



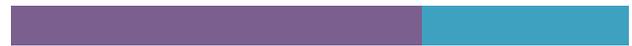
## APPENDIX A – ONLINE SURVEY RESPONSES

# Report for Campbell River Master Transportation Plan & Dogwood Corridor Study - Survey no.1

## Response Counts

Completion Rate:

66.6%

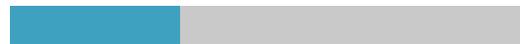


Complete



269

Partial

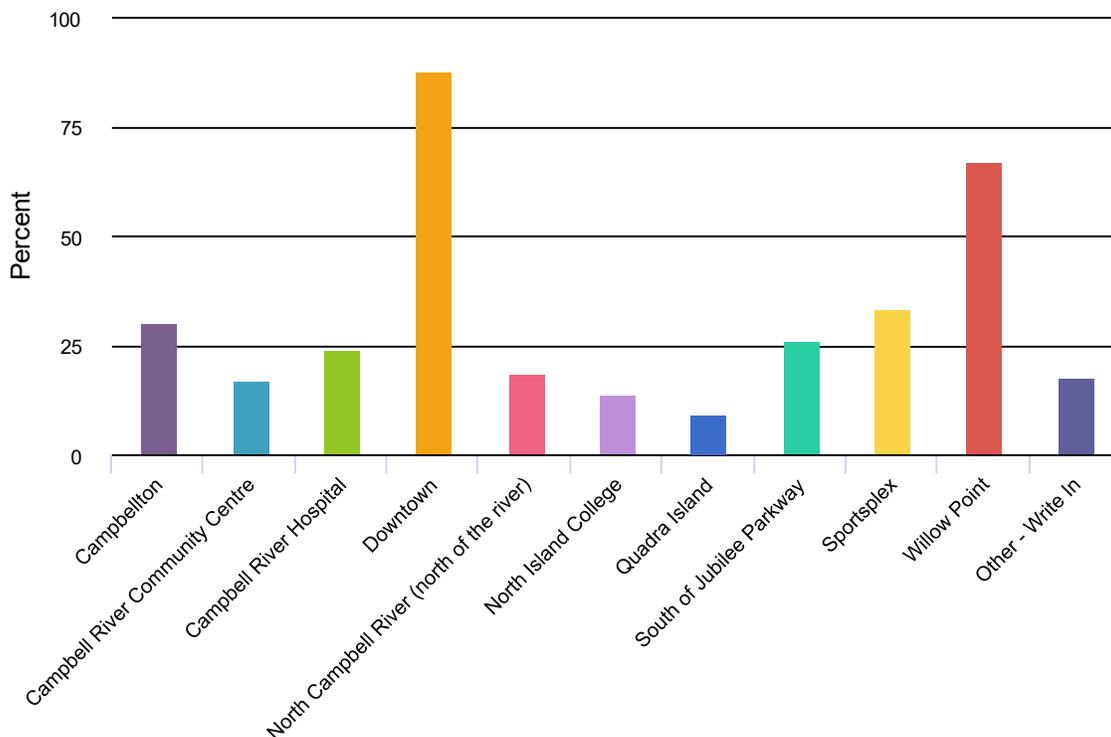


135

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Totals: 404

# 1. Within the Campbell River area, what are the places you most commonly travel to? (Select up to five)



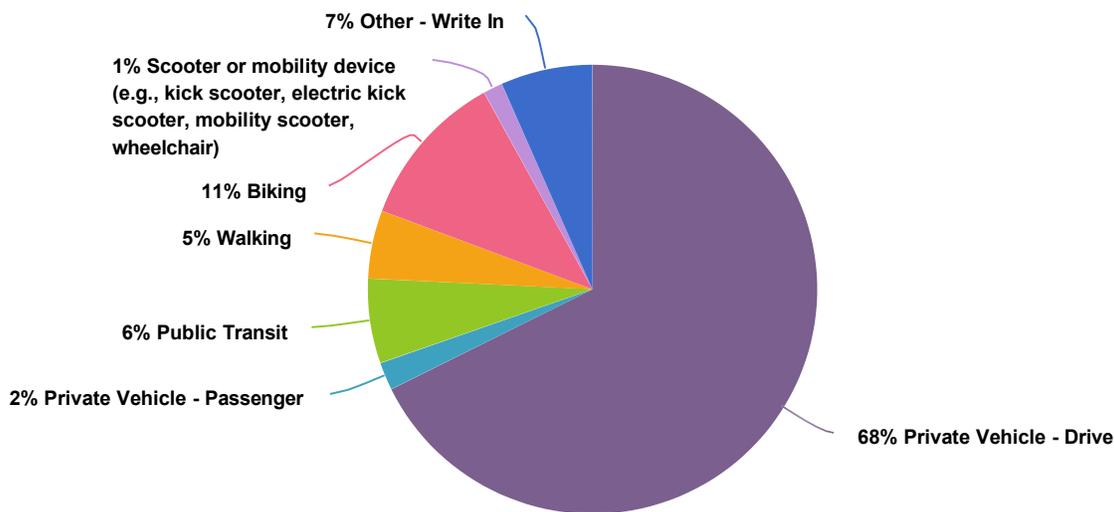
Value	Percent	Responses
Campbellton	30.0%	106
Campbell River Community Centre	17.0%	60
Campbell River Hospital	24.1%	85
Downtown	87.5%	309
North Campbell River (north of the river)	18.4%	65
North Island College	13.6%	48
Quadra Island	9.3%	33
South of Jubilee Parkway	26.3%	93
Sportsplex	33.1%	117
Willow Point	66.9%	236
Other - Write In	17.6%	62

<b>Other - Write In</b>	<b>Count</b>
Merecroft	6
Cortes Island	2
Strathcona Gardens	2
Airport	1
Arena / Pool	1
Beaver lodge lands	1
Beaver lodge lands, Sea walk, South of the River	1
Big rock	1
Campbell River Airport	1
Carihi	1
Cross Dogwood at Merecroft	1
Dick Murphy Park	1
Dick Murphy Park	1
Dick Murphy Park/Tyee Spit	1
Discovery mall	1
Disocvery Harbour Shopping Center	1
Dogwood/Merecroft area	1
Elk Falls Park area	1
Forest grove area to Dogwood	1
Gold River Hwy	1
Greenways Loop	1
Home, across from Big Rock	1
<b>Totals</b>	<b>60</b>

<b>Other - Write In</b>	<b>Count</b>
I Work for home support so drive all of Campbell river.I also for use South of a jubilee parkway and willow point daily for work, pleasure and going home.	1
Legacy estates	1
Merecroft Village	1
Merecroft Village/ Strathcona Gardens	1
Merecroft Village/Strathcona Gardens	1
Merecroft and Dogwood area	1
Osprey Road offices	1
Petersen, Willis, McPhedran, Merecroft	1
Phoenix and Carihi Schools	1
Quinsam	1
Rec sites and parks/beaches within one hour drive	1
Robron	1
Robron Park Facility	1
Robron and surrounding areas	1
School in Willow Point and Daycare on Merecroft	1
Seawalks, Spit, Canyon Walk	1
Spit - Dick Murphy Park	1
Strathcona Gardens Recreation Complex	1
Strathcona gardens	1
The Spit - every day	1
The Spit, Seawalk, Canyon Riverwalk	1
The spit	1
<b>Totals</b>	<b>60</b>

<b>Other - Write In</b>	<b>Count</b>
Waterfront	1
West to Forest Grove	1
Women's Center	1
beaver lodge lands	1
phoenix middle school	1
seawalk	1
walking daily on the seawalk	1
École Phoenix and EDM	1
Totals	59

2. What is your main mode of transportation when commuting to work or school? (Select one option only)

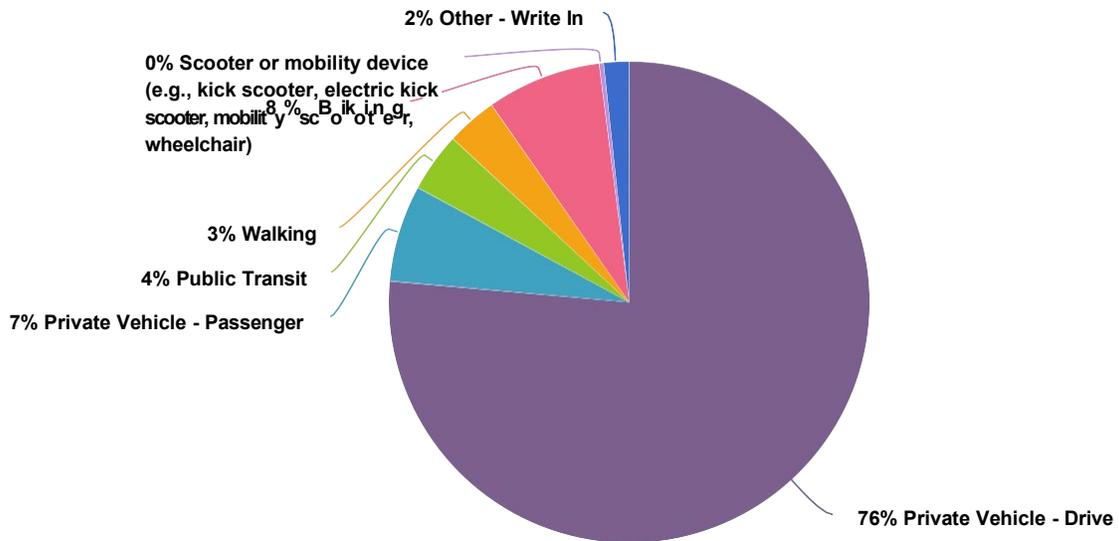


Value	Percent	Responses
Private Vehicle - Drive	67.6%	234
Private Vehicle - Passenger	2.0%	7
Public Transit	6.1%	21
Walking	4.9%	17
Biking	11.3%	39
Scooter or mobility device (e.g., kick scooter, electric kick scooter, mobility scooter, wheelchair)	1.4%	5
Other - Write In	6.6%	23

Totals: 346

<b>Other - Write In</b>	<b>Count</b>
Retired	4
retired	3
I am retired	1
I am retired so neither	1
I don't commute - work from home	1
I wish it could be Bus, but the system doesn't allow me to get to work/to town on time. Biking is also dangerous from where I live due to lack of sidewalks and bike lanes or curbs even.	1
If public transit was consistent in Ocean Grove I would take the Bus	1
Retired, so no work/school	1
Work from home	1
don't commute	1
dont commute	1
retired, so no communiting	1
work from home	1
work in the Lower Mainland	1
<b>Totals</b>	<b>19</b>

