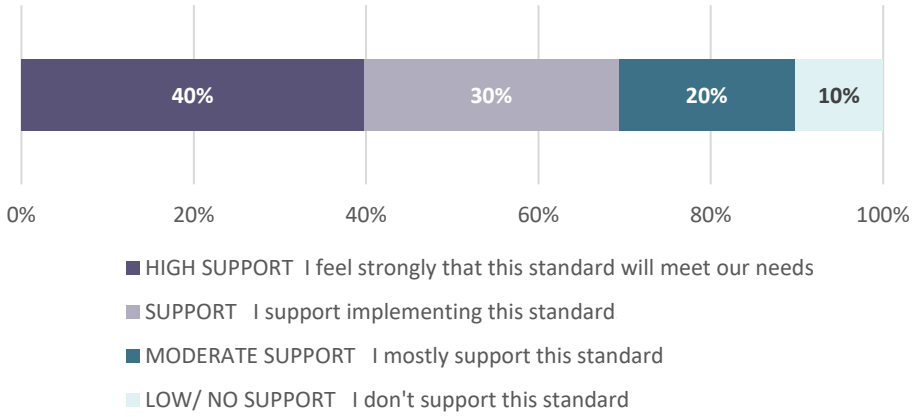
KEY FINDINGS:

- 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) .

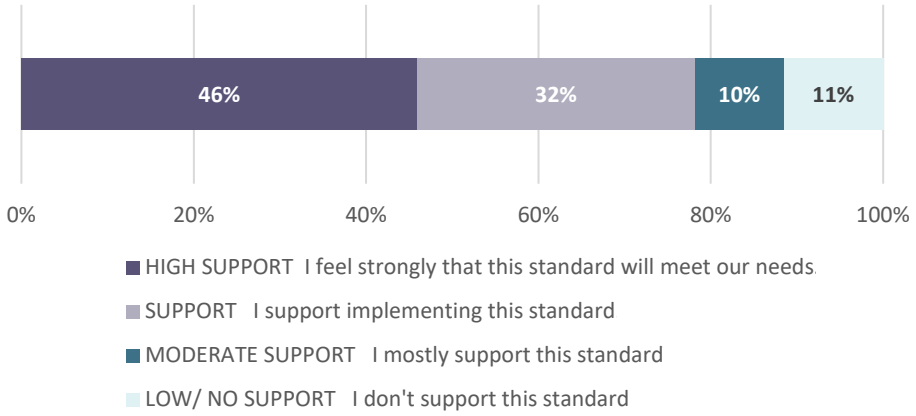


KEY FINDINGS:

- (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%.

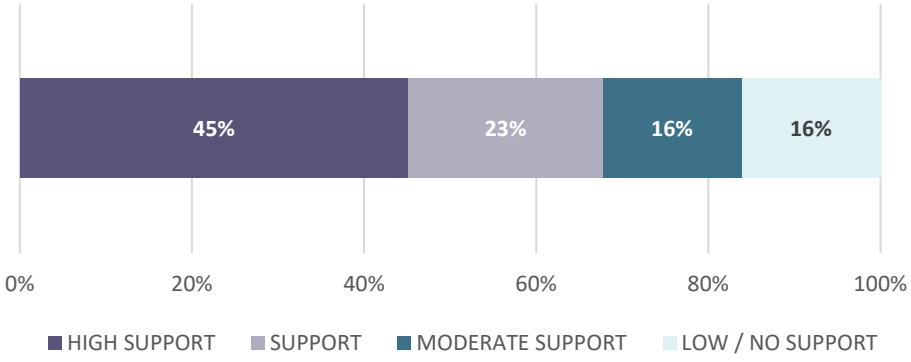
INFRASTRUCTURE STANDARDS FEEDBACK SHARED:

- 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:

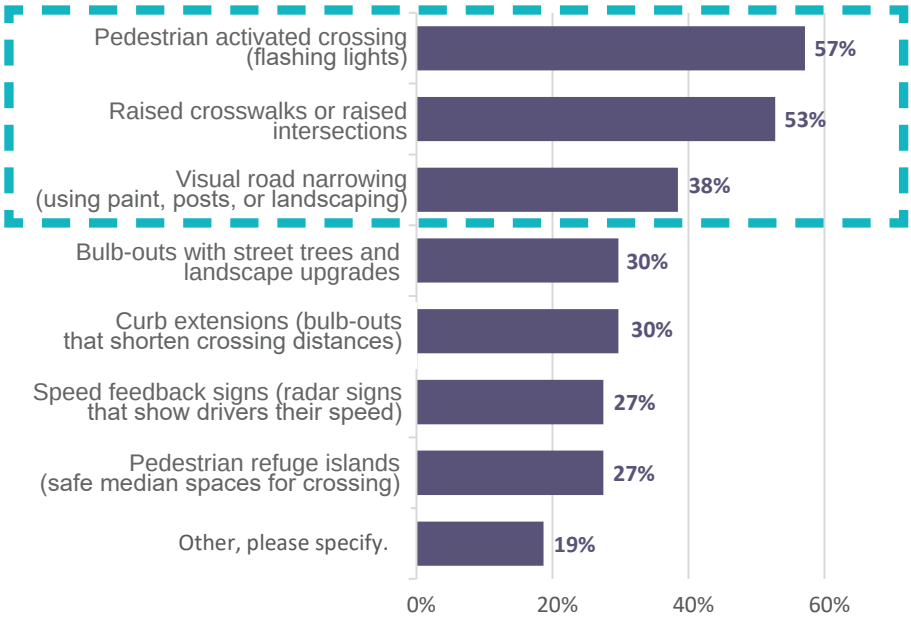
- (68%) of respondents support traffic calming implementation beyond the Village Core.

* 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:

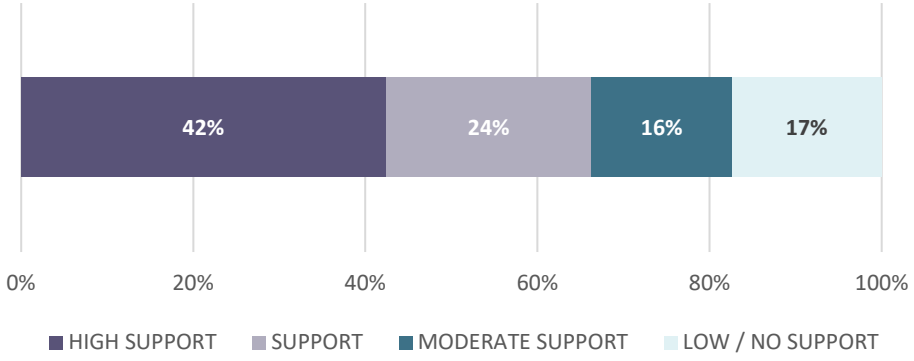
- The top traffic calming tools as indicated by respondents are **pedestrian activated crossing, raised crosswalks or raised intersections,** and **visual road narrowing.**

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.*

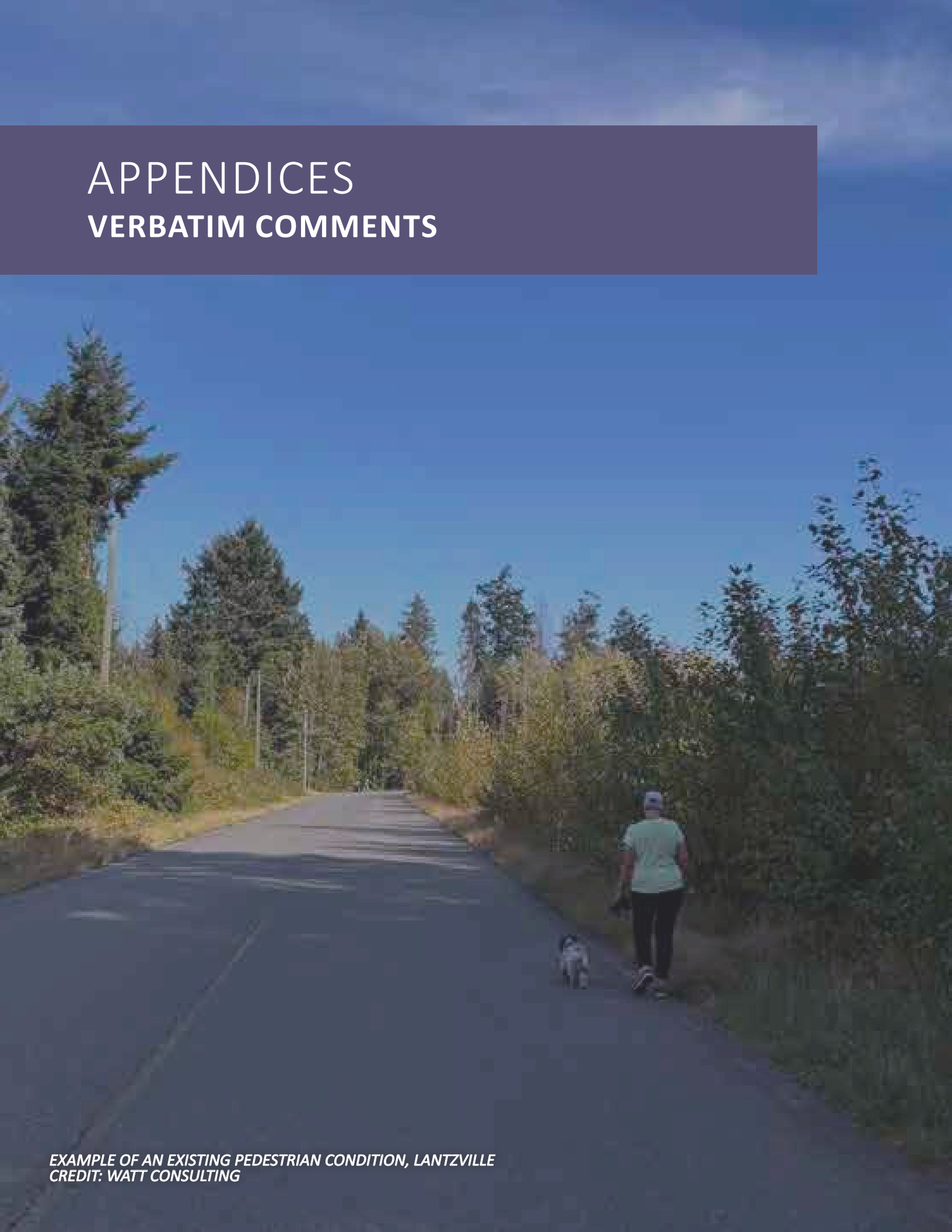
Priority Locations

- 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 walkibility. 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 schook 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.

