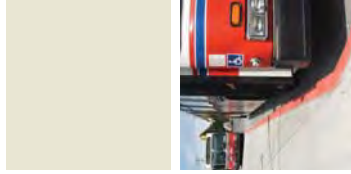


APPENDIX A

Open House #1 Material and Survey



City of Parksville

TRANSPORTATION MASTER PLAN & CORE AREA PARKING STUDY

About the Parking Study...

The Core Area Parking Study will provide strategies to ensure core area parking conditions that maintain the economic viability of downtown businesses and encourage travel via sustainable transportation modes. The objectives of the Core Area Parking Study are to:

- > Inventory core area parking facilities.
- > Review policies and regulations that affect core area parking conditions.
- > Assess core area parking characteristics, including peak period occupancy, average duration and turnover rate.
- > Consult with the community in determining parking issues and opportunities in the core area.
- > Consider future development in the core area and forecast its expected impact on core area parking conditions.
- > Make recommendations on overall core area parking supply, parking management strategies and provide design guidance for future parking facilities.
- > Identify policies, regulations and funding strategies to help the City pursue core area parking recommendations.



Project Process...

The Transportation Master Plan and Core Area Parking Study are being developed simultaneously to ensure the outcomes of each are coordinated and help the City work toward a shared future vision for the provision of transportation and parking facilities. We believe this approach allows us to make efficient use of City budget, but address multiple objectives through a single planning process.

The City of Parksville has secured Boulevard Transportation Group of Victoria to work with us to develop the Transportation Master Plan and Core Area Parking Study.



The process in developing both plans is as follows:

- Mar-Apr:** Background review
- Apr-June:** Undertake all surveying and analysis
- June:** Consult with the community
- June-Aug:** Develop draft findings
- Sept:** Present findings to the community
- Oct:** Finalize recommendations

By attending today's open house, you are providing the project team with information that will help inform final recommendations. We encourage anyone who attended today, and any other members of the community to attend the next open house, scheduled for September. Please see the City's website near the end of the Summer for more information.

About the Transportation Plan...

The transportation master plan will provide a framework to guide the development of transportation infrastructure over the next 20 years that will facilitate travel by all modes. The objectives of the Parksville Transportation Plan update are to:


- > Review all existing pedestrian, cycling, transit and road networks.
- > Identify existing and future deficiencies / issues within all modes.
- > Make recommendations for network improvements considering all modes of transportation, future requirements, development plans, and plans of other agencies.
- > Make recommendations for policy improvements considering environmental impacts, TDM, Active Transportation, and accessibility for all users.
- > Consider the City's growth strategy and OCP in ensuring accessibility and mobility for all and supporting economic development as deemed appropriate by the City.
- > Consult with the public to determine existing issues and to review improvement options.





G:\Project Files\98 - Parkville Transportation Study\Map\Bvd_Prior-Road Network.mxd

Prepared By




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 Fax: 250 388 9879
 www.bvdgroup.ca

File #986 Date June 12, 2009 Drawn MP

Legend

- Arterial - Urban
- Arterial - Rural
- Collector - Urban
- Collector - Rural
- Downtown
- Industrial
- Local
- Lane
- Private
- - - Future Collector
- - - Future Downtown

Scale




Title

EXISTING ROAD CLASSIFICATION
 CITY OF PARKVILLE TRANSPORTATION STUDY



G:\Project Files\986 - Parkville Transportation Study\Maps\BkV4_Pro-Bicycle Network.mxd

Regional District of Nanaimo

Regional District of Nanaimo


Regional District of Nanaimo

Prepared By


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File #986 Date June 12, 2009 Drawn MP