3. What is your main mode of transportation for all other trips, such as going to the grocery store, recreating, visiting family and friends, etc.? (Select one option only)



Value	Percent	Responses
Private Vehicle - Drive	76.4%	269
Private Vehicle - Passenger	6.5%	23
Public Transit	4.0%	14
Walking	3.4%	12
Biking	7.7%	27
Scooter or mobility device (e.g., kick scooter, electric kick scooter, mobility scooter, wheelchair)	0.3%	1
Other - Write In	1.7%	6

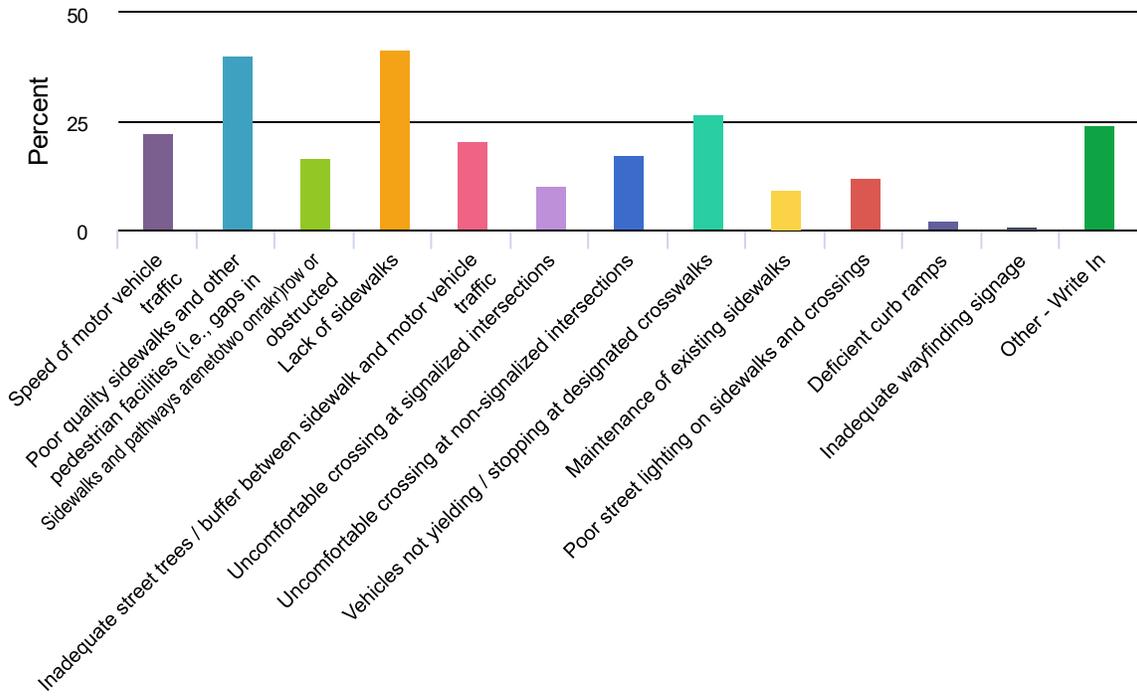
**Totals: 352**

Other - Write In	Count
Handy Dart	1
Handy dart	1
Split between private vehicle - passenger and walking. The pandemic reduced my use of public transit, but I expect to use public transit more in the future.	1
drive most of the time, wish there were sidewalks	1
same as above.	1
Totals	5

4. If you do use active transportation modes of travel to move around Campbell River, please indicate the frequency of use.

	Never	Rarely (1-2 times per month)	Occasionally (3-4 times per month)	Frequently (1-2 times per week)	Always (Daily)	Responses
Walk Count Row %	47 14.2%	53 16.0%	62 18.7%	100 30.1%	70 21.1%	332
Non-motorized bike Count Row %	124 40.3%	62 20.1%	43 14.0%	61 19.8%	18 5.8%	308
Electric bike (e-bike) Count Row %	241 83.1%	6 2.1%	7 2.4%	28 9.7%	8 2.8%	290
Mobility aid Count Row %	268 95.0%	4 1.4%	2 0.7%	2 0.7%	6 2.1%	282
Public transit Count Row %	215 73.6%	39 13.4%	14 4.8%	8 2.7%	16 5.5%	292
Skateboard / rollerblade Count Row %	271 96.1%	7 2.5%	3 1.1%	1 0.4%	0 0.0%	282
Kick scooter Count Row %	273 96.5%	7 2.5%	2 0.7%	0 0.0%	1 0.4%	283
Other Count Row %	206 84.4%	8 3.3%	13 5.3%	10 4.1%	7 2.9%	244
Totals Total Responses						332

5. In general, what are the top issues / barriers you face walking around Campbell River today? (Select up to three)



Value	Percent	Responses
Speed of motor vehicle traffic	22.3%	62
Poor quality sidewalks and other pedestrian facilities (i.e., gaps in network)	40.3%	112
Sidewalks and pathways are too narrow or obstructed	16.5%	46
Lack of sidewalks	41.4%	115
Inadequate street trees / buffer between sidewalk and motor vehicle traffic	20.5%	57
Uncomfortable crossing at signalized intersections	10.1%	28
Uncomfortable crossing at non-signalized intersections	17.6%	49
Vehicles not yielding / stopping at designated crosswalks	26.6%	74
Maintenance of existing sidewalks	9.4%	26
Poor street lighting on sidewalks and crossings	11.9%	33
Deficient curb ramps	2.2%	6
Inadequate wayfinding signage	1.1%	3
Other - Write In	24.1%	67

### Other - Write In

### Count

growing number of electric bikes	1
3 isn't enough. Definitely Inadequate wayfinding signage; vehicles not yielding and not enough controlled crossings, ie: Evergreen - to use ERT; Lack of Sidewalks on Willis and Evergreen	1
Bicycles on sidewalks	1
Bikes and e-bikes on sidewalks and seawalk not using designated bike lanes	1
Bikes on sidewalk and motorized mobility scooters going too fast on Sea Walk	1
Bikes on sidewalk when there is a bike lane on the road	1
Totals	66

Other - Write In	Count
Crime & public drug users(safety)	1
Crowded crosswalks with bikes because people do not want to ride in the bike lanes	1
Cyclist not obeying rules of the road.	1
Cyclists driving pedestrians onto the road from the sidewalks or paths	1
Downtown feels unsafe	1
Drug addicts/homeless people	1
Fear of unpredictable people in certain areas	1
Having to share walkways with bicycles and e bikes when they could use dedicated 1 bike lanes on the road/street. Especially an issue on the Seawalk	1
I (We - household) walk or ride bikes to run errands when they're within safe corridors; however, time of day and proximity to derelicts honestly weights in more than anything other physical transportation barriers. Campbell River, I find to be quite ped and cycle friendly; it's all relative.	1
I've observed that bicyclists don't always follow posted signage, and don't always follow the "rules of the road" on shared pathways (riding in a group that takes up the entire width of a shared pathway, for example, or riding aggressively and forcing pedestrians off a pathway or sidewalk). This can cause difficult or dangerous conditions for both pedestrians and cyclists. I frequently encounter bicyclists on pedestrian-only pathways (even when there's clearly visible signage), such as on the pedestrian-only section of the seawalk that's near the new Rockland Road and Highway 19A roundabout.	1
Idling and diesel fumes	1
Indirect walking route	1
Lack of connectivity to public transit linked to the ferry terminal. Unsafe pedestrian traffic light during unloading. Drivers are not aware of pedestrian 'a right of way as cars unload. Unsafe for school children who would otherwise walk to École Phoenix as well as adults.	1
Lack of marked pedestrian crosswalks, especially Dogwood St. from Hilchey to Jubilee.	1
Totals	65

Other - Write In	Count
Lack of public transit service span	1
Lack of safe crossings in Dogwood	1
Lack of shared pathway signs	1
Lack of snow removal on sidewalks	1
Many homeless people	1
Need more half block crossings and cut through a on the old massive block systems in midtown	1
Need more pedestrian shortcuts. Pedestrians are often forced to take the long way around that is meant for cars.	1
No bus service	1
No long term parking for a vehicle so I can park and walk to several different locations.. Parking times are too short. Homeless and unsavoury types in downtown core/Campbelton so I avoid walking in that area. No shops or businesses I use are close to each other for walking. Ferry traffic exiting the ferry on a green, while cross walk is engaged in cross mode, has lead to many close calls when ferry traffic making right turns from unloading from ferry.	1
No signalized crossing, no proper pathways, crappy rock pathway, no safe way to walk to trails	1
Noise and air pollution!!! I find traffic to be very loud on some major routes - especially in summer months with loud motorcycles and trucks roaring up busy streets. Exhaust from these vehicles also impacts my desire to walk around town.	1
Noise from adjacent traffic while using Seawalk	1
Not a lot of amenities to walk to. This is not a walkable city. Daycares, schools, work, grocery stores all too far to walk to with kids.	1
Nothing useful in walking distance	1
Parking time limits make it impossible to visit the various businesses and attractions in the downtown core. Public parking spaces that allow access to the downtown areas are located in the most inconvenient places when someone is trying to carry packages, have small children or mobility issues in the weather that is common here. The human obstacles that have increased in the past few years have limited the areas that I am willing to walk to.	1
Totals	66

Other - Write In	Count
People under the influence downtown and on dogwood	1
Physical problem	1
Poor, narrow, inadequate sidewalks and other pedestrian infrastructure	1
Scary people, unplowed sidewalks	1
Sidewalks along Dogwood too close to traffic.	1
Sidewalks, downtown core has not taken into consideration the homeless situation. While going to CIBC bank, a homeless man was peeing in front of the bank. More security in downtown core	1
Snow plowed onto sidewalks forcing pedestrians to walk on the street	1
Too many Hills	1
Walking infrastructure are in decent shape	1
With 4 kids, I'm nervous on sidewalks without a boulevard between sidewalk and road	1
bikes and scooters using the NON multi-use sidewalk between Frank James Park and Ken Forde Park	1
bus connections with #1 and #2 all stops at NIC College without waiting 10 - 20 minutes	1
discomfort, noise of walking beside speeding trucks	1
encroachments	1
harassment by panhandlers	1
hill to steep from home to grocer	1
homeless people	1
it's a 50/50 percentage that motorists watch pedestrian signal	1
lack of curb extensions at crossings	1
lack of snow clearing in winter	1
Totals	66

<b>Other - Write In</b>	<b>Count</b>
mercroft and dogwood	1
motorized vehicles on the seawalk, such as electric bikes & scooters	1
none	1
people going over the speed limit.	1
poor signs indicating street names. Too small print	1
strip malls with no/poor pedestrian access (ie mercroft)	1
traffic noise and hills	1
vehicles not stopping at unmarked crosswalks	1
wait times at NIC for Bus #1 and #7	1
Totals	65

6. What are the top three roads in Campbell River that you feel unsafe walking on? Please refer to the map above when responding to the question.