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(
- Round abouts
- 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 lien ti see it sharpened, and targeted.
- The accessibility for all needs to be transferred to also the planning section .As per the disable parking infront 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 cliche 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 then 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 Lantzvlle 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 Lantzvlle. 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 your 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 seperate 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 borh
- Multi use trail would need yo 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 Lantzvile 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.

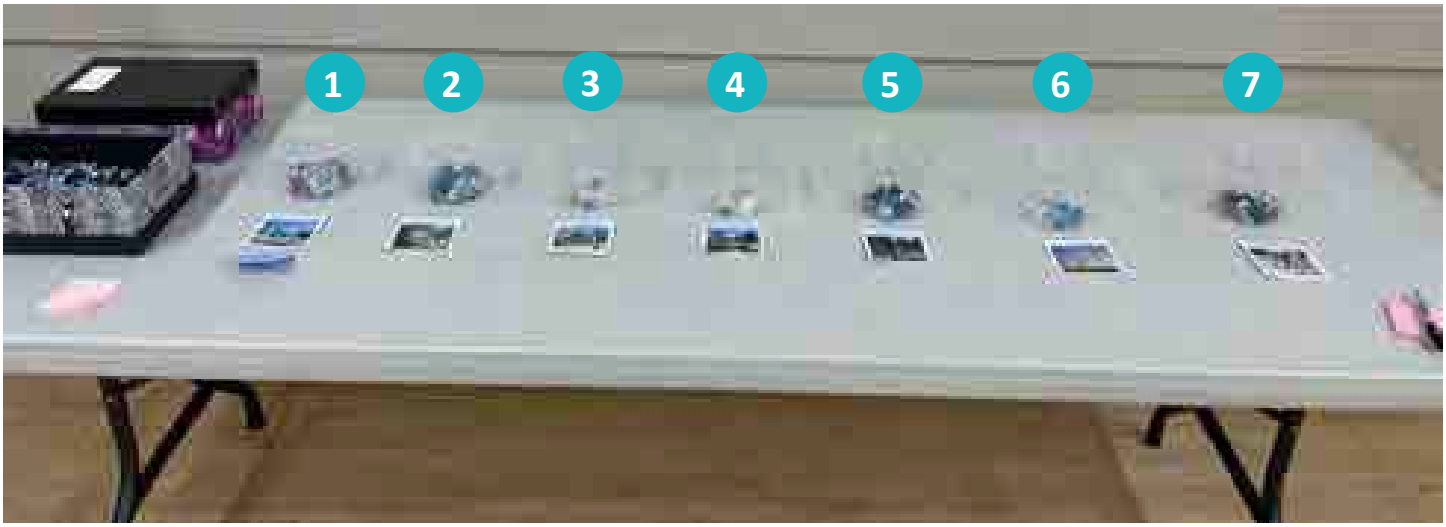
APPENDIX B: ROUND 2 VERBATIM COMMENTS

- 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 rod , 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 counter productive 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 is 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 agravate 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



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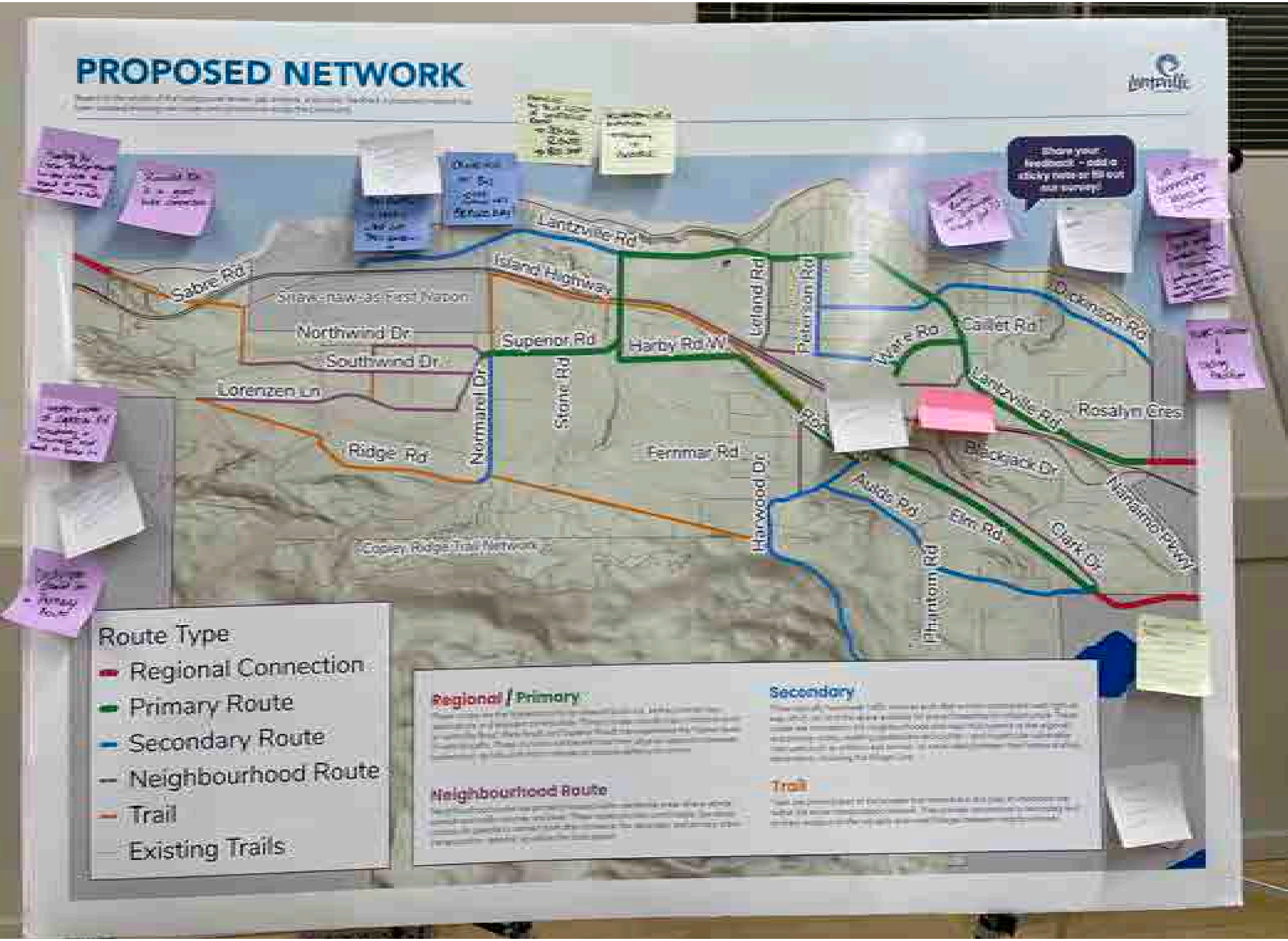

PROPOSED NETWORK
Share your feedback - add a sticky note or fill out our survey!
Sabre Rd
Snaw-naw-as First Nation
Northwind Dr
Southwind Dr
Lorenzen Ln
Ridge Rd
Normarel Dr
Superior Rd
Stone Rd
Island Highway
Lantzville Rd
Harby Rd W
Leland Rd
Peterson Rd
Ware Rd
Caillet Rd
Dickinson Rd
Rosalyn Cres
Blackjack Dr
Fernmar Rd
Harwood Dr
Aulds Rd
Elm Rd
Clark Dr
Nanaimo Pkwy
Phantom Rd
Copley Ridge Trail Network
Route Type
Regional Connection
Primary Route
Secondary Route
Neighbourhood Route
Trail
Existing Trails
Regional / Primary
Secondary
Neighbourhood Route
Trail

PROPOSED VISION & STRATEGIES

Lantzville

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

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

This 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 that are implementable, focused on achieving "wins" across a range of important topics.

1. Safe & Comfortable Corridors

Implementing 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, project delivery, and collaboration for effective implementation

Proposed Actions ...