Legend

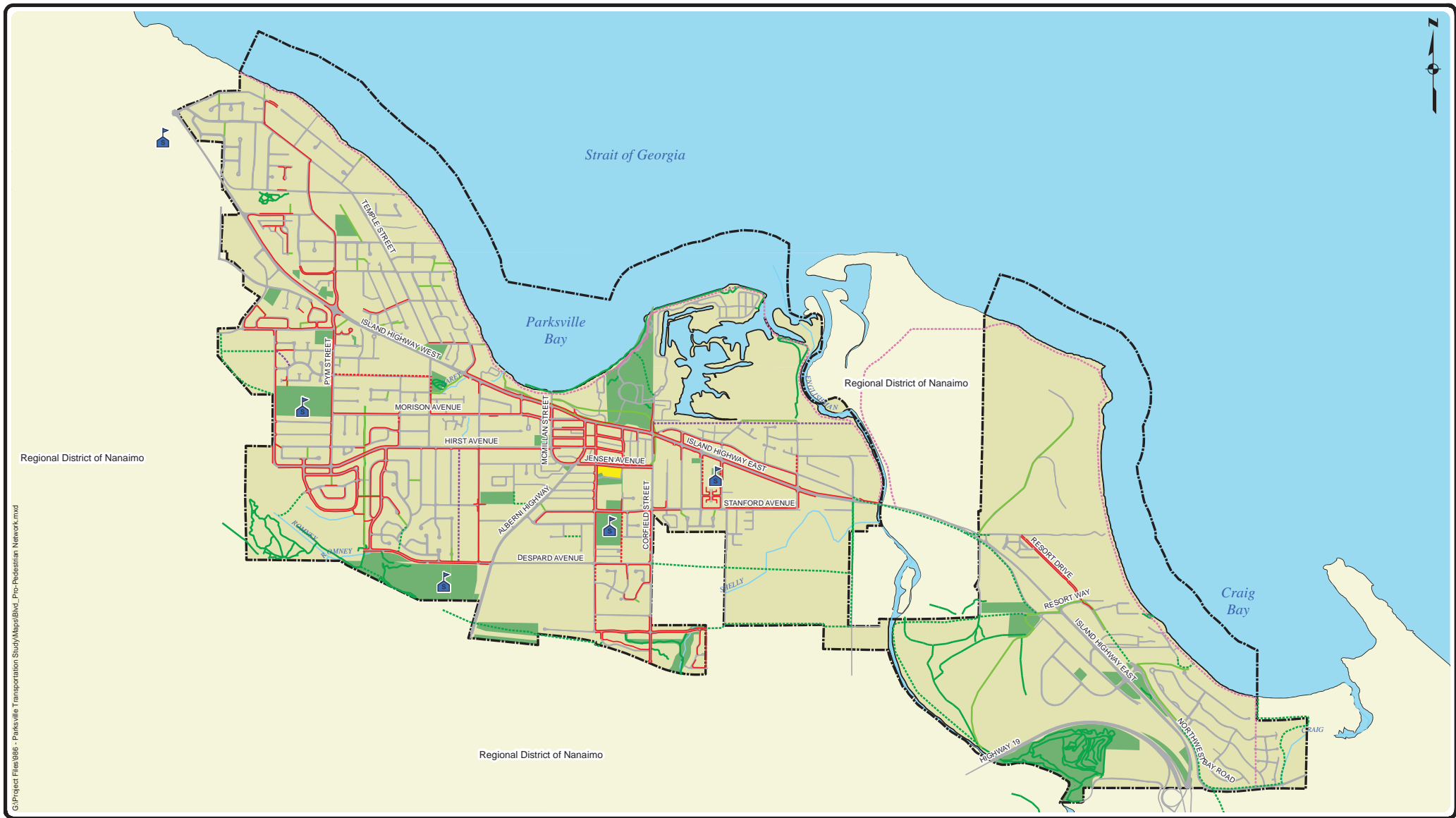
- Bike Lane (Existing)
- Bike Route (Existing)
- Bike Route (OCP Recommended)
- Bike Trail (OCP Recommended)
- Multi-Use Path (Parks & Open Space Recommended)
- Trails
- Connector Trail (Existing)
- Trails (Parks & Open Space Recommended)
- Waterfront Walkway (Existing)
- Waterfront Walkway (Proposed)
-  School

Scale



Title

BICYCLE NETWORK
CITY OF PARKVILLE TRANSPORTATION STUDY



G:\Project Files\0986 - Parkville Transportation Study\Maps\Blvd_Ped-Pedestrian Network.mxd

Prepared By



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File	Date	Drawn
#986	June 12, 2009	MP

Legend

- Sidewalk (Existing)
- - - Sidewalk (Recommended Pedestrian Improvement Plan)
- - - Multi-Use Path (Parks & Open Space Recommended)
- Trails (Existing)
- - - Trails (Parks & Open Space Recommended)
- · - · - Connector Trail (Existing)
- Waterfront Walkway (Existing)
- - - Waterfront Walkway (Proposed)