Number 1

<b>ResponseID</b>	<b>Response</b>
18	Cheviot
19	Erickson Road
21	Erickson from Harrogate to Reef
22	19 a south of the jubilee parkway
23	Dogwood Street
25	Alder
28	crossing at Parkway and Alder
29	Erickson from Island Highway up to Nelson
31	Cheviot Rd
32	Willis
33	Alder
35	ANY road that doesn't have a sidewalk
36	19A Highway in Campbellton
37	Woodburn
39	Quinsam Road / Argonaut Road
40	hwy 19 A, south of the jubilee
43	South mcphedran near evergreen
44	Island Highway - West Side
48	McPhedran (unable to view maps properly)

**ResponseID Response**

52 Gold River Highway near Canyon View trail

55 Willis

56 South Dogwood crossing to beaver lodge parking lot (map not visible on mobile device)

57 Alder

58 Island highway south (between Rockland and 1st)

59 Cheviot

61 Evergreen

63 Dogwood

64 Island highway after the rotary trail ends at Maryland

66 Crossing dogwood

68 Petersen

69 St Ann's

70 Willis

74 Wills

75 Ericson

76 Island Hwy 19A (downtown)

79 First Ave

80 First Ave

81 Petersen Road

82 shoppers row

83 Dogwood Street (downtown area)

84 none

85 11th avenue

**ResponseID Response**

87 Dogwood

89 Birch

90 Peterson/Willis

92 Island Highway (south of Maryland to Stories Beach))

93 Erickson

94 3 way intersection in downtown Campbell River

95 cottonwood dr

97 Rockland Rd

98 Dogwood St

99 Dogwood Avenue

100 Peterson

107 Highway 19a north

109 Alder

110 petersen

111 Rockland

112 dogwood/merecroft intersection

113 Petersen Road

114 Cedar Street

119 Evergreen Rd

121 Ericson

123 Dogwood

124 Petersen

125 Evergreen

126 Seawalk

**ResponseID Response**

127 Shoppers Row

128 19A

130 South Alder

131 Dogwood

133 Dogwood

135 Dogwood

136 Alder Street

137 Petersen Road

138 Dogwood

139 Dogwood

141 Hwy 19A - Campbellton

142 Dogwood

143 Dogwood

144 Dogwood - if with small children

145 Dogwood

146 none

147 Evergreen Road

149 Dogwood

150 Dogwood

152 By Tyee Plaza

153 Island highway by the river

155 Dogwood

157 Shopping area Superstore, Canadian Tire, etc how to walk between and to/from parking your car. Should be a cross over path when new stores open in old Target buldning.

**ResponseID Response**

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159 Erickson

162 Shoppers Row intimidating people

163 Willis

164 Peterson

165 Erickson

166 Some parts of Dogwood (narrow sidewalk right next to the road

171 Birch Street

172 Old Island Highway

173 Hwy 19a

174 Hwy19A

176 gold river hwy going north of campbellton

179 16th Ave Nunns Creek

181 Dogwood Street

183 All

184 Dogwood

190 Ferry Terminal-pedestrian Traffic light during unloading period

192 Dogwood between hospital and downtown hill

193 South Dogwood St as mentioned above

194 Alder

195 Dogwood

196 Petersen Rd

199 Petersen Road

201 Dogwood

202 dogwood

**ResponseID Response**

---

203 Alder

207 Peterson - all the way to pinecrest

211 Dogwood - at intersections

213 Dogwood

214 Petersen

216 Evergreen

218 Evergreen

219 Peterson

220 Willis

221 Petersen

222 Evergreen

223 Evergreen dr

225 Willis

226 Evergreen Rd

227 Evergreen

228 Evergreen

230 Erickson Road

233 Dogwood

234 Evergreen

235 Dogwood

238 Erickson

239 Erickson

243 Willis rd

244 Alder

**ResponseID Response**

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245 Hilchey Road

246 Thulin

247 19A

250 South Dogwood St because of speed

252 Peterson

253 Island Highway 19A

255 12th avenue

256 Willis Rd.

258 South Island Hwy - Seawalk

259 Hwy 19 A

260 Erickson

262 Dogwood

267 Rockland (NIC to Gazelle)

268 sea walk

270 Birch

272 Dogwood Street north of Mercroft

273 Birch street

274 South Birch Street

277 Birch

279 Birch St

280 Birch

281 1st avenue

282 Petersen

283 Dogwood

**ResponseID Response**

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284 Erickson Rd

286 Petersen

288 South Birch

291 Shoppers row

292 South Birch

293 Merecroft

294 Petersen

295 Evergreen

296 Anywhere in the downtown core

299 Petersen

301 Alder Street

302 WoodBurn

303 16th

305 Petersen Road

306 Petersen Road

308 Cheviot Rd

309 Seawalk

310 Dogwood St

311 N Isl /hwy North of bridge

312 Alder St S

313 Alder

314 Dogwood

315 cheviot

316 Alder

**ResponseID Response**

---

317 Woodburn Road

318 Dogwood St

320 Island Highway

321 Dogwood from 2ave to downtown

322 Cheviot

323 Dogwood

324 Campbelton

325 Galerno

326 Evergreen

329 dogwood

330 Willis

331 downtown

333 Evergreen

334 Fern Rd / Upper Meadowbrook Dr no sidewalk and a curve

335 South Island Highway

338 Erickson Road

340 Island Hwy 19A-North of Big Rock Boat Launch

344 Discovery

346 Willis

348 peterson

349 Dogwood

351 Dogwood

354 Island hwy in willow point any crosswalk

355 St Ann's

**ResponseID Response**

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359 Petersen Road

362 Merecroft Road

363 Dogwood Street

364 Merecroft

365 Dogwood St. at Merecroft

367 South Dogwood Street

368 Dogwood

370 Dogwood X Merecroft

371 S Dogwood

372 dogwood

374 Dogwood

375 Intersection Dogwood + Merecroft

377 Dogwood

378 Hilchey

379 dogwood/merecroft

382 Dogwood

388 mercroft and dogwood intersection

389 Shoppers row

392 Shoppers Row

395 Petersen

399 Old Island Highway

401 Alder st

402 Alder

403 Downtown

**ResponseID Response**

---

404 Dogwood

---

Number 2

**ResponseID Response**

---

18 Pederson

19 Island Highway South of Erickson, where there is little buffer and fast cars

21 Peterson

23 2 avenue

25 Dogwood

29 Galerno between Hilchey and Erickson

32 Petersen

33 Hilchey

37 Park

39 Evergreen

40 salmon point road

43 Evergreen

44 Merecroft

48 Evergreen

52 Quinsam Rd

55 Evergreen

56 Hilchey

57 Island highway

58 16th

**ResponseID Response**

59 Erickson

64 Jubilee parkway trying to cross over to ocean grove school and not having a good intersection/path to do so along island highway

66 Parkway

68 Evergreen

69 Dogwood

70 Petersen

74 Petersen

75 Thulin

76 Alder (by Sportsplex) (disc golf course forces me and kids onto this section often)

79 Pinecrest

80 Pinecrest

81 Evergreen road

85 16th avenue

87 South alder

89 Island Highway

90 Evergreen

92 Island Highway (Campbelton to Painters Barklay area)

94 Highway near Quadra Ferry terminal

95 simms rd

96 Alder

98 Alder St

100 Pier St

107 Dogwood st

**ResponseID Response**

109 Mcphedran

110 evergreen

111 Springbok

112 all areas south of jubilee to willow point

113 Evergreen

114 Shoppers Row

121 Route 19 - willow point shop area

123 Rockland

124 Old Petersen

125 Peterson

126 Alder bike path

127 Seawalk

131 Shoppers Row

135 16th ave.