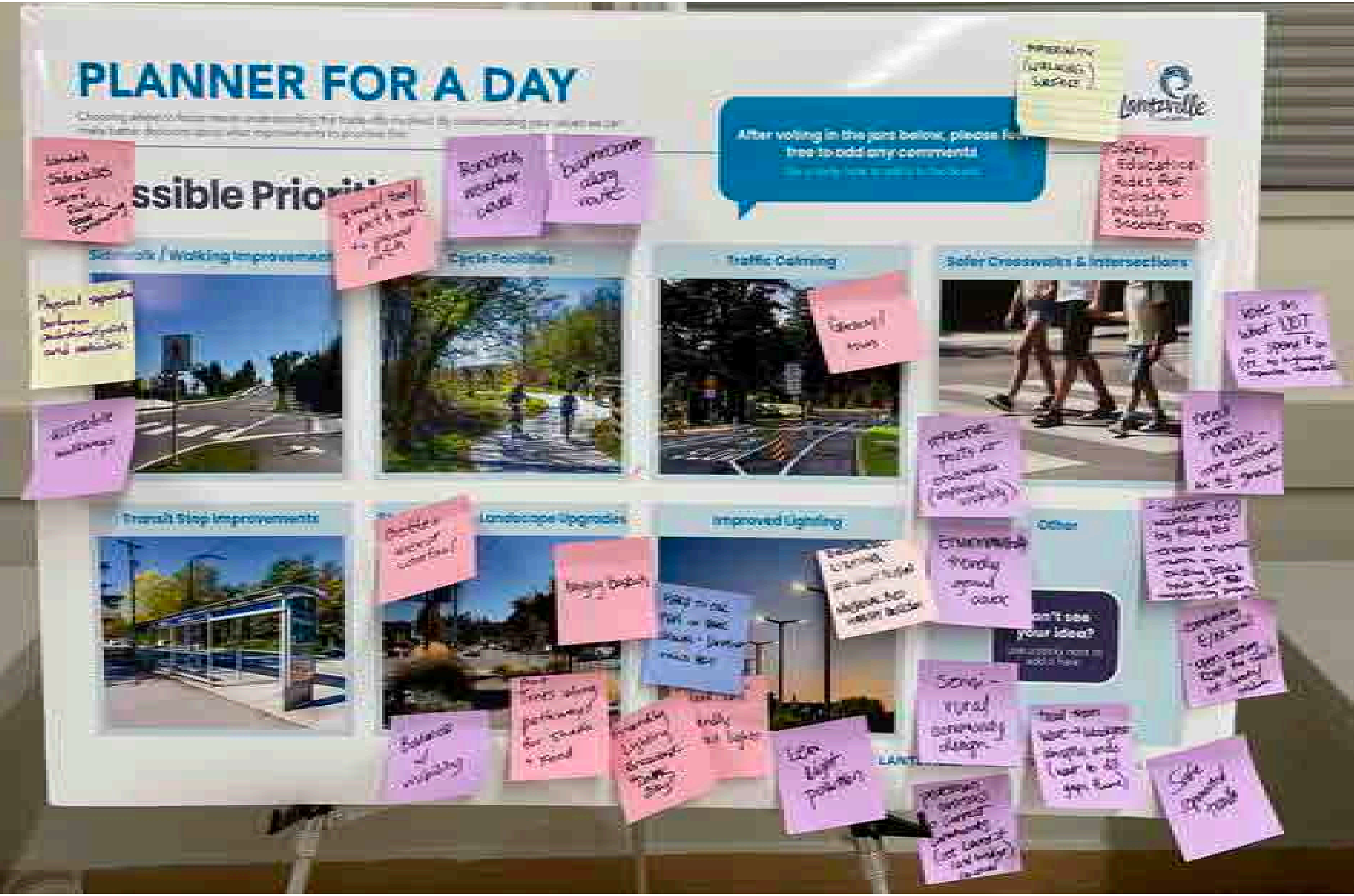
1. Build Safe, Accessible, and Inclusive Transportation Corridors
2. Improve Traffic Calming, Lighting, and Safe Crossings
3. Expand Low-Impact, Sustainable Infrastructure

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


PROPOSED CROSS SECT
Regional / Primary
Secondary
Neighbourhood Route
Trail


PLANNER FOR A DAY
After voting in the jars below, please feel free to add any comments
Cycle Facilities
Traffic Calming
Safer Crossways & Intersections
Transit Stop Improvements
Landscape Upgrades
Improved Lighting
Other
can't see your idea?

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 garvel 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 woul dbe great for connecting streets, offering local walking / cycling for families, connecting neighbourhoods, connceting 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

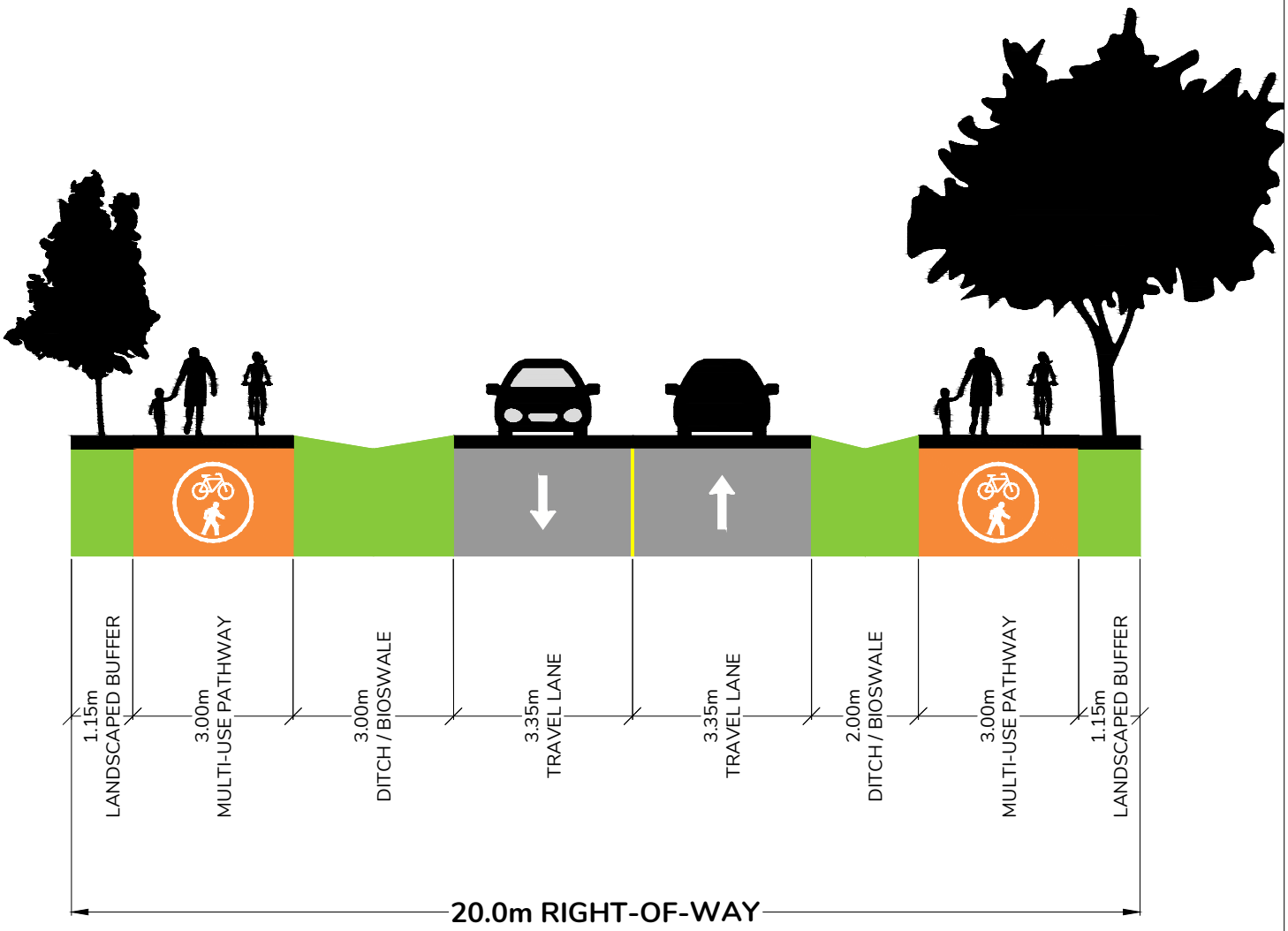
7192 Lantzville Road | Lantzville, BC | V0R 2H0
www.lantzville.ca | District of Lantzville
250-933-8093 | planning@lantzville.ca

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

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

APPENDIX B

Infrastructure Design Sheets / Cross-Sections



Regional Route

LANTZVILLE ATP
CROSS SECTIONS
REGIONAL ROUTE

DRAWING NO: CS-1		PROJECT NO: 4078.B01	
REV NO: 3		DATE: 2026-03-25	
SCALE: 1:125		DRAWN: SM	CHECKED: LS
DESIGN SPEED: -		DESIGN VEHICLE: -	