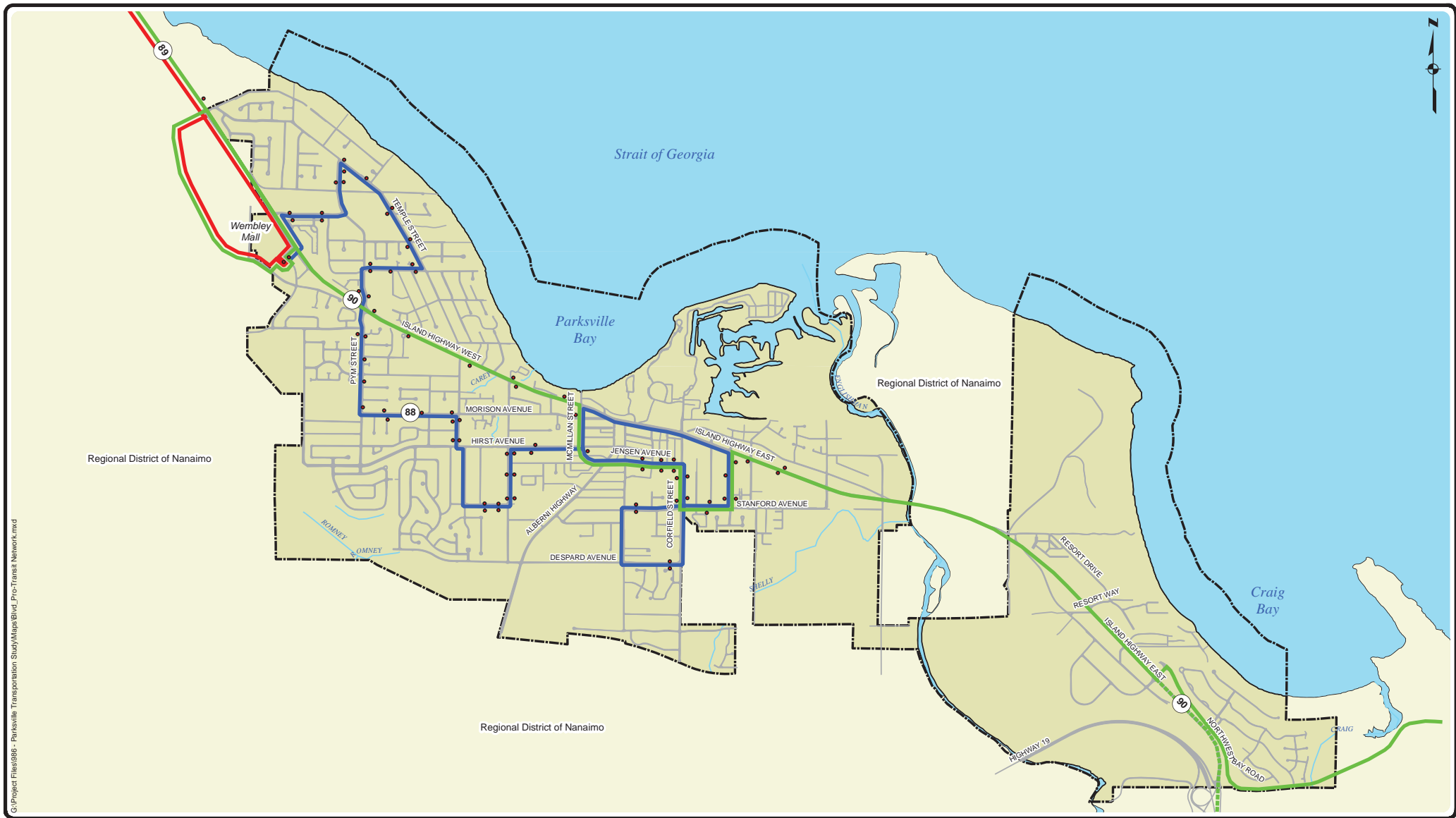
-  School
-  Parks
-  Institutional

Scale


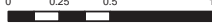




Title

PEDESTRIAN NETWORK
 CITY OF PARKVILLE TRANSPORTATION STUDY



G:\Project Files\886 - Parkville Transportation Study\Maps\Bhd_Pro-Transit Network.mxd

<p>Prepared By</p>  <p>#201-731 Goldstream Ave Victoria, BC Canada V9B 2X5 Tel.: 250 388 9877 Fax: 250 388 9879 www.bclgroup.ca</p> <p>File #986 Date June 12, 2009 Drawn MP</p>	<p>Legend</p> <ul style="list-style-type: none"> ● Stop Location — 88 - Parksville — 89 - Qualicum Beach — 90 - Intercity — 90 - Intercity (Express Commuter Service) 	<p>Scale</p> <p>0 0.25 0.5 1 km</p> 	<p>Title</p> <p style="text-align: center;">EXISTING TRANSIT NETWORK</p> <p style="text-align: center;">CITY OF PARKVILLE TRANSPORTATION STUDY</p> 
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Feedback Form

Thank you for participating in the Parksville Transportation Master Plan and Core Area Parking Study open house. Please use this feedback form to provide your thoughts on transportation and parking in Parksville. Please leave feedback forms in the drop-box or submit to Parksville City Hall by Friday, June 26th.

1. Are there any locations that you feel need bicycle facilities (bike lanes, paths, etc.)?

2. Are there locations where you feel sidewalks or a path are needed?

3. Do you or anyone else in your household have a mobility impairment? Yes No

If yes, are there any locations that are particularly difficult to navigate?

4. Are there locations where traffic congestion is a concern?

5. Please rank the following (1 to 5) based on importance to you (1 is most important):

- _____ Pedestrian Facilities
- _____ Bicycle Facilities
- _____ Transit Facilities
- _____ Road Network Improvements
- _____ Other (please list): _____

6. Which statement do you think best describes overall parking conditions in the downtown (choose one)?

- "There is not nearly enough parking"
- "There is not enough parking"
- "There is the right amount of parking"
- "There is too much parking"
- "There is far too much parking"

7. Where is it easiest to find parking in the downtown?

8. Where is it most difficult to find parking in the downtown?

9. Additional Comments:

10. Help us plan for future open houses by answering the following questions:

	Strongly agree			Strongly disagree	
a. <i>The information presented today was useful and informative.</i>	5	4	3	2	1
b. <i>The information was easy to understand.</i>	5	4	3	2	1
c. <i>The project team was helpful, friendly and accessible.</i>	5	4	3	2	1
d. <i>I was able to find satisfactory answers to my questions.</i>	5	4	3	2	1

Which statement best applies (choose one):

- I am a Resident of Parksville*
- I am a Business Owner / Operator in Parksville*
- I am part of a Service Group in Parksville*
- I am part of a Public Interest Organization in Parksville*

Contact information (optional):

Name: _____ Telephone: _____

Address: _____ Email: _____



OPEN HOUSE #1 - SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

There were 40 forms returned June 23, 2009. The following is a summary of the comments received. See attached for full comments from the feedback forms.