136 Dogwood Street

138 Alder

139 Evergreen

141 Old Peterson hill

142 Alder

143 Hikchey

145 Alder

146 none

147 Peterson Road

149 Any residential without a sidewalk

**ResponseID Response**

152 Tidemark area as well

153 Dogwood

155 Alder

157 All streets to have a continuing sidewalk on at least one side

159 Highway north of the river

162 19A narrow sidewalk into the city

163 Peterson

164 Dogwood

166 Crossing Hilchey at Dogwood because so many cars turn right on red without looking

171 Cypress Street

172 Thulin St

176 hwy 19 north of river and through campbellton

179 9th Ave/Homewood

181 Shoppers Row

184 Hwy 28

190 Downtown core-homelessness

192 Alder

193 Hilchey St

194 Dogwood

196 Woodburn Rd

199 Evergreen Road

201 3 ave

202 seawalk

**ResponseID Response**

---

203 2nd Ave

205 16th

207 Willis

211 Petersen

213 South Island Highway

214 Cheviot

216 Peterson

219 Evergreen

220 Evergreen

221 Evergreen

222 Peterson

223 Peterson

225 Nicola

226 Peterson Rd

228 Peterson

230 S Island Hwy

233 Alder

234 Willis

235 13th Avenue

238 Alder

239 Murphy St

243 Evergreen

244 Island Highway

245 S. Island Highway

**ResponseID Response**

---

247 Westgate

252 Top of Spruce (hill)

253 Dogwood

255 Island Highway

256 Evergreen

259 Dogwood - north of 2nd

262 Island Hwy

266 Peterson rd

267 Dogwood crosswalks

270 Tamarac

274 Jubilee pkwy

277 Evergreen

280 Dogwood

283 Peterson

284 Alder

288 Cormorant

292 Cormorant

293 Alder

294 Dogwood

295 Anywhere downtown due to drugs

296 Near the bus hub on ericson, which is extremely close to my house

299 Dogwood

301 Island Hwy

302 Dogwood

**ResponseID Response**

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303 Shoppers row

305 Evergreen Road

306 Evergreen Road

308 Hwy, over the bridge

309 Hilchey

310 Willis Rd

311 Maryland to Jubilee

313 Dogwood

314 19A between ferry and shopping

315 petersen

316 Doogwood

317 Petersen Road

318 Old island highway

320 Dogwood

321 Ironwood

322 Willis

323 Westgate

325 Dogwood

326 Campbelton area

329 cross alder blind corner at murphy traffic high speed

330 Petersen

333 Cheviot

340 Downtown Core

346 Evergreen

**ResponseID Response**

---

348 evergreen

349 Shoppers row

351 13th Ave

354 Island hwy going into superstore mall

355 Dogwood

359 Dogwood Street

362 Alder Street

364 HWY 19A north of seawalk to Maritime Heritage Centre

365 Highway 19A in Willow Point

367 Merecroft Road

368 Dogwood

371 Merecroft

372 Mercroft

374 Merecroft

375 Dogwood Street

377 Alder

378 island highway

379 Island Highway 19

382 Merecroft

389 13th ave

392 Dogwood

395 Spruce

399 Alder

401 Island hwy

**ResponseID Response**

---

402 Dogwood

---

Number 3

**ResponseID Response**

---

18 Woodburn

19 Painter Barkly area, with no sidewalks.

21 South Alder (hedges infringing on sidewalk space)

23 Island Highway

25 Cottonwood

29 Crosswalk at Island Highway and Westgate

32 Hwy 28

33 Dogwood

37 West side of dogwood from McPheden to Jubilee

40 mcgimpsey road

43 Alder

44 Homewood

48 McLean

55 Peterson

58 Homewood

59 Island highway south of Jubilee

64 Trying to cross dogwood to get to beaver lodge around hilchey

68 S mcphedran

69 Main downtown core

**ResponseID Response**

---

70 Hilchey

74 Evergreen

75 McPhedran

76 Sea Walk (just make everyone go on right side, none of this confusing all cyclists on one side and walkers on other. It's confusing and dangerous and nobody follows it anyway).

80 Merecroft S Of Alder

81 Down town core.

85 Alder

87 Alder

89 6th

90 McPhedren

92 Highway 28 - (19 to Elk Falls Suspension Bridge))

94 Alder

95 hilchey rd

109 Evergreen

110 dogwood

111 Superior

114 11th Ave

121 Hilchey

123 Alder

124 Kathleen

125 McPhedran

127 Alder path from Rockland to Alder

131 Alder

**ResponseID Response**

135 Island Hwy.

136 Old Island Highway

138 Hwy 19a where unimproved

141 Hwy 19A - waterfront

143 Island highway

145 16th ave

146 none

147 Most of them

149 Mcphedran

152 McPhedran needs sidewalks the rest of the way

153 Alder

155 Petersen

162 Pier Street cluttered

163 Evergreen

164 Island highway

171 Hwy 19A (by the ferry)

172 6th Ave

179 16th Ave McDonalds to Spirit Square

181 16th Avenue

184 Logging bridge over river

190 Dogwood/7th-Intersection heavily congested, not safe for drivers or pedestrians/school children

193 9th Avenue

196 Erickson Rd

**ResponseID Response**

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201 South Island highway

203 5th Ave

207 Evergreen

211 Erickson

214 Spruce

216 Willis

220 Peterson

221 ERT

222 Willis

225 Evergreen

226 Willis Rd

228 Springbok

234 Petersen

235 Evergreen Road

238 Dogwood

239 6th st

244 Ironwood

245 Erickson Road

253 Hilchey

255 Dogwood

256 Dogwood St.

262 Erickson

266 Evergreen rd

270 Dogwood

**ResponseID Response**

---

274 Parts of dogwood

277 Peterson

280 Jubilee

284 Peterson

288 Robron

292 Robron

293 Peterson

296 Campbellton

302 Alder

303 Cheviot

305 Shoppers Row/Tyee Plaza

306 Shoppers Row/Tyee Plaza

309 Dogwood South

310 Evergreen Rd

313 Hilchey/Rockland

314 Side street where there are no sidewalks.

315 evergreen

316 Cedar

317 Island Hwy near Perkins Road

318 Alder

320 Alder

321 Alder Strrt from 5 Ave to Hwy 19A

322 Evergreen

323 Dogwood!!!

**ResponseID Response**

---

325 Shelbourne

326 Evergreen

329 seawall hidden harbour to bigrock

330 Evergreen

340 Dogwood Street

346 Pedersen

348 willis

351 ERT

354 Dogwood at Merecroft

355 16th Ave

359 Homewood Road

362 South Dogwood Street

364 Alder

367 Petersen Road

368 Dogwood

372 Galerno

375 Alder Street

377 Hilchey

378 south dogwood

382 Dogwood

389 16thave/ shoppers row

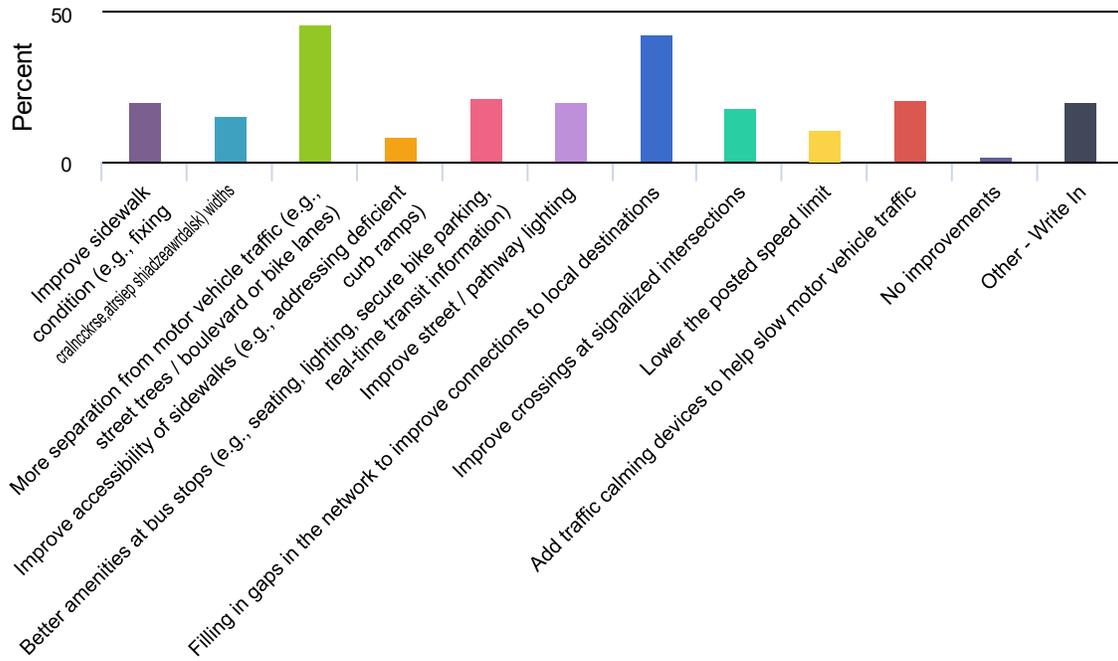
395 Evergreen

399 Erickson

402 16th



7. What are the top opportunities you would like to see to improve the walking environment in Campbell River? (Select up to three) Please refer to the pedestrian network map above when responding to the question.



Value		Percent	Responses
Improve sidewalk condition (e.g., fixing cracks, trip hazards)		20.3%	56
Increase sidewalk widths		15.6%	43
More separation from motor vehicle traffic (e.g., street trees / boulevard or bike lanes)		46.4%	128
Improve accessibility of sidewalks (e.g., addressing deficient curb ramps)		8.7%	24
Better amenities at bus stops (e.g., seating, lighting, secure bike parking, real-time transit information)		21.7%	60
Improve street / pathway lighting		20.3%	56
Filling in gaps in the network to improve connections to local destinations		43.1%	119
Improve crossings at signalized intersections		18.1%	50
Lower the posted speed limit		11.2%	31
Add traffic calming devices to help slow motor vehicle traffic		20.7%	57
No improvements		2.2%	6
Other - Write In		19.9%	55

Other - Write In	Count
24 hour bus service	1
Access to the foreshore between first nad rockland	1
Add sidewalks and curbs to streets with none.	1
Add sidewalks on busy streets that don't have them!	1
Add sidewalks on streets like Birch	1
Add sidewalks to Gold River Highway between highway 19 and Quinsam campground	1
Add sidewalks to roads where there are none	1
Totals	53

<b>Other - Write In</b>	<b>Count</b>
Address the mess that downtown has turned into	1
Avoid plowing snow onto sidewalks	1
Bicycles and E bikes should not be allowed on sidewalks all.	1
Build more sidewalks	1
Build sidewalks where there are none on main roads	1
Bus does not work for work schedule	1
Closer amenities- not a walkable city	1
Crosswalk across dogwood to south beaver lodge parking lot	1
Designated homes and support facilities for individuals living with addictions or experiencing homelessness	1
Direct walkways - from NIC to Penfield	1
Don't allow cycling on sidewalks	1
Get the homeless off these well travelled streets	1
Having a sidewalk at all or wider sidewalk on one side if not possible to have sidewalks on both sides	1
Implementing mandatory sidewalks for all streets and roads	1
Improve crossings AND add more signalized intersections.	1
Improve patrolling and enforcing stop signs	1
Lack of bus infrastructure/service span	1
Making glass shelters more visible....dots are faded or non existent so make more visible	1
Many streets do not have sidewalks just a painted next to deep ditches.	1
More Sidewalks in general	1
More policing of bad drivers - and not just giving them warnings	1
Totals	53

Other - Write In	Count
More security	1
More sidewalks on above streets evergreen, Willis. Rd	1
More signalized/lit crosswalks	1
Not all streets need to be bike friendly	1
Put in side walks were there are none	1
Remove hydro poles from the middle of sidewalks	1
Remove snow and ice	1
Seperation from bike paths to vehicle traffic so bikers are not intimidated to use the bike lanes	1
Sidewalk on both sides of South Alder	1
Sidewalks on Willis, Evergreen and Pedersen	1
Signage and lane divisions to protect pedestrians from cyclists	1
Snow clearing on the sidewalks, OMG I can't even get to a bus stop when there is snow, forced to walk on the slippery road is DANGEROUS!!	1
The downtown core is not a welcoming place. People who pass the day within the city limits make it very unwelcoming by both actions and the how the areas left.	1
There is no pedestrian network in our area, unlike Willow Point that has not only sidewalks but also a paved trail	1
better driver education, and understanding that not all lighted cross walks need to be activated for people to cross, the light is an aid. Also better indicators for left turners to understand people are crossing	1
bump out curbs to reduce distance from one side to other. Raised grade crosswalks.	1
clear gravel and snow from sidewalk	1
curb bump-outs for wide crossings like Alder	1
home less area's	1
more crossings across dogwood in Beaverlodge area	1
Totals	52

<b>Other - Write In</b>	<b>Count</b>
more pedestrian operated signals for crossings	1
more speed enforcement	1
remove motorized vehicles from the sea walk	1
signalized crosswalks and crosswalk maintence like snow clearing and gravel sweeping	1
Totals	52

8. Is there anything else you would like to share with us about how we can improve the walking environment in Campbell River? (100 words or less)

**ResponseID    Response**

18                    Cheviot Road should be a very high priority; very unsafe for children walking to/from Ripple Rock school.