WATT Consulting Group
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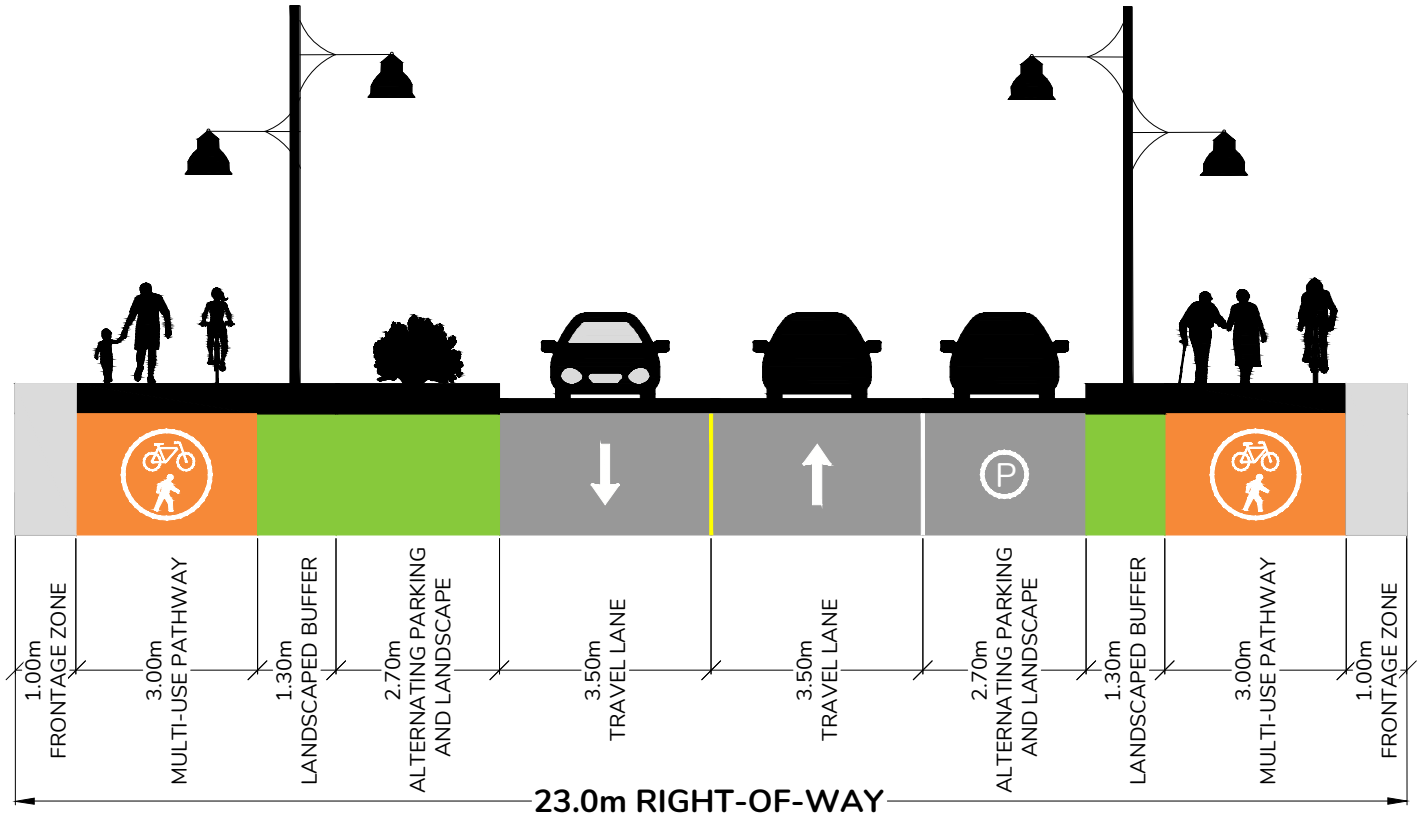