1. Are there any locations that you feel need bicycle facilities (bike lanes, paths etc.)?

Highway 19A	10	Temple Street	1
Everywhere	7	Jensen	1
Despard	5	Corfield	1
Downtown	2	Wembly	1
Bike Stands at Stores	2	Stanford	1
None	2	Plummer	1
Hirst	1	Morison	1

2. Are there locations where you feel sidewalks or a path are needed?

Corfield	7	Waterfront	1
Highway 19A	5	Temple	1
McMillan	5	Wembley	1
Hirst	3	Weld	1
High Density/High Pedestrian areas	2	Stanford	1
Despard	2	Not in Core	1
McVickers	2	All Residential Areas	1
Molliett	2	Bagshaw	1
To Community Park	2	Pedestrian crosswalks on 19A	1
Everywhere	1		

*OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES*

3. Do you or anyone else in your household have a mobility impairment? If yes, are there any locations that are particularly difficult to navigate?

Yes	3	9%
No	30	91%

Lack of pedestrian crossings on Highway 19A	3	Parking at SOS	1
Hirst between McMillan and Pym	2	Through Town	1
Keep Stanford at 19A open to two way traffic	1	No issues	1
Despard, Wembley and Hirst are not safe for wheelchairs, strollers or bikes.	1	Lack of benches	1
Sidewalk and Store entrances	1	McMillan to Pym	1
19A east of Tim Hortons	1	To the Community Park	1

4. Are there locations where traffic congestion is a concern?

19A/Alberni	7	Stanford/Corefield	1
All of Highway 19A	5	Craig/Despard	1
Alberni/Hirst	4	Stanford/Jensen	1
McMillan/Hirst	4	19A/McMillan	1
Alberni/Jensen	3	19A/Bay	1
Stanford/Craig	1	19A/Bagshaw	1
19A/Finholm	2	19A/Corfield	1
Don't Want Change to 19A	2	19A/Morison	1
19A/Pym	2	19A/McCarter	1
All Four Way Stop Locations	1	During construction	1
Jensen	1	Speeding	1
Alberni	1	Dangerous U Turns frequent in the middle of Morrison Ave @ Sears and Stewards Café	1
Despard	1		

*OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES*

5. Please rank the following (1 to 5) based on importance to you (1 is most important)

Rank	1	2	3	4	5	Total Responses
Pedestrian Facilities	14	6	5	1	2	28
Bicycle Facilities	7	7	6	4	0	24
Transit Facilities	10	4	6	4	1	25
Road Network Improvements	7	8	3	8	0	26
Other (water, shoulder cleanliness, park land, eco-friendly bylaws, no ring road, etc)	5	1	0	0	2	7

Based on these results pedestrian facilities have the highest priority then transit followed by bicycle and road improvements.

6. Which statement do you think best describes overall parking conditions in the downtown (choose one)?

There is not nearly enough parking	9	24%
There is not enough parking	6	16%
There is the right amount of parking	21	57%
There is too much parking	1	3%
There is far too much parking	0	0%
Total Responses	37	

7. Where is it easiest to find parking in downtown?

Private Lots (Stedmans, grocery stores, bank, Shoppers)	12
Anywhere	9
Civic Centre	3
Gravel Lot at Jensen/Craig	2
Nowhere	2
Jensen/Stanford	1

*OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES*

8. Where is it most difficult to find parking in downtown?

Alberni	7
Craig	7
Nowhere	6
Core Area	4
Medical Centre	3
Civic Centre	3
SOS	2
In front of Shoppers	1
Jensen	1
Morison	1
Middleton	1

9. Additional Comments

No 'Ring Rd' or Jensen Extension	12	Need commercial bypass route	1
Intersection improvements	6	Weight restrict Stanford	1
More pedestrian, cycling and transit	5	More left turn lanes/signals on Highway 19A	1
No change to 19A	3	School bussing	1
Gravel lot by Civic Centre for park and ride or parkade	2	Transit should connect to VIA station	1
Slow down Hwy 19A with one lane each way	2	Use lanes behind stores for bikes/pedestrians	1
Like the 'Ring Rd'/Jensen Extension	2	More bike racks	1
Highway 19A too fast	1	No poles in sidewalks	1
Jensen Rd is the new core	1	Loss of green space	1
Corfield should be the end of the 'Ring'	1	Medical centre parking is an issue	1
Use Stanford as the 'ring'	1	Parking should be like Wembley Mall	1
Don't use Stanford as the 'ring'	1	Needed an overview of plans	1

OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

10. Help us plan for future open houses by answering the following questions:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The information presented today was useful and informative	5 17%	7 24%	10 35%	6 21%	1 3%
The information was easy to understand	3 11%	6 21%	14 50%	3 11%	2 7%
The project team was helpful, friendly and accessible	12 44%	9 33%	4 15%	1 4%	1 4%
I was able to find satisfactory answers to my questions	2 8%	4 16%	14 56%	2 8%	3 12%

Which statement best applies (choose one)

I am a resident of Parksville	35	79%
I am a business owner / operator in Parksville	3	7%
I am part of a service group in Parksville	3	7%
I am part of a public interest organization in Parksville	3	7%

*OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES*

There were 40 forms returned June 23, 2009

1. Are there any locations that you feel need bicycle facilities (bike lanes, paths etc.)?

- All areas
- Accessing the downtown core and food stores by a designated lane – not shared by cars
- East portion of Temple
- Yes – Despard
- Yes, Highway 19A from the Orange bridge to Macmillan.
- We need linked up networks of cycle paths/lanes throughout the City
- School children need safe routes to ride along Island Highway from French Creek to Log Cabin Esso
- Thrifties needs a bike stand – Construction from Fornio to Martindale. Bicycle paths along Despard, Hirst to Morrison and along Morrison to Jensen connecting to Corfield along Corfield to Community Park. We need connections to other communities of Sunridge from Kenz Read or improvement along Wembley Rd.
- East to West to navigate through town
- Stanford Ave
- Multi use paths – the North side of 19A between Pym and Quality Foods
- All
- Along 19A through town
- Along Despard from Corfield to Alberni Highway
- Between Community Park and Molliet
- Plummer Road – It's very dangerous as it is now – no shoulder at all
- Old Highway (19A0
- Need a path alongside Despard from Corfield to Alberni Hwy – Also along old Highway through Downtown
- Comment – I don't have a car or bicycle and depend on local transit or (usually) walking
- No!
- The more the better, no? And make them safe!
- Anywhere there are not any lanes, should be added from one end of the City to the other
- We need bicycle lanes and paths all over town so commuters can ride to work and others can do shopping or ride for exercise and fun!

OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

- Despard between Craig and Alberni Hwy, desperately need bike and pedestrian lanes now that the buses are not running to middle school locally
- East of the Orange Bridge along 19A – Also many more share the road signs – along 19A and main routes
- None that I know of
- Molliet to Wembley mall needs bike path
- Let's have a bicycle lane on all roads
- Before too long, more bike racks

2. Are there locations where you feel sidewalks or a path are needed/

- All residential areas
- Only where there is a lot of pedestrian traffic – should tie into high density structures
- Corfield Street, Temple Street
- Sidewalks on Corfield – Stanford to 19A
- South bound By-pass – Should take Jensen, Craig, Stanford to Shelley to 19A
- Along Island Hwy from downtown to Save-On-Foods Mall. We need linked-up paths for longer distance walks.
- Wembley –Hirst Ave – Despard all the way
- Between Rod & Gun & SOS; up Macmillan on east side of the Fire Hall
- Corfield St from Hwy to Stanford
- Wider sidewalks on 19A and fewer driving lanes
- Stanford Ave
- We'd like a sidewalk along Jensen between Molliet and McMillan. Fair amount of pedestrian traffic there
- The north side of 19A between Dogwood and Pym
- All
- All core streets need sidewalks
- As above – would like to see a promenade overlooking the park and bay
- Along Hirst between SOS and Rod and Gun also along Macmillan to Alberni Highway. Along McVickers as far as the bus stop – in the winter it's too muddy
- Wider sidewalks on 19A!
- Along Molliet

*OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES*

- Wherever there aren't any now in area of high density
- McVickers between Stanford and Hwy / Stanford between Corfield and Island Highway (well used school routes)
- East Side of the Orange Bridge along 19A – Also many more share the road signs – along 19A and main routes
- Corfield needs sidewalks
- Not in the “Downtown” core
- From 19A down through the park for better access to the park and the beach – consider pedestrian tunnels under 19A
- Down Weld Street
- Bagshaw but only if traffic is increased
- On the west side of McMillan / Jensen – Down Corfield into the park
- Corfield Street instead of cutting trees down especially when you already have a ring road
- McMillan to the Fire Hall – Despard from Craig to Alberni Hwy – Corfield from Stanford – Thrifties parking lot

3. Do you or anyone else in your household have a mobility impairment? If yes, are there any locations that are particularly difficult to navigate?