19                    The car/ truck culture in Campbell River, where people like to accelerate unpredictably, drive huge vehicles and burn out at intersections, makes other modes of travel uncomfortable. Vehicle drivers are pretty disrespectful in this town.

21                    Crosswalk desperately needed across Galerno at Cambridge.

23                    We need to make things less accessible for cars. Making it hard to drive is the only way to make fewer people drive. Read "Building the Cycling City" by Melissa and Chris Bruntlett

25                    A bike / pedestrian crossing on Rockland connecting the two parts of the Simms Creek path. Cottonwood needs a sidewalk.

28                    you must absolutely address NOW, before it becomes even more dangerous for pedestrians, the issue of motorized scooters on sidewalks (they are ILLEGAL in Campbell River and only legal in 3 municipalities due to a pilot project) and definitely address the issue of bikes on the sidewalk between Frank James Park and Ken Forde Park. In the absence of well-buffered cycle lanes, and signage, and mistaking the gap in the "Loop" as a continuation, you have 60 lb e-bikes capable of 39km/hr sharing NARROW sidewalks with pedestrians. This is an accident waiting to happen.

29                    Traffic is too fast on Galerno between Hilchey and Harrowgate. Drivers are always travelling too fast, many can be seen on their cell phones too! Please install lower speed limit, or traffic calming devices to slow down traffic on Galerno Rd. Erickson road between Island Hwy and Harrowgate doesn't have a sidewalk at all and is very unsafe to walk along. Frequently have had "near misses" when walking as drivers go through lit crosswalks (the one at Island Highway and Westgate Road have been nearly hit many times because drivers are not paying attention) or roll through stop signs. Westgate Road could use more street lighting - very dark in some places. Also, if/when it snows the sidewalks are not cleared which makes it impossible for pedestrians to walk to work, grocery store, school, to get to bus stops, etc. Please prioritize clearing of sidewalks after a snowfall so that people can move around without having to get into their cars (because the roads are cleared but the sidewalks aren't).

## ResponseID Response

- 32 Streets with no centreline should have 30kph limit, and crossings be raised grade to clearly indicate walkers have priority.
- 33 Many of the 'shared' paths are barely wide enough for normal pedestrian traffic, which makes them very difficult to navigate on a bike and stressful for pedestrians when you do so.
- 35 Planning infrastructure is very important and sometimes we have to revisit changes made in the past. Having shoppers row 'car free' for part of it would be great. Create a more attractive downtown for people to enjoy. For every new subdivision mandatory sidewalks and bike paths
- 37 Have police fine drivers that ignore cross walks and posted speeds
- 38 I've had no problems walking anywhere here in 35 years
- 39 More share the road signage so cars can anticipate cyclists. Also we live on Quinsam and traffic speeds here all the time. Speed bumps or lower speed limit would be great
- 40 the rotary path does not have clear signs for where pedestrians walk and where the bikes can ride so when i ride i get walkers not moving off the bike lane . it has a lot of parts where the pavement is a tripping hazard for walkers....near maryland and willow point
- 43 Improving sidewalk networks in and around schools needs to be prioritized. It helps decreased traffic by promoting walking or "drive to 5" drop off zones
- 44 I don't think significant improvements in lighting are necessary. I appreciate that street lighting isn't overwhelming in CR. Carrying a small flashlight isn't a big deal if more light is needed. Worst case scenario, the light on smartphone works nicely too.
- 48 Encourage people to shovel their sidewalks. Super frustrating that people shovel their whole driveway but don't shovel the sidewalks in front of their home. Not only residents ...but in front of city water reservoir on evergreen, and hospice.
- 52 The Gold River Highway section around Canyon view trail needs a lower speed limit, formal side walks and enforcement of the speed limit. Super unsafe for pedestrians.
- 55 Put crosswalks where they matter, ensure there are sidewalks everywhere, make the city bicycle accessible, make sure that you can easily connect to where you want to go.

## ResponseID Response

56	Bike lanes on hilchey and dogwood. Crosswalks on dogwood at the end of the bike path on dogwood to the mcphedran neighborhood and across dogwood to the south beaver lodge parking lot
57	Several areas of paved sidewalks are constantly covered in rocks because the parking next to it is gravel and there seems to be no cleaning if the sidewalks in those areas
63	Stronger enforcement of motor vehicles. Speed and poor drivers are a major concern. Need to send a clear message to drivers that all traffic laws must be obeyed. The same applies to cyclists.
69	Please stop putting all the city resources into willow point and put some resources, time and energy into reclaiming our downtown core.
70	Elevated or underground crosswalks to avoid traffic entirely
76	Think of families when building sidewalks. With 4 kids I find it frustrating when sidewalks just end randomly or are not wide enough. When it's too risky to take the kids out, we end up just staying home. Build proper sidewalks and you encourage more active families.
78	There are bike lanes on both sides of the highway along the seawalk, yet bikers/ ebikers continue to use the walkway, weaving between pedestrians - most who have strollers, dogs or mobility aids. Especially startling for walkers when bikers speed up from behind and pass without using a bell. The 'Dismount your Bike' notice at Rockland turnabout should be enforced. Also, crosswalks at the roundabout in wrong location. They should be farther back from the circle. Drivers are distracted trying to enter the circle. No need for any art installation at circle to obscure drivers' vision. Just low shrubs that the City gardeners are so talented at arranging would be sufficient.
80	More dedicated pedestrian only connections eg between S Thulin and S McLean and access to the foreshore at the end of Pinecrest or on the Merecroft easement off Galerno
82	Pedestrian safety in downtown area Stop cyclists from using sidewalks
84	more sidewalks
89	Keep up the great work. Things will improve!
90	Stop relying on development to improve road conditions and the installation of sidewalks. There are kilometres of roads that have deep and often wide ditches on both sides of road, Willis, Peterson, Evergreen, McPhedren, ERT, west Pinecrest, etc.

**ResponseID    Response**

93                    I would love to see Shoppers' Row become a "no car zone". Downtown would be much improved without the presence of cars and parking.

95                    It is great thjat some streets are closed to vehicle traffic during special events. Perhaps there could be more walking only streets.

97                    Enforce more often speed limit on Rockland Rd. until most drivers understand it's not a speedway.

98                    Have the buses run more frequently

99                    Please clear the snow off of Dogwood's sidewalks. They become plain unusable after a moderate snowfall and you can see a lot of people clamber over them or walk on the cleared road surface instead. More signaled (push-button) crossings (they seem to work well here).

100                   This love to bring people downtown means we have to drive for all amenities. Make groceries and everyday services in residential areas

103                   All items now cost a huge amount, so just fix what is in place and do not add any additional infrastructure, tax payers are broke.

107                   At this time there is no safe way to walk between the Painter Barclay area and Campbellton.

110                   there is no safe access to south end of beaverlodge (near water reservoir). Pedestrian underpass further north is dark, vandalized, and uninviting.

111                   There many places where pathways don't line up with sidewalks. Where sidewalks switch sides of the road forcing people to cross needlessly or walk on the road.

113                   Petersen Road is dangerous to adults walking never mind if the students were to walk to school. There are no sidewalks between Willis and Evergreen Rd. Winter snow is not cleared from the side of the road, you have to walk on the road...Traffic is heavy between 730am to 6 pm each day. It is dangerous.

120                   Do what you can to reduce noise from traffic for people using the Seawalk. Better maintain and expand trail network through natural areas such as greenways and Beaver Lodge Forest Lands.

121                   Safer ways to cross Hilchey and to cross the ocean highway

124                   Better connections to ERT

## ResponseID Response

126 That seawalk improvements are fabulous. However, pedestrians walking southbound are driven off the path onto the street (ironically into the bike lane) by oncoming cyclists who are following the historic division that cyclists drive on the west side of the path and pedestrians on the east. Unfortunately pedestrians walking southbound on the left side are driven off the path by cyclists who assume they should keep right. Signage is needed. A pedestrian is going to get hurt. Many of the cyclists are deliberately aggressive, riding almost the speed of cars and verbally abusive- even to seniors with walkers who cannot quickly vacate the path. Consider prohibiting and enforcing e bikes from walking paths like the seawalk; require them to use the on road bike lanes.

127 Signage on the Seawalk needs to be improved to clearly identify how the path is to be shared if it is to remain a mixed usage corridor.

129 Spread out critical stores like grocery around town so more people can walk to them

133 In 2022, some streets and roads do not have sidewalk in Campbell River, forcing people to walk on the street with their children, dogs... sharing the street with cars and trucks. What about disabled people in a wheelchair???!?!!! Do they have the right for transportation in Campbell River??? Please implement sidewalk of every road

134 The walking environment in Campbell River can be improved overnight by providing transit service span of 20 hours or greater 7 days a week holidays on corridor routes. If this service cannot be provided by local government, consideration should be given to closing discretionary projects that fall outside of the function of local government. Low ridership is caused by low investment in transit. Public transit is not meant to turn a profit, much like waste disposal, another function of local government. Immediate action should be taken to provide major transit service upgrades ASAP and needs to be a priority.

135 Spit Road is too narrow for cars and scooters. The sidewalk is wide enough, but it has deep cracks and is very bumpy and uncomfortable. If the cracks were filled in like the sea walk it would be perfect.