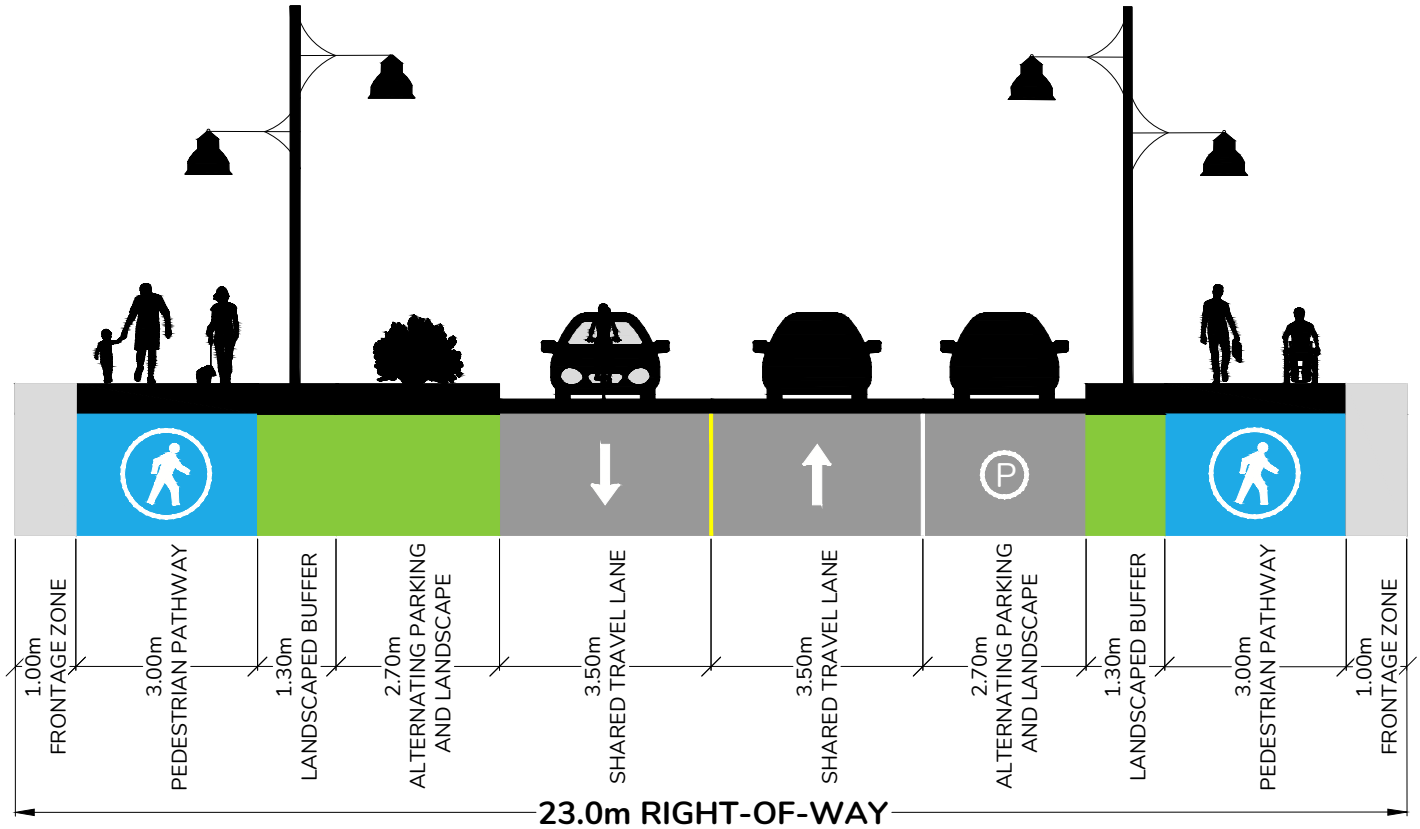

Village Core

LANTZVILLE ATP
CROSS SECTIONS
VILLAGE CORE

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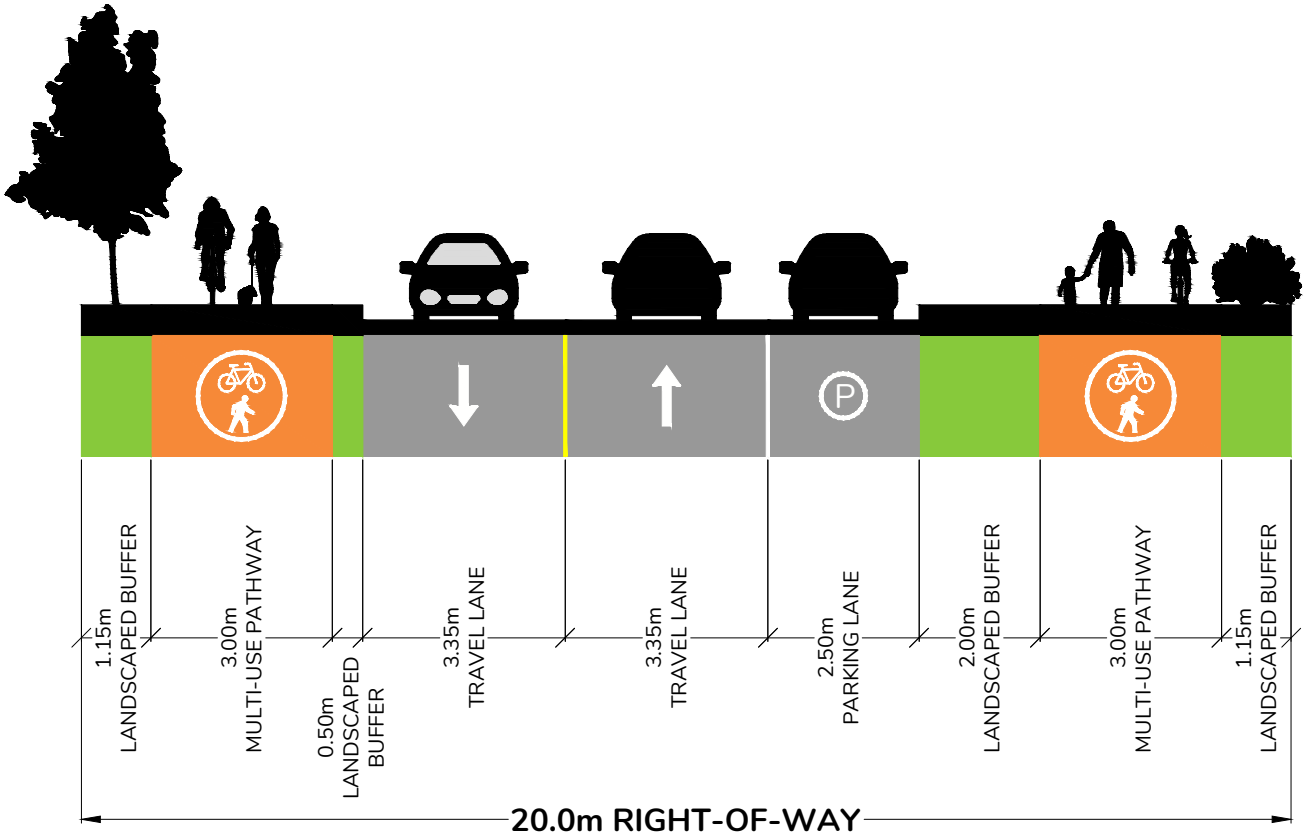
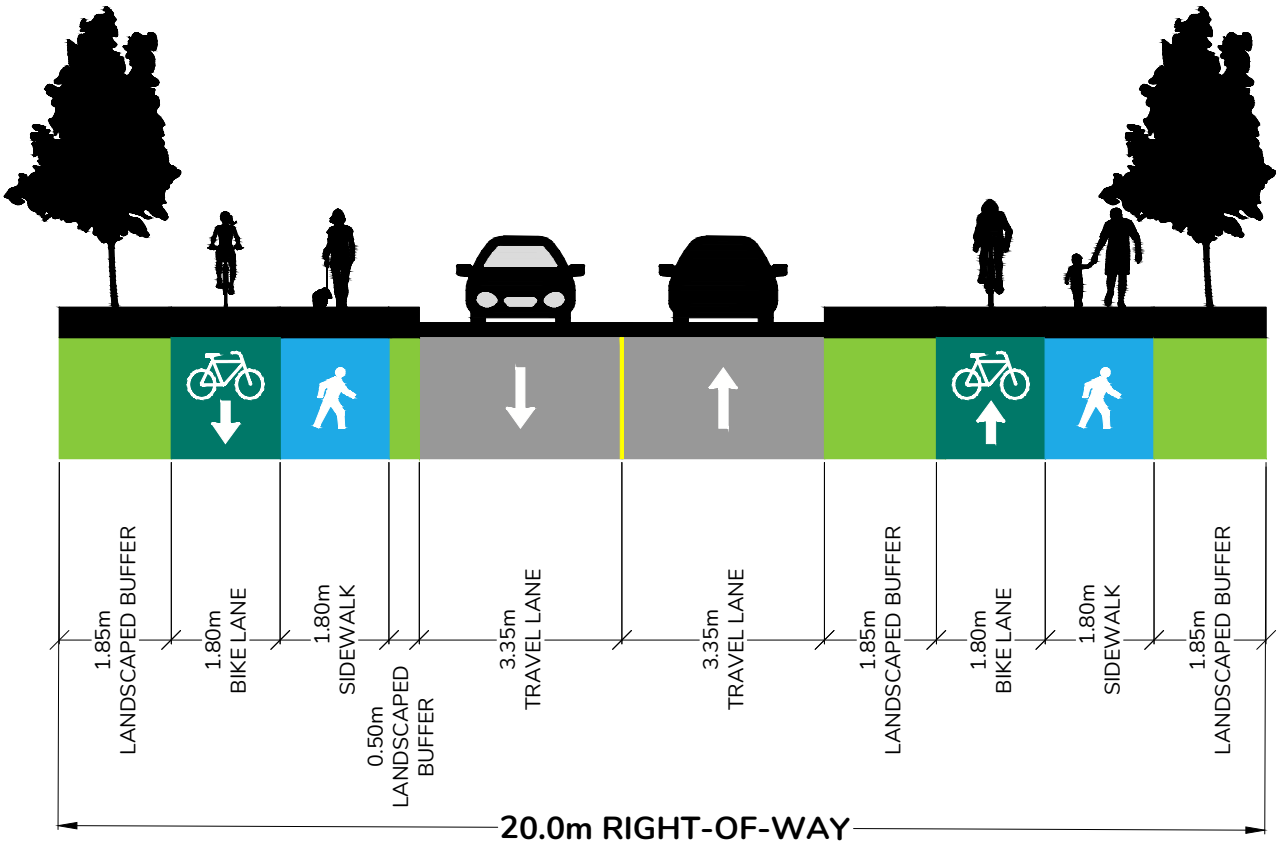
REV NO: 3		DATE: 2026-03-25	
SCALE: 1:125		DRAWN: SM	CHECKED: LS
DESIGN SPEED: -		DESIGN VEHICLE: -	

WATT Consulting Group
WATTCONSULTINGGROUP.COM





Primary Route

LANTZVILLE ATP
CROSS SECTIONS
PRIMARY ROUTE

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REV NO: 3		DATE: 2026-03-25	
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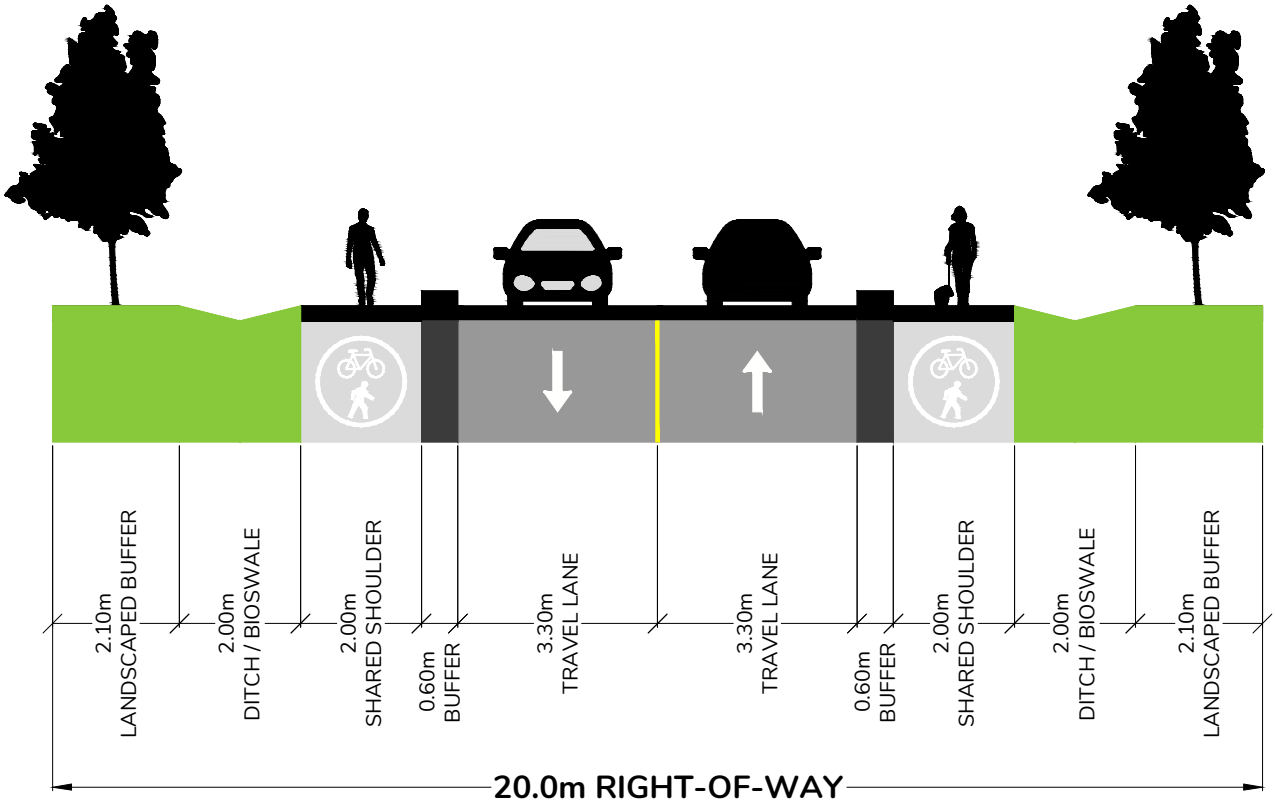