YES 3
NO 30

- Existing handicapped spaces tend to take care of most locations
- Open Stanford at Highway for 2 way traffic
- SOS Thrift Shop too narrow, have to back out – Sally Ann Thrift store back out only
- There aren't enough pedestrian crossings on Island Hwy! Dangerous to cross at Temple Store particularly
- Despard Wembley Hirst Rd not wheelchair, stroller or bicycle safe
- Across 19A (one side to other) – no crosswalks or lights
- Turning right from Dogwood to 19A
- No!
- No, but mother does – around the corner from us. Benches along main walking routes are helpful

OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

- Some sidewalks and store entrances are inaccessible to walkers and wheelchairs. I believe they have been identified several times during studies in the past
- Hirst between McMillan and Pym where there are abutments sticking out
- Hirst – the dangerous abutments sticking out from 19A east past Tim Horton’s – right turn only exit and right turn only entrance – McMillan to Pym
- Thru main part of town
- To the Park (Community)

4. Are there locations where traffic congestion is a concern?

- None
- Finholm & Island Hwy
- Hirst and Port Alberni Hwy
- Yes! Hwy 19A @ Finholme requires a left hand turn lane heading west (not north)
- Yes – on Despard – too many heavy trucks (very stinky)
- How about lights on Hirst at Macmillan? It’s a busy corner and will be more so if the road is completed
- Highway 4 and Royal Bank intersection
- Pym / Island Hwy – visibility
- Morrison @ Hirst if new development goes in on Despard what happens at Stanford @Craig and Craig @ Jensen
- Any four way stop. Especially Macmillan & Hirst; Stanford and Corfield; Craig and Despard
- Corner of 19A and Alberni Hwy due to short length of left turn light
- #4 and Jensen, Corfield & 19A, Hwy 19A @ McCarter – All need left turn signals
- Coming out of Morrison onto Hwy 19A
- 19A going from 4 lanes to 2 lanes to 4 lanes to 2 lanes “Should be 2 lanes” between Pym and Quality Foods
- Pym and Island Hwy, Island Hwy and Temple Store, Port Alberni Hwy and 19A
- High speed, not congestion is a concern
- 19A and Temple, 19A and Dogwood
- 19A
- McMillan and Hirst at busy times – Hwy 4 and Hirst – trying to cross the Hwy
- Alberni Hwy from Jensen to Hwy 19A

OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

- Highway 19A can be a problem
- Alberni Hwy and Island Hwy
- Intersection on 19A and Alberni Hwy
- Corfield and 19A
- Alberni Hwy and 19A
- Hwy 19A – Core Area
- Only during construction
- Please do not interfere or restrict 19A. The proposed modifications and traffic flow WILL drive me OUT OF TOWN TO SHOP
- Turning left onto the Island Highway where there aren't traffic lights
- Turns off Bagshaw left on 19A (visibility!) either ban left or put in light
- S/A
- 19A / Alberni Hwy – too narrow with parked vehicles / short limited left turn light – left turn light at Macmillan / 19A is also short – both back up traffic. Jensen / Alberni Hwy poorly laid out for long units i.e. RV
- Along Jensen between Alberni Hwy and Corfield
- Alberni Hwy

5. Please rank the following (1 to 5) based on importance to you (1 is most important)

Rank	1	2	3	4	5	Total Responses
Pedestrian Facilities	14	6	5	1	2	28
Bicycle Facilities	7	7	6	4	0	24
Transit Facilities	10	4	6	4	1	25
Road Network Improvements	7	8	3	8	0	26
Other	5	1	0	0	2	7

- Dangerous U Turns frequent in the middle of Morrison Ave @ Sears and Stewards Café
- Road Shoulder Cleanliness
- Cycling and Roads are very good here
- Eco Friendly by-laws to support electric vehicles within City boundaries
- Pedestrian crosswalks linking both sides of 19A
- Without clearly defining the problem – these questions are meaningless

OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

- Sitting and walking Parkland (Jensen to Bagshaw a real nice park here) More green areas
- Keeping traffic from residential areas * i.e Ring Road idea
- Improve efficiency of public transit including Greyhound, and trails for visitors from Vancouver and beyond
- Water

6. Which statement do you think best describes overall parking conditions in the downtown (choose one)?

There is not nearly enough parking	9
There is not enough parking	6
There is the right amount of parking	21
There is too much parking	1
There is far too much parking	0
Total Responses	37

7. Where is it easiest to find parking in downtown?

- Grocery Store Lots
- I do not know as I walk to most places
- Alberni Hwy – Jensen & Stedman’s
- Stedman’s
- Anywhere
- There is usually no problem finding a place to park
- Thrifty’s Centre
- In retail lots
- Thrifties and Quality Foods
- Most anywhere
- Shopper’s Drug Parking Lot
- I never ever had trouble anywhere
- No Where! Parking utilization maps do not look accurate
- No problem
- Do not find it a problem
- Anywhere

*OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES*

- Beside Town Hall – Gravel Pit!
- Library
- Credit Union Parking
- There really is not anyplace easy. You have to drive around to get lucky
- Thrifties, Quality Foods
- On private property
- Directly across City Hall corner of Jensen and Craig. Why not buy the lot and erect 2 storey parking facility
- Municipal Hall
- Jensen / Stanford
- Civic Centre – Parking – Sears
- Almost anywhere
- Credit Union space or Stedman'
- Everywhere