136 Bikes, e-bikes, mobility scooters, and people all sharing the same sidewalks

138 Build complete streets and value all transportation needs not just the cars

139 Better system for clearing public sidewalks sooner after heavy snowfall.

144 Visibility at smaller intersections - often car parking is allowed and blocks visibility - causing dangerous near misses with traffic

**ResponseID Response**

145 Tyee plaza parking lot and others are very tricky to walk around/through. Not city property but maybe incentives or rules would help

147 Ridiculous having only sidewalks in front of new developments like on Peterson and then none. When making sidewalks, make them more like a bike lane with less bumps for wheelchair users as most of us deal with pain issues. More ramps.

149 Making the streets safer without homeless everywhere. They frequent quality foods and the soccer cermay turf area frequently. And can be very intimidating.

153 I live in Campbellton and would love to be able to walk to Quinsam campground and the other amazing walking trails in the area. I only did this once, with a stroller and it was completely unsafe, I did not realize that the sidewalk was so inconsistent.

155 get rid of the hills

159 Most of the parking lots are extremely hazardous to walk through

162 It's over 1 km to a bus stop from my home. There is no incentive for me to use public transit.

164 Dogwood bike lanes

166 The questions covered most of it

170 Barriers to keep motorized vehicles out can be too small for a double chariot trailer to fit. This is the case on one of the connection paths along the Jubilee path to the neighbourhood on Strathcona Way. I had my kids in the trailer and wasn't able to get thru so had to turn around and walk back. Now I don't know if this is an issue I am going to run into in other places I take them for walks.

171 Provide more room around hydro poles when they're in the middle of the sidewalk.

172 Separate walking from bike lanes on Seawalk more clearly

176 Sidewalks on hwy 19 north of the river and over bridges are also used by cyclists since it's clearly too dangerous to ride on roadway.

179 Many smaller streets lack sidewalks. Many sidewalks and crosswalks are extremely difficult for people in scooters, wheelchairs or walkers.

180 No

**ResponseID Response**

181 Security and policy patrols being done on bikes.

183 Providing 24 hour bus service

185 Dogwood/Merecroft intersection needs to be fixed. Many near misses for pedestrians.

190 Safety around schools (crosswalk safety) Speed limit enforcement at schools  
Winter sidewalk cleaning around École Phoenix Middle School and EDM

194 There could be a few specialized or dedicated bike and pedestrian routes Not every street in town needs to be bike or pedestrian friendly

196 Homeless and drug addict issues need to be addressed ASAP. I had to switch banks due to the homeless population in front of RBC. I do not walk in the Spirit Square area after business hours by myself

198 Remove bikes and motorized scooters from sidewalks, create more accessible boardwalks to beach

199 I would love more "naturalized" walking routes. We used to live in Willow Point and enjoyed walking the trails and Seawalk. The Quinsam Heights area lacks these types of routes.

202 I used to live in Victoria and walked everywhere, since being in Campbell River I hardly walk for transportation and when I walk on the seawalk for pleasure, I feel unsafe walking there due to the motorized vehicles and bikes that use it as well, and they use it because they feel unsafe on the road and the road edge is not properly maintained and swept.

203 BUs connectivity and sidewalks

207 My child can't get a school bus to ripple rock because we are less than 4km away but it is extremely dangerous for him (9 yr) to walk or ride to school as there are no sidewalks from legacy to safely get him there

214 a sidewalk on Cheviot and Petersen.

216 Educate motorists, have a look at real estate pages that rate walking etc. Collaborate with all levels of government to generate more funding. eg: tourism, Education, Forestry, Health. The ERT could be improved. Look at the govt survey for food sustainability. Create employment for local fruit/veg/craft stands to be open along paths more than once a week.

218 Sidewalk connecting forest grove to bus stop and serenity neighborhood

219 Develop walking routes that bypass high traffic areas.

## ResponseID Response

220 Sidewalks need to be added to several streets.

221 I wish that the paved ERT was fixed and lit at night to further the connection from WO to downtown safely

226 There are no sidewalks on Willis, Peterson rd, and most areas of evergreen road connecting to Forrest grove. I have young children and we arent able to safely walk with them in a stroller or with our dog around our neighbourhood due to the absolute non existence of sidewalks in our area

231 Clean up the homeless population so people feel safe in their own town once again.

234 Wondering why there has been no pedestrian infrastructure included in the new development in upper Quinsam area. Specifically Legacy, Forest Grove areas to tie us into the rest of Campbell River. In other cities they have beautiful walking/biking paths and parks included in all new subdivisions that tie into each other. And also children's parks. Campbell River doesn't appear to have planned for these at all. The Sea Walk, although it is totally awesome, and Willow Point are not the only tax paying citizens and yet all the pedestrian infrastructure seems to be concentrated there. We use Willis and Evergreen and both are very busy with vehicle traffic and dangerous for pedestrians because of the lack of any kind of sidewalk or pathway. Also the first part of Nicola needs a new paving job and sidewalks or pedestrian/bike pathway included.

235 More driver education for politer and more patient drivers

243 Willis rd is real bad for walking on from inland 19 south they widened some for wheel chairs the the pile snow on it winter wheelchair accessibility is no longer there! They opened up evergreen into the forest grove subdivision and Yep they put no sidewalks in?

245 Need to educate owners that vegetation over and onto the sidewalks adjacent to their property must comply with encroachment restrictions. Some owners think the City is required to maintain the sidewalk landscaping that fronts their private property.

255 More traffic lights with pedestrian activated red lights - have traffic stop at a red light replacing flashing lights or unprotected crosswalks

262 should have safe sidewalks leading up to every bus stop and postal box, at least

## ResponseID Response

264	The Seawalk is a fantastic pathway system. I enjoy the unobstructed ocean views and access to the seashore that all residents and visitors can enjoy in Campbell River. There are lots of opportunities for pedestrians, cyclists and drivers to access the waterfront. I also enjoy the beautiful City gardens, parks and green spaces that pedestrians, cyclists and drivers can see and access en route.
266	Not at this time
267	Due to mobility problems, it would be nice to have Bus #7 loop go both ways on the AM and PM runs, so I do not have to walk .09 km to get bus at NIC or Rockland and Alder with no bench to sit on. Also, increase time to cross street.
268	electric bikes and scooters are a danger to pedestrians as they travel at speeds that limit their ability to stop quickly. They would not be allowed on the sidewalks in downtown Campbell River, why are they allowed on the sea walk ?.
272	create east west pedestrian routes between 1st Ave. and Simms Road / Alder Street and Island Hwy. ie pedestrian stairs and paths on Pinecrest Road, Merecroft Road and along Simms Creek.
274	It's very busy near the hospital and people are speeding along Birch St between the ambulance station and merecroft. There's a school too lots of people walking around this area
281	Sidewalk gaps on busy streets are a major concern. The sidewalk from 1st and McLean needs to be extended to 1st and the highway. This road is increasingly busy and there is no safe space for pedestrians.
283	I do not like the boulevard sidewalk separating driveways from the road. It's a poor design and makes walking difficult. Limited parking spaces on driveways and large trucks hang off the driveway.
284	For my son to walk from the hospital area to pheonix along alder he has to cross the road multiple times. Having consistent sidewalks is helpful. Erickson is horrible to walk/bike along. The asphalt sidewalk between Martin and Fairmile constantly has cars parked on it so you have to walk in the road. People drive really fast up and down Erickson making it unsafe.
286	Restrict the seawalk to NON-motorized vehicles & reduce speed of all vehicles, including old-folks' battery- operated mobility scooters;

## ResponseID Response

291 Interesting how motor vehicle speed is first option in many multiple selection options. Why would motor vehicle speed affect walking? Looking for feeble rationalization to make a city that is poorly planned for pedestrians (long distance from new suburbs to services) to make life even more difficult for people who need to use a car for carrying groceries and other heavy loads from downtown to the suburbs?

295 Lighting on the path between the sportplex and rockland road

296 I do not feel safe in my own town.....where I grew up and where I am raising my own family. We need something done about rampant theft, drug use and crime in general

299 Ban fast or motorized bikes, shooters etc on seawalk.

301 Slowing down traffic and separating sidewalks from streets have to be the number one priorities.

302 The buses are not early enough for the working class. We need earlier buses than 8am.

303 Safety (pan handlers, homeless, feces) and shops/businesses I use are far apart. Example would be 5 th street Courtenay has similar shops all side by side. 2- 3 hour parking works to walk and complete 5 th street to shop, bank and/or have a meal. Driftwood mall has groceries to hardware/automotive store (CanadianTire) to pharmacy (London drugs) and more in one spot. Easy parking with easy to maneuver parking lot and exit/entrances all equaling easy park and walk to several stores in one area.

306 Improve the safety concerns of the area and remove the concentration of social services for the less fortunate in the main areas of the city. People openly using drugs, drug paraphernalia, defecating where they want, repeated thefts of businesses and personal belongings left outside businesses and the violence that occurred needs to be curbed.

309 As a distance walker the greatest difficulty I have is by Homeless/Street people yelling profanity at me, or with presumed stolen, obviously poorly repainted bikes racing pass me telling me to get the bleep out of the way.

310 More sidewalks

313 Clean the sidewalks on Pinecrest before Alder. Improve the cement steps at Cedric Jones park. Please cut back the blackberry bushes along the Seawalk. You need to have better signage on all well used walking/cycling corridors. Examples dog on a leash blocking the walkway with the owner plugged into their music. THEY CAN'T HEAR YOU COMING. Feel very uncomfortable walking in areas downtown near the homeless.

**ResponseID    Response**

316            In winter better access to bus from sidewalk getting over snow piles..... I use a walker and cannot get over snow piles or uncleared sidewalks make it impossible to even walk on sidewalks so have to walk on the road which really scares me.

317            Need to find a way of calming traffic in the Hwy north of the bridge. There are crosswalks but no one stops, it's super treacherous

318            Dogwood is a nightmare, I live on it but feel terrified to walk down it with my kids or wait at a bus stop. Sidewalk is low and narrow, no barriers, traffic so fast and careless. Bus stops need to be pullouts, better walking route needs to be placed nearby. So many schools and so sketchy. There needs to be a crosswalk near 6th N ave as well.