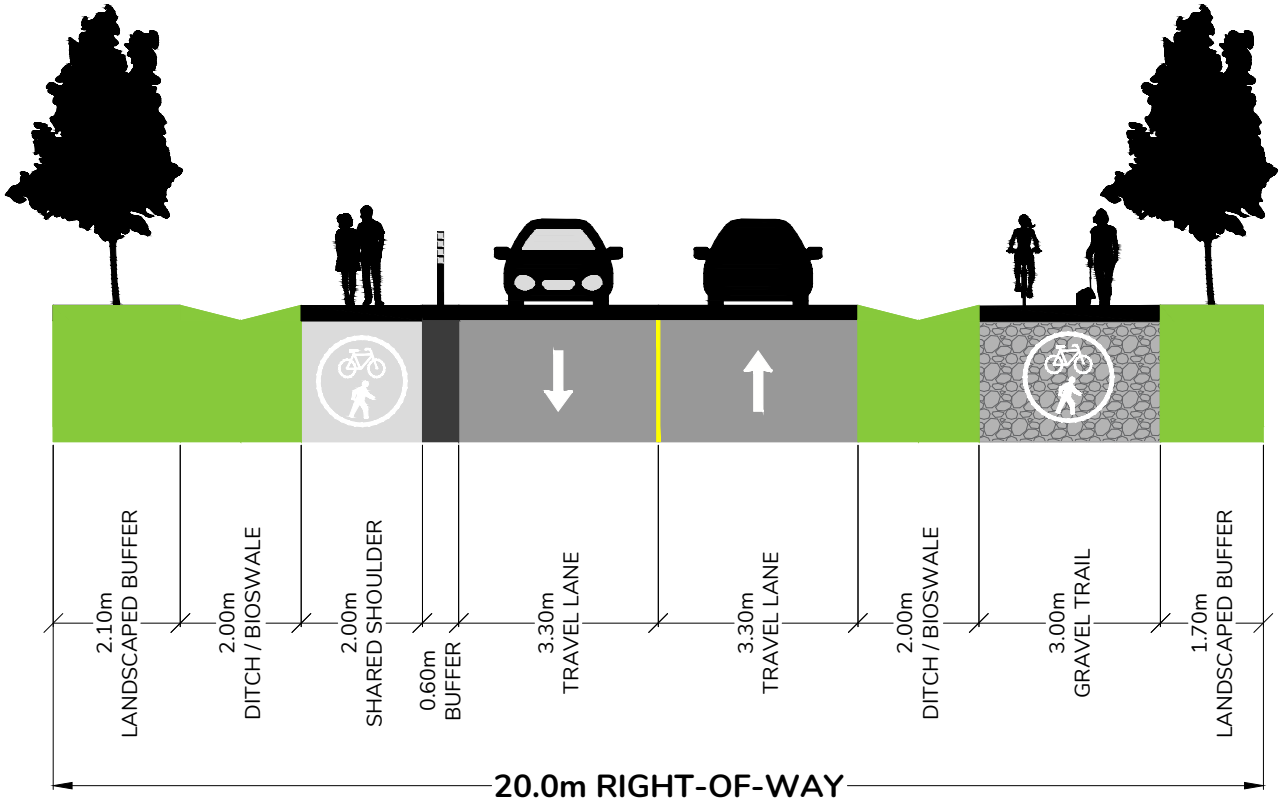

Secondary Route

LANTZVILLE ATP
CROSS SECTIONS
SECONDARY ROUTE

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REV NO: 3		DATE: 2026-03-25	
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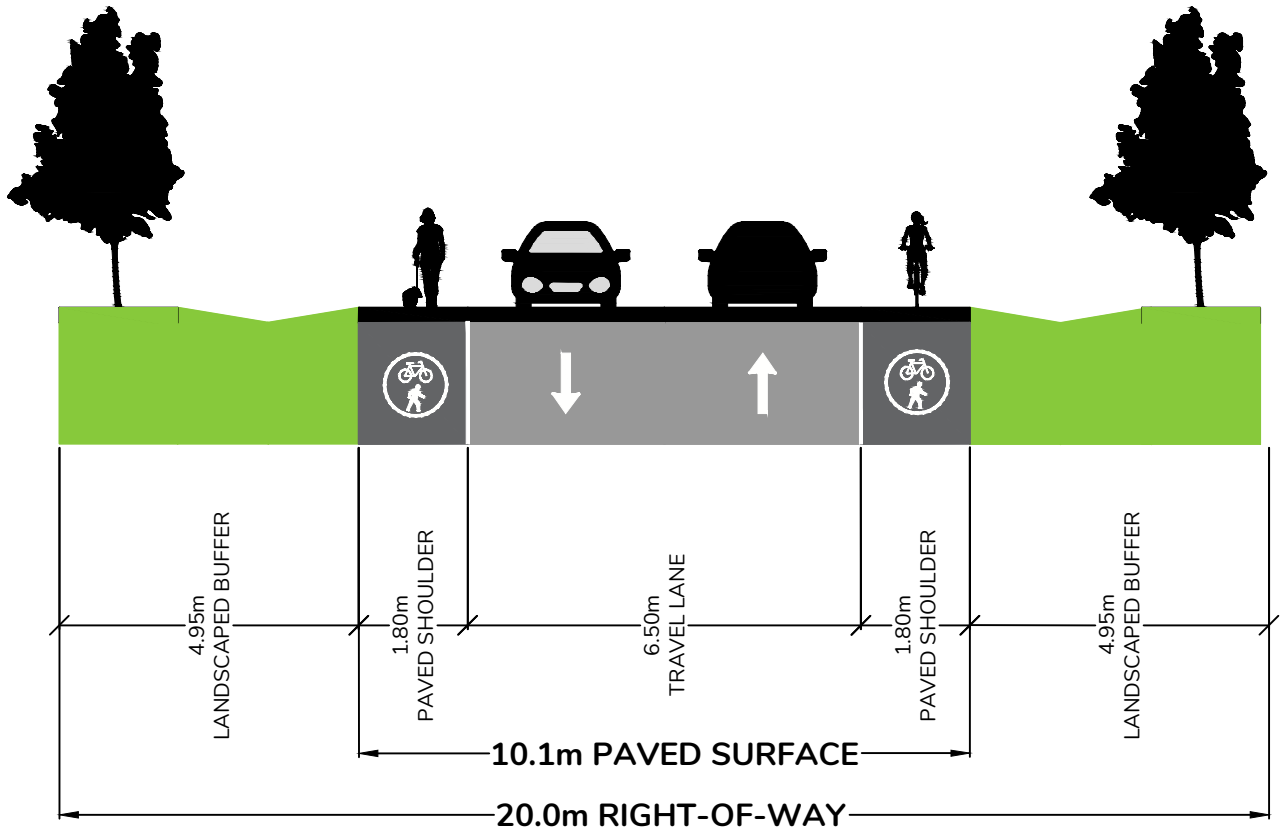