8. Where is it most difficult to find parking in downtown?

- Around the medical building and in front of the hardware store and Shopper's Drug Mart – convert area 4 land roads to two and add more trees streets
- The Community Center and Town Hall
- Jensen
- SOS – too narrow
- Highway 4 - Norris Twaites Insurance and other businesses – Craig Street
- Craig / Alberni Hwy and Island Hwy, entrance to bank
- Core of downtown banks, CGS, The Bean to Quilting Cupboard
- Everywhere there is no existing lot for businesses
- Downtown
- Alberni Hwy, near Royal Bank
- # 4 Hwy Hirst Ave – from Craig St South
- Nothing really
- Ok
- Downtown area CCCU
- Do not find it a problem

OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

- No problem
- Morrison, Craig, Middleton
- Near the medical centre on Hirst near the Rod & Gun & Legion
- Library / PCTC parking lot
- I have not had any problems. However I often walk or ride my bike
- Alberni Hwy – Craig St – Medical Clinic – SOS
- Along Alberni Hwy
- Alberni Hwy – Downtown area
- Nowhere
- Craig Street
- Craig Street
- Town Centre
- Medical Centre

9. Additional Comments

- Taking down trees, when Parksville is losing so much green space to housing, is just unreal. Deer, raccoons, rabbits and birds all live there.
- Less empty transit buses between Nanaimo and Parksville by basing some buses here, possibly occasionally swapping them with buses from maintenance – Operations in Nanaimo – Higher frequency, lower cost (incl labour) transit, better access to bicycle racks for visitors and low cost bicycle helmet sales, consider adding an U turn allowed intersection and other we talked about which I haven't written here
- Slow traffic thru downtown core. 1 lane each way, landscaping and parallel parking
- Overall – We moved from Mississauga – have lived in Vancouver – North Vancouver and I think Parksville is great – Good services – easy getting about and low on green space – we do not need huge traffic – massive stores and more stress – if we feel we need to be stressed out we can go to Nanaimo
- The lanes behind the stores should be paved and used as pedestrian and bike laneways
- Try as I do – I just don't get the problem council is trying to solve – messing with 19A DOES NOT under any stretch of the imagination connect me with the Beach – It is still 400 yards away down a steep embankment

OPEN HOUSE #1 – SURVEY RESULTS
PARKSVILLE TRANSPORTATION MASTER PLAN AND DOWNTOWN
PARKING STUDIES

- Do not reduce or restrict the current traffic pattern or flow on 19A. This will not benefit the local businesses but rather make it more cumbersome for the local residents. It will encourage me to go to Qualicum to shop
- I'm an avid cyclist, well marked bike lanes, signs and alerts to drivers are important to my safety and co-operation between drivers and bikers. Retailers should be encouraged to have "good" bike racks near their businesses
- I like that we're (you're) tackling these problems. I like the Jensen extension. I would like to see Despard go through
- Stop calling it a ring road – it's not a ring road. At the end of Jensen, you'd have to turn back to the Hwy 19A. maintain free flow traffic along Highway 19A for people who want to go through town, not up to Hwy 19.
- Why did the City go back to square 1? The 2002 Transportation Plan should have been included. The Downtown parking numbers appear inaccurate
- We do not (I repeat DO NOT NEED) another ring road! If the intent is to give locals another choice other than the Island Highway they probably already have found a favourite by-pass. As for tourist it would likely just frustrate them and they would simply by-pass Parksville all together
- Couldn't get close to bicycle map
- Commercial route / by-pass should be from 19A to Corfield to Despard to Alberni Hwy – Avoid elementary school at Craig / Stanford
- Yes No to traffic in the downtown core
- Do not use Stanford as ring because there is too much traffic now – clean bushes from corners to see oncoming traffic ie: Shelly Rd and # 19A – Jensen & Corfield – Left turn signals at Corfield and 19A (Post Office) at 19A and McCarter Shell Street, #4 and Jensen
- Extend left turns off 19A to Alberni – Once drivers leaves 19A signage is required to direct driver to Alberni Hwy ie: corner of Corfield, corner of Despard, along East Stanford, etc – Advance left turn from 19A onto Corfield – Weight limit of 4500 kg on west Stanford (as is the case of road (Humphries) access to Church Rd.
- We DO NOT! Need another Ring Road!!!! We have one in Stanford Ave as most any CITIZEN of Parksville knows! Money to run roads thru residential streets could be better used elsewhere Please review www.sd69.bc.ca for "important bussing information" School bussing will be changing in this district – walk limits introduced fall of 09
- Parking shortage at Parksville Medical Clinic