321            Separation on busy street between sidewalks and roads e.g. landscaping or trees Maybe have walking routes on side streets that are well defined and connect easily to downtown or shopping and service areas e.g. a lot of people cut through the Roron Centre and over the sports field to access Mercroft Village, but there is no designated, well lit pathway

323            I know it doesn't snow much in Campbell River but I am seriously blown away by how the cities roads and walkways are made sometimes impassable. I've had to cancel appointments on "snowdays" because I can't walk to a bus stop!

325            Missing pieces of sidewalks on shelbourne, hilchey and the width in dogwood

326            On Evergreen there are no safe places to walk out of ForestGrove. Campbellton, Shoppers Row, Robert's Reach all feel very unsafe places to walk. In front of Quadra Ferry as well.

329            Lack of enforcement of 4-ways; although 4-way is effective feature. Lack of raised sidewalks "curb extensions" into outer lane could be very effective to reduce traffic darting around stopped cars. Crossings on corners are dangerous. Traffic's tendencies to speed up on approaching or descending hills. (Murphy and Alder example) Dogwood; sidewalks so close to traffic is unsettling. Would welcome lower traffic speeds. Public education re poor stops at stop sign on right turning is BAD. Snow removal from sidewalks is too delayed following storms; impassable AND liability !!

## ResponseID Response

335 Increased residential construction along the Hwy 19A has added, and will add, more vehicle traffic to an already busy road. The installation of left turn lanes along this final section of Hwy 19A would be beneficial to improving traffic flow and safety. This waterfront strip.....is a destination! A destination for residents, restaurants, coffee shops, parking lots, a gas station, liquor store, dentist office, RV park, walkers, runners, bikers, roller bladders, scooters, beach fires, boat launches, 50th Parallel Marker, Big Rock, parks, sea walk, fundraising walks, etc. Families of deer, along with other wildlife and birds, live and roam along this highway. It's great that the speed limit has been reduced to 50 km/hr from 60 km/hr, but the vehicle traffic still travels way too fast! 'Hot' cars, trucks and motorcycles use this section to 'show off' by tramping on the gas pedal or cranking on the throttle! There are 4 major corridors into Campbell River. Finishing this final section of Hwy 19A from the Big Rock Boat Launch to 1st Avenue, including the removal of hydro poles and burying service lines, would provide a spectacular entrance/exit to our lovely City!

338 Erickson Road is a main artery with a lot of vehicle and pedestrian traffic. There has also been a dramatic increase in city bus use, which is welcome in a city of our size. It is imperative that sidewalks be constructed to run the full length of this main road.

339 My neighbours and I really like the improvements to the seawalk around the Big Rock area.

344 Posting better signage, easier access to bus stops as they are too far apart. I've missed the bus so many times due to the traffic being terrible and not being able to cross effectively

346 Most Cities when developing new areas put in connecting walking trails and Children's parks. That should be part of the development plans for Forest Grove and Legacy and the future development that is coming to our area. Willow Point has a lovely bike trail and sidewalks. We pay taxes just like they do. Where are our lovely bike trails and walking paths. or sidewalks on Willis and Evergreen. I understand that Contractors are allowed to pay the City in lieu of this green space that they are supposed to be responsible for. UNACCEPTABLE!!!

348 Put some effort, really any effort into improving walkability in Quinsam Heights

351 More trails and get rid of all the shopping cart and drug stuff. Better patrolled.

354 Seawalk is great but there needs to be more bus stops. Walking for blocks is not an effective transit plan

**ResponseID    Response**

356            A major issue is home owners not maintaining trees/shrubs, which impede upon the sidewalk and force pedestrians to move off the sidewalks and onto the roads. Create a complaint line and issue tickets/fines to those who create sidewalk issues

359            Sidewalks randomly run out in a lot of older neighbourhoods. Finish the sidewalks, maybe. Or have established walking routes. Also, considering where we are walking? I wish there were more places worth walking to. Why are there so few grocery stores on the south side of town? Why couldn't there be nodes of commerce scattered around the city so walking makes more sense?

362            Please consider delayed green lights for motorists that allow pedestrians time to begin crossing Dogwood Street. Our workplace surveyed 24 out of 95 employees in 2019; each person averaged 4.5 near misses per year.

363            Better snow removal on sidewalks--dangerous walking on the road because the sidewalks are not plowed - relevant to snow more than 6".

367            Shrubbery is very difficult to see past, vehicles pull out into the street much further before stopping and driving into the street. As a pedestrian and a driver, this has made me feel unsafe.

372            better areas to walk with more route identification. ie sidewalks or maps identifying routes to major services, as well as routes on less trafficked roads for better and safer walking.

375            Pick up the garbage that is always strewn about in high use areas, such as along the Seawalk.

378            stoplights on south dogwood don't make any sense (only allow one direction of traffic at a time, and timed so you hit every red light) and drivers get frustrated sitting at red light after red light and drive more aggressively to avoid the next red light. More traffic Camera's would help.

379            I've nearly been hit four times at the Dogwood/Merecroft intersection while in a crosswalk with the right-of-way by vehicles not paying attention. I've also witnessed several other near misses and heard countless similar stories from coworkers.

382            I think that all pedestrian controlled cross walks should also have a sound-the flashing lights are not good enough and many drivers do not stop.

389            I don't like to walk around downtown or by the area where the mental health is. I feel unsafe when I am alone. So I avoid going down town. Considering changing banks ( from Royal bank) because of all the homeless around there

**ResponseID    Response**

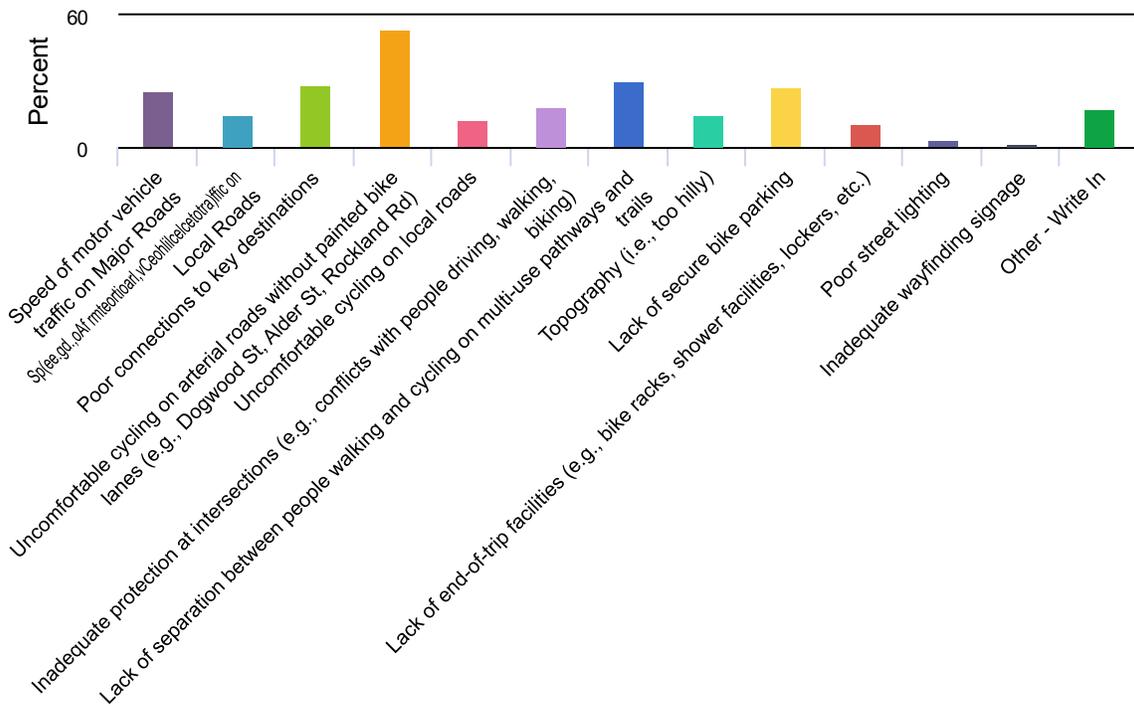
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395            I walk every day and use unsignalized crosswalks frequently. Unfortunately drivers do not stop for pedestrians trying to cross. I would also like the City to do better maintenance of sidewalks when it snows and enforce homeowners to also maintain the frontage of their homes by clearing the snow.

399            Plan to add more green space networks and paths in future developments

403            In the downtown area, maybe the homeless could pick-up after themselves, where's the control?

9. In general, what are the top issues / barriers you face cycling or using another active mode (e.g., skateboarding, scootering, wheelchair, mobility scooter) around Campbell River today? Note: for the purposes of this survey, using another active mode includes a skateboard, electric kick scooter, etc. (Select up to three). Please refer to the cycling network map below when responding to the question.



Value		Percent	Responses
Speed of motor vehicle traffic on Major Roads (e.g., Arterial, Collector)		25.5%	63
Speed of motor vehicle traffic on Local Roads		15.4%	38
Poor connections to key destinations		28.3%	70
Uncomfortable cycling on arterial roads without painted bike lanes (e.g., Dogwood St, Alder St, Rockland Rd)		53.4%	132
Uncomfortable cycling on local roads		12.6%	31
Inadequate protection at intersections (e.g., conflicts with people driving, walking, biking)		18.6%	46
Lack of separation between people walking and cycling on multi-use pathways and trails		29.6%	73
Topography (i.e., too hilly)		14.6%	36
Lack of secure bike parking		27.5%	68
Lack of end-of-trip facilities (e.g., bike racks, shower facilities, lockers, etc.)		10.9%	27
Poor street lighting		3.6%	9
Inadequate wayfinding signage		2.0%	5
Other - Write In		17.8%	44

### Other - Write In

### Count

1. Drivers parking on northbound bike lane along HWY 19A. 2. Inexistent brushing gravels off bike lanes during winter and shoulder season (→ must swing on car lane to avoid debris and other hazards)

1

Absence of protected bike lanes that form a network for efficient and enjoyable travel.

1

All of the above!!