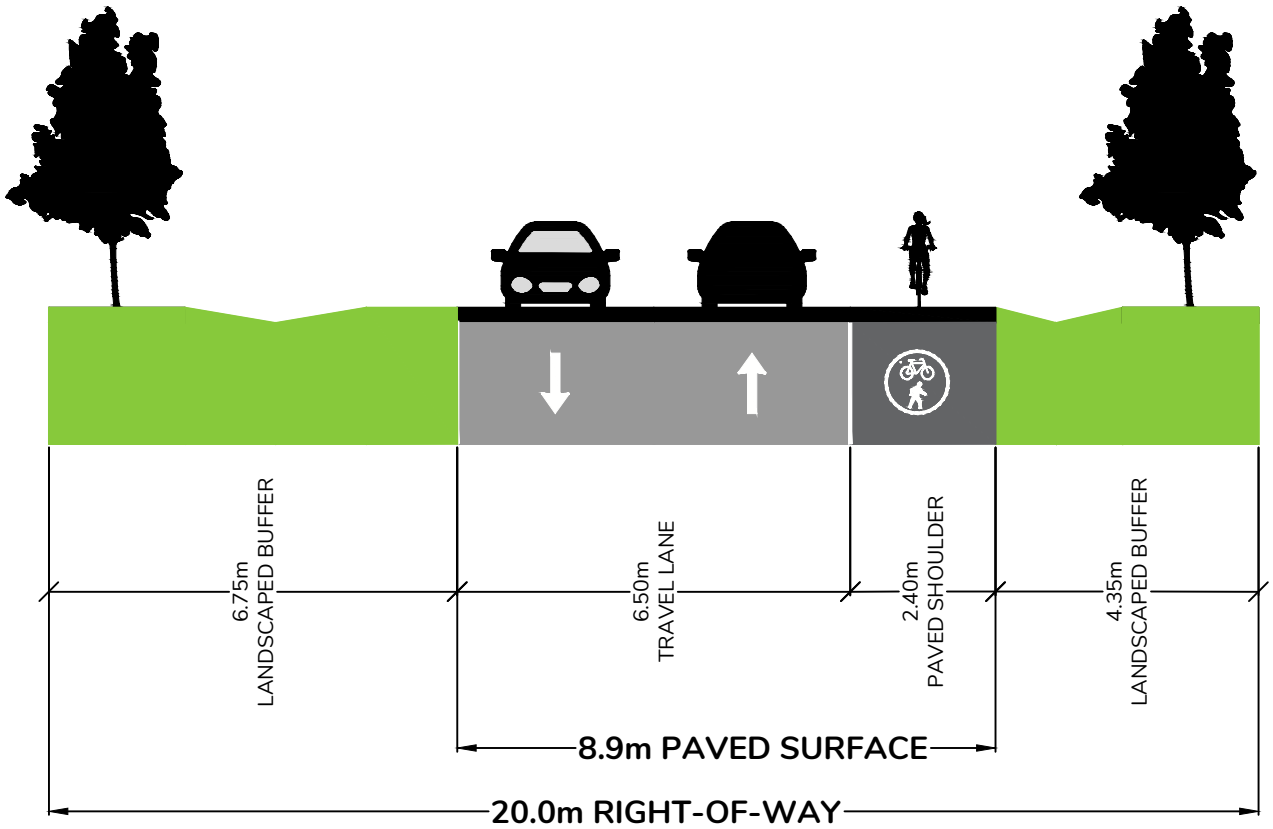

Neighbourhood Route

LANTZVILLE ATP
CROSS SECTIONS
NEIGHBOURHOOD ROUTE

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REV NO: 3		DATE: 2026-03-25	
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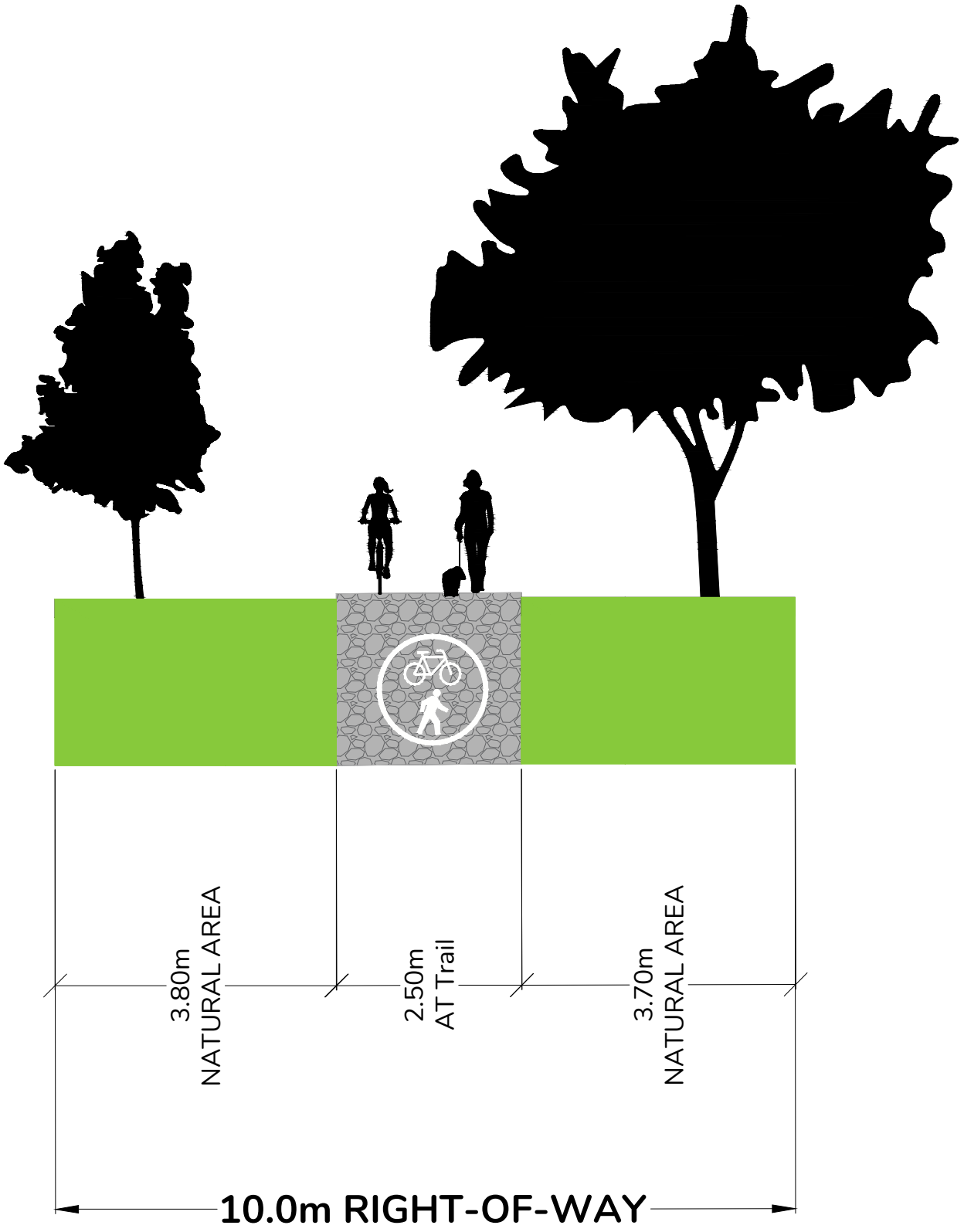

Active Transportation Trail

LANTZVILLE ATP
CROSS SECTIONS
ACTIVE TRANSPORTATION TRAIL

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REV NO: 3		DATE: 2026-03-25	
SCALE: 1:100		DRAWN: SM	CHECKED: LS
DESIGN SPEED: -		DESIGN VEHICLE: -	

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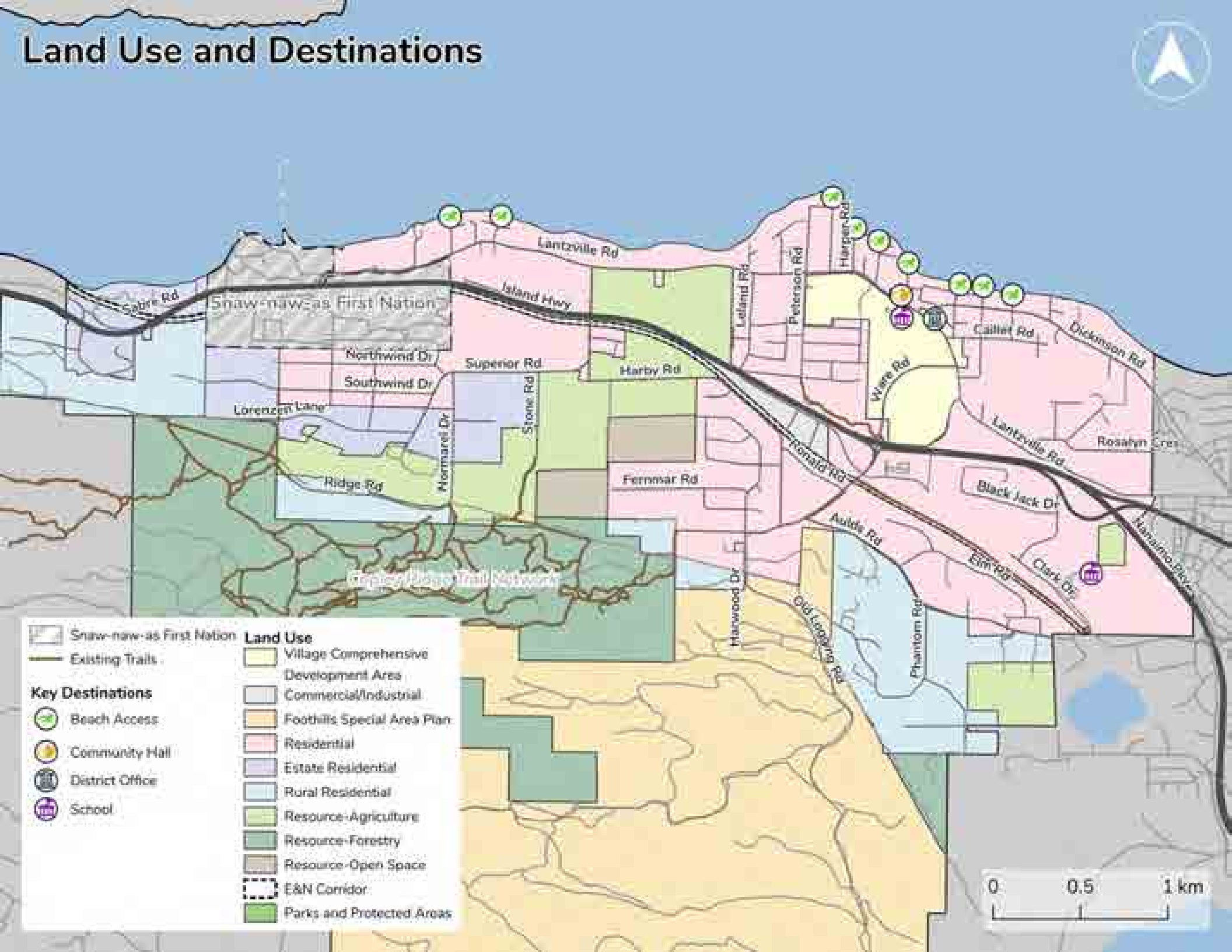
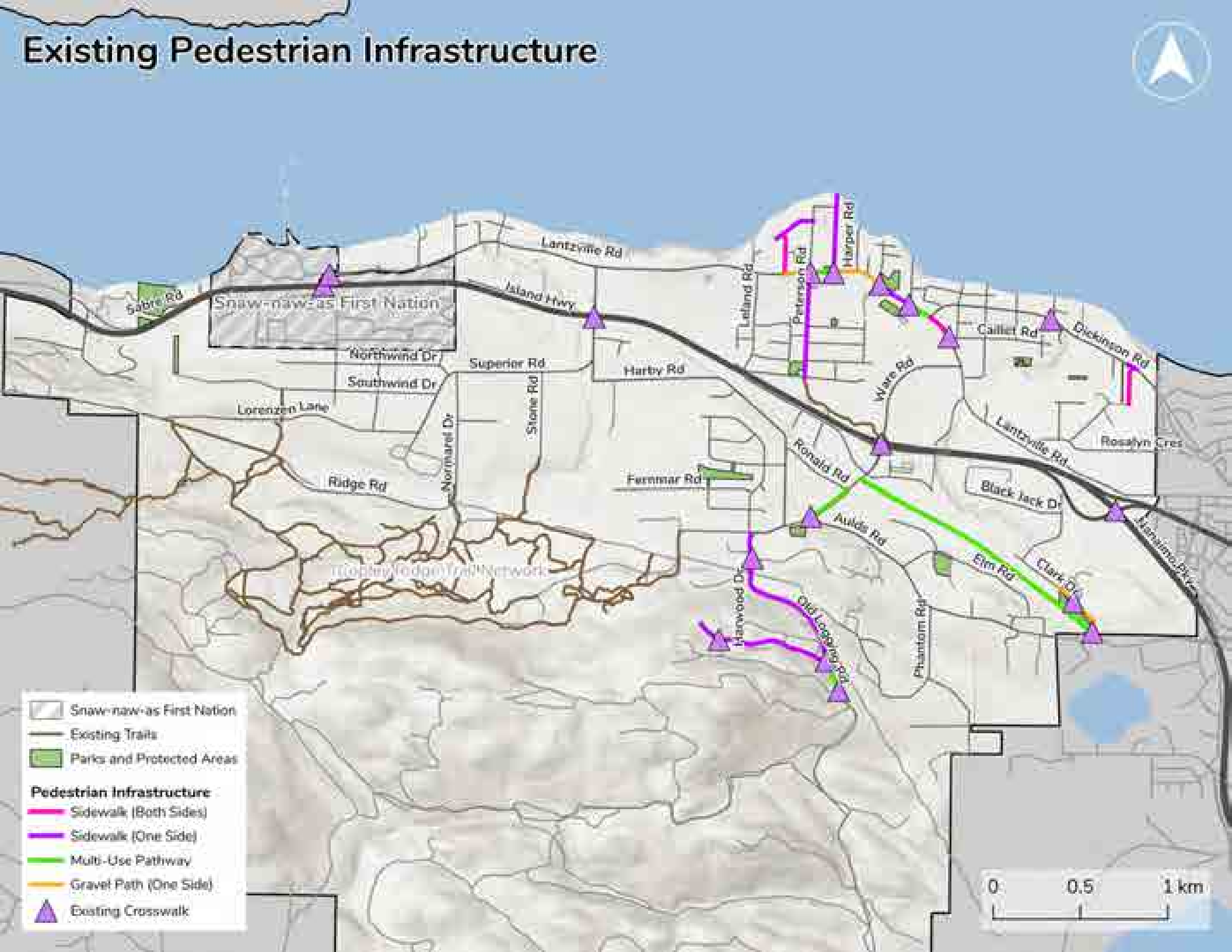
APPENDIX C