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- Traffic on Island Hwy is too fast and dangerous for walking / crossing – There is no vision in any of the plans to put the proposed “bits of development” in perspective – There were errors on the plans and some were out-dated! There is no plan to get input from residents in any advisory form – eg; get cyclist input on regular basis!
- Jensen is now the core of town with City Hall etc – It is not logical to re-enter 19A south of town from Shelly Rd.
- Parking should be as Wembley Mall drive thru not Thrifty – you have to back out - difficult for elders – I only go to shops with large parking lots
- Do not put poles in the middle of sidewalks!
- It appears that most City money is being spent to satisfy the commercial interest in the City. That will not induce shoppers to shop locally unless there is more choice.
- Plan for the future – more public transportation higher density close to food stores. – Stop current high density plans away from downtown core – designate “safe” routes for electric vehicles and pedestrians
- We need someone to do an overview and help us interpret the charts.
- No one knew for sure if 19A was to be 2 lanes or one way – so clear answers were not possible
- Good staff, very polite, but not fully informed or aware of what was happening

10. Help us plan for future open houses by answering the following questions:

	Strongly Agree (5)	Agree (4)	Neutral (3)	Disagree (2)	Strongly Disagree (1)
The information presented today was useful and informative	5	7	10	6	1
The information was easy to understand	3	6	14	3	2
The project team was helpful, friendly and accessible	12	9	4	1	1
I was able to find satisfactory answers to my questions	2	4	14	2	3

Which statement best applies (choose one)

- I am a resident of Parksville 35
- I am a business owner / operator in Parksville 3

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I am part of a service group in Parksville	3
I am part of a public interest organization in Parksville	3

Parents and Staff from School District 69 are concerned about:

- The lack of School Bus Transportation
- Approx 150 French immersion students will have to leave if no busses are available for them
- Safety on roads if no busses are available
- Traffic flow to schools if parents have to pick up/drop off
- Children that have to walk will veer off, hang out or loiter on the way to school instead of attending classes
- International students will be jeopardized if they have to walk long distances to attend
- Parents have been told that they will not be able to find out if their children will be able to ride the busses until October.

Arrowsmith Potters Guild

Would like to see an improved VIA Rail system – Co-coordinating public transit with the arrival and departure of the day liner should be considered in any future planning for transportation to and from Parksville

Resident Letter Comments

- Issues with the proposed Ring Road using McMillan/Jensen/McVickers for eastbound traffic.
- Turning from Hwy 19A onto McMillan, large vehicles, semi-trailers, motor homes/towed, fifth wheels and travel trailers have difficulty with a normal 90 degree bend and have to swing wide, blocking lanes or the turn will need extensive widening/reshaping.
- McMillan is a hill. Heavy vehicles in low gear making noise and emitting pollution
- Traffic will back up and sit idling (increased pollution) at several intersections, Jensen/4/A, Jensen/Craig, Jensen/Corfield
- Residents will have to cross heavy traffic at the intersection on the ring road to get into and out of downtown shops (Today, we only merge/cross over at 19A if we need to get to shops on the other side of 19A)
- The intersection where McVickers traffic rejoins Hwy 19A, large vehicles, semi-trailers, motor homes/towed, fifth wheels and travel trailers have difficulty with a normal 90 degree bend. This

*OPEN HOUSE #1 – SURVEY RESULTS
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intersection is much more acute. To allow traffic to flow at reasonable speed requires removal of the gas station and construction of a curve almost to Mills.

Comments on Large Paper

- Forget using Jensen – Save money – Use Stanford for Southbound Ring Road.
- What about the school? Go down Corfield
- I agree! People who live in town know about this! We DO NOT need yet another asphalt eyesore to accommodate another uninformed pet project!
- I like the Jensen Extension....anything that reduces traffic on the Hwy between McVickers and Craig is most welcome by me
- No More Ring-Roads
- No Ring Road
- Jensen Extension will not reduce highway traffic. The existing trail from Corfield to Bagshaw is now being used by pedestrians. Foot traffic is better for our community than automobile traffic
- Ring Road is a waste of money! We need more water
- Ring Road areas should be parkland with benches for enjoying our City
- Instead of Ring Road we need WATER 1ST
- No Ring Road!! You already have one!!

Comments on Maps

- Make a bike lane along Despard from Chestnut to Corfield then a bike trail from Corfield to Martindale and loop back to Corfield
- Multi-use path along Island Hwy from Corfield to N Pym St. – Use one lane of highway each way for path
- Between Lee & Ford Ave put something to get train passengers into town
- Keep parking lot for Park N Ride at Craig & Lee
- Should Ring Rd happen we need 2 lanes to accommodate bikes.
- 1 lane through town will slow traffic down.

APPENDIX B

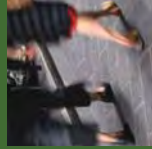
Open House #2 Material and Survey

Welcome to the...



TRANSPORTATION AND PARKING OPEN HOUSE

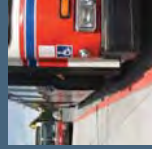
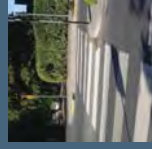
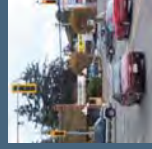
THURSDAY, NOVEMBER 12, 2009



DOWNTOWN CIRCULATION REVIEW



CITY-WIDE TRANSPORTATION MASTER PLAN



CORE AREA PARKING STUDY