1

All of the above. Very disappointing actually

1

Totals

41

Other - Write In	Count
Can't afford most of the above	1
Choke Points	1
Clear debris from roadways more often! Bike tire hazard	1
Crossing at both ends of ert needs lights	1
Do not use these modes of transportation	1
Dogwood St. needs to be made into (3) lanes only. Then you could then have bike lanes. Some of your bike lanes end before reaching your destination.Example Alder by the Casino or Isl.Hwy. by the Maritime Heritage Centre.	1
Dogwood st should not be used for active transportation. No room in current condition	1
ERT is a major part of the Greenways loop and yet it is poorly maintained, rough old 1 deteriorating pavement. On the Seawalk, the city has put in designated biking lanes but it is not properly marked or being enforced in any way so most of the cyclists are still using the paved pathway making it dangerous for walkers. Also a line in the middle of the paved path would be helpful	1
Evergreen, peterson and willis need to be properly marked for bike travel. If I'm going dt I don't want the ert.	1
I am too old to safely cycle	1
I don't feel safe in the narrow bike lane, as cars are too close, going too fast.	1
If you read my answers, I don't use ANY of these modes of transportation!!	1
Improve sidewalk condition (e.g., fixing cracks, trip hazards/ Improve accessibility of 1 sidewalks (e.g., addressing deficient curb ramps). and	1
Inadequate public transit	1
Lack of shared pathway signage	1
Licence cyclist so they also pay for road use and have them get own liability insurance.	1
Local drivers are hostile to bikes or don't know how to share the road with them properly.	1
Totals	41

Other - Write In	Count
No desire to use these modes. Everything is too far apart from home or several errands to do. Anything used to mobilize around town is stolen with lock used.	1
No painted lines on bike routes and motor vehicle traffic too fast	1
None	1
Not enough bike lanes	1
Other modes of transportation should have the laws apply to them as well including insurance so if they wreck my car There will be some coverage	1
The silly directional traffic on the Seawalk. Cyclists on one side (going both directions) and walkers on other (both directions) is confusing and dangerous. Either need way more signage or go with the normal everyone goes on right side approach you see everywhere else on the planet!	1
There isn't 24 hour bus service	1
Too many people riding the wrong way against traffic, making it unsafe to use bike lanes correctly, lack of physical barrier to traffic	1
Unclear rules regarding cyclists vs vehicle right of way	1
bike theft is a real problem in C.R. It's tricky to ride downtown when you fear losing your bike!!!	1
broken and cracked pavement on MUP behind sportsplex	1
don't use active transportation	1
lack colored bike lanes in downtown areas	1
lack of dedicated bike paths	1
lack of protected bike lanes	1
lack of suggested bike routes, alternatives to high vehicle traffic	1
many streets too narrow making it dangerous between parked cars and traffic parked cars	1
n/a - I don't travel using these modes	1
Totals	41

**Other - Write In****Count**

not enough space on major roads and drivers in campbell river being very not bike friendly and not aware enough to watch out for cyclists

1

terrible connection from downtown to ERT

1

Totals

41

10. What are the top three roads in Campbell River that you feel unsafe cycling on? Please refer to the map above when responding to the question.

Number 1

<b>ResponseID</b>	<b>Response</b>
18	Dogwood north of Robron
19	Erickson
21	Shopper's Row
22	Hwy 19 a south of the jubilee parkway
23	Dogwood Street
25	Dogwood
28	19A from the Museum to Maple
29	Dogwood
31	16 Ave
32	HWY 28 through Campbellton
33	Dogwood
35	Dogwood street
36	Highway 19A
37	Highway 19 crossing the Campbell River
39	Quinsam /Argonaut
40	hwy 19 a from oyster river to jubilee parkway
41	Dogwood
43	Alder
44	Alder

**ResponseID Response**

48 Dogwood

55 Willis

56 Dogwood

58 Island highway south (from Rockland to downtown)

59 Island highway

61 Dogwood

64 Island highway from willow point to Maryland road

66 Hilchey

68 Petersen

70 Dogwood north of Robron

73 Southgate School to Merecroft

74 Island hwy

76 Sea Walk

77 Alder St

78 Alder

80 Dogwood

83 Homewood Rd crossing from ERT

84 none

85 11th avenue

89 Island Highway

90 Evergreen

92 Dogwood (both directions)

93 Hwy 19a - south and north of town (including the bridges over the Campbell River)

**ResponseID Response**

94 highway by the Quadra Ferry Terminal

95 Dogwood

96 Alder

97 Petersen Rd

98 Dogwood St

99 Dogwood Avenue

100 Pier St

102 Dogwood

105 Shoppers Row until HWY 19 A near museum

109 Dogwood

110 McPhedran (cars use it to bypass dogwood)

111 Dogwood

112 Dogwood

113 Petersen Rd

114 Dogwood

119 Evergreen Rd

120 Island Highway

121 Dogwood (crossing intersecting roads)

123 Old island Hwy near pier

124 Petersen

127 Dogwood

128 19A

131 Dogwood

133 Island Hwy

**ResponseID Response**

134 All of the above

135 Dogwood

137 Petersen Road

138 Dogwood

139 Dogwood

141 Hey 19A - speed

142 Dogwood

143 Island highway

144 Dogwood

145 South Island hwy

146 Dogwood

149 Dogwood

150 Dogwood

155 Dogwood

157 Dogwood

159 Erickson

162 Not applicable

163 Dogwood

165 Erickson

166 Dogwood

171 Dogwood

174 Hwy19A

176 hwy 28 north of campbellton

179 Hwy 19

**ResponseID Response**

181 Dogwood Street

182 Alders St

183 All

184 Alder, beside parked cars

185 dogwood

189 Old Petersen

190 Dogwood

192 All roads

193 Dogwood St

194 Alder

195 Dogwood

196 Dogwood

198 Island Highway

199 Petersen

201 South Island highway

202 dogwood

203 Alder

205 16th

207 Peterson

211 old highway

214 Petersen

215 Dogwood

216 Dogwood

219 Dogwood

**ResponseID Response**

220 Dogwood

222 Peterson

223 Dogwood

225 Evergreen

226 Dogwood

227 Evergreen

228 Evergreen

230 Dogwood

233 Dogwood

234 Evergreen

235 Evergreen Road

238 Dogwood

239 Pier st

246 Dogwood

249 St Anns from Alder to Shoppers Row

252 Dogwood

253 Island Hwy 19A

254 South Island Highway, near downtown

255 Dogwood

256 Dogwood St.

257 Dogwood

258 Island Highways

259 Hwy 19A (downtown)

260 Highway 19A

**ResponseID Response**

262 Alder

270 Birch

272 Dogwood Street from Merecroft Rd to north

277 Peterson

279 Birch St.

281 Highway downtown

282 Petersen

283 Hilchey

284 Erickson

286 Island highway (coastal route)

288 Birch Street S

291 Dogwood

292 Birch Street S

293 In Town, highway

294 Petersen

295 Springbok

296 All of them

298 Dogwood

299 Island highway (coastal route)

301 Alder Street

303 Peterson road

305 Petersen Road

306 Petersen Road

308 Dogwood street

**ResponseID Response**

309 Hilchey

310 Dogwood St

313 Dogwood

314 Dogwood

317 Pier Street to downtown

318 Dogwood

319 Island highway

320 Island Highway

322 Dogwood

325 Dogwood

326 Evergreen

329 Dogwood

330 Dogwood

331 Hilchey

333 Dogwood

334 Alder

337 Sections of the Island Hwy

340 Island Hwy - Hwy 19A

344 S alder,

346 Willis

348 Dogwood north

351 Alder

352 Downtown

**ResponseID Response**

355 I DONT CYCLE!!!

359 Dogwood Street

362 Merecroft Road

363 Dogwood Street

364 Alder

365 Highway 19A in Willow Point

367 Evergreen Road

368 Dogwood

371 S Dogwood

372 Dogwood

375 Dogwood

377 Dogwood

378 Hilchey

386 Dogwood

391 Jubilee parkway

392 South Island highway south of Jubilee

399 Old Island Highway

---

Number 2

**ResponseID Response**

18 Erickson

19 Hilchey (due to speed)

21 Dogwood

**ResponseID Response**

---

22 Hwy 19 a in willow point

23 Jubilee Parkway

25 Alder

28 Hilchey

29 Island Hwy #19A Pier Street area/ Shoppers Row

31 19A Pier to 16 Ave

32 Dogwood MUP where it crosses intersections like Hilchey

33 Alder

35 Alder street

36 Dogwood St

37 South end of dogwood street

39 Willis road to Inland Highway

40 top of jubilee where meets dogwood

41 Hilchey

43 Dogwood (north of evergreen)

44 Dogwood

48 Shoppers Row

55 Peterson

56 Hilchey

58 Homewood

59 Dogwood

61 Inland highway through shoppers row

64 Erikson down to island highway very narrow no bike lanes

66 Dogwood

**ResponseID Response**

---

68 Evergreen

70 Rockland

73 Dogwood

74 Alder

76 Dogwood

80 2nd

83 16th Ave between Ironwood and downtown

85 16th avenue

89 Dogwood

90 Peterson

92 Pier Street (both directions)

93 Maple St

94 Dogwood

95 Alder

96 Dogwood

97 Dogwood St.

98 Alder St

99 Maple Street

100 Dogwood

102 Alder

105 crosswalk from ERT pathway (14th and Maple/Homewood) in Campbellton  
on

109 Alder

110 Evergreen

**ResponseID Response**

111 Alder

113 Evergreen

114 Alder

119 Petersen Rd

120 Dogwood

121 Ericson

123 Dogwood

124 Evergreen

127 Alder

131 Shoppers Row

135 16th avenue

138 Alder

139 Alder

141 Dogwood - no cycle lane

142 Alder

143 Dogwood

145 Dogwood

146 Alder

149 Alder

155 Alder

157 Alder

159 Harrogate

163 Anywhere downtown

166 South Alder

**ResponseID Response**

171 Alder

176 hwy 19 over bridges and east of river

179 Petersen Rd btw Homewood and Evergreen (yay ERT!)

181 Alder Street

184 Shoppers Row

193 Alder St

194 Dogwood

195 Alder

196 South Island Hwy 19A

199 Evergreen

201 Rockland

203 Rockland

205 Dogwood

207 Evergreen

211 petersen

214 Willis

216 anywhere downtown

219 Peterson

220 Peterson

222 Evergreen

223 Evergreen

225 Willis

226 Peterson

227 Dogwood

**ResponseID Response**

228 Peterson

230 Erickson

233 Alder

234 Willis and the beginning of Nicola

235 Dogwood

238 Alder

239 Alder

246 Alder

249 Hwy 28 just west of Hwy 19 intersection

252 Hilchey

253 Hilchey

255 Island Highway

256 Willis Rd.

257 Alder

258 Dogwood (wouldn't dream of it)

260 Hilchey

262 Island Hwy

270 Dogwood

272 Island Hwy at Spit Road

277 Birch