Map Package

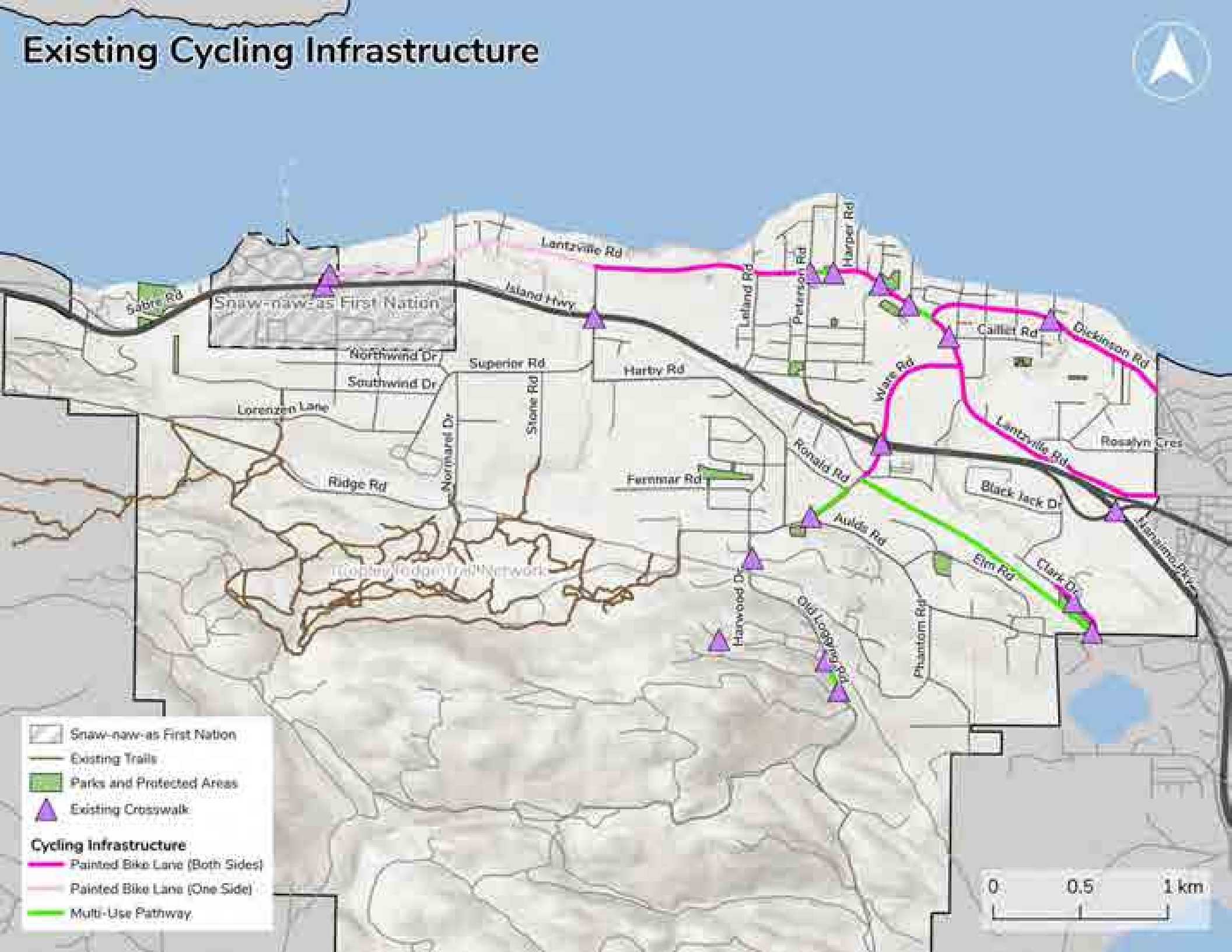
Land Use and Destinations



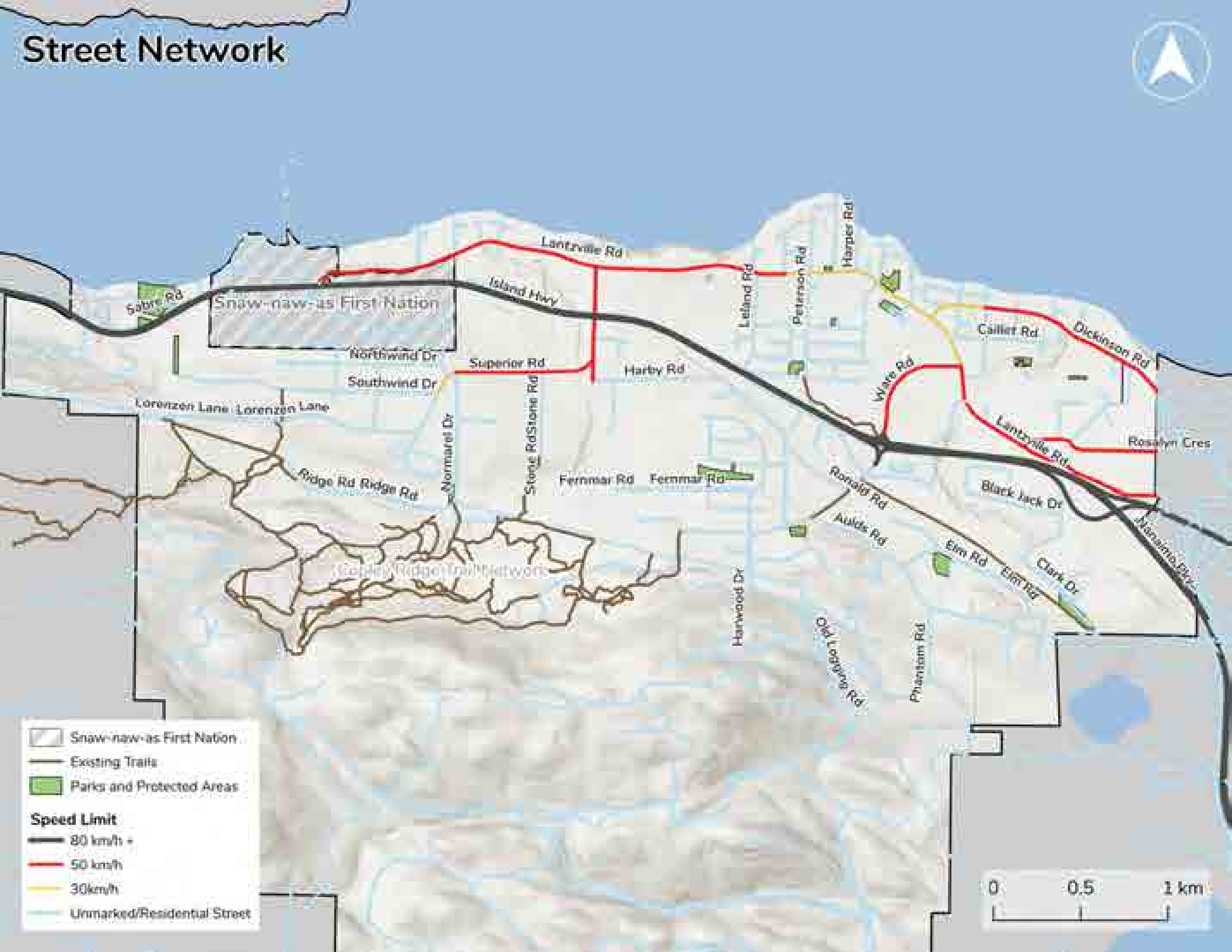
Existing Pedestrian Infrastructure



Existing Cycling Infrastructure



Street Network



Public and School Transit

Future Active Transportation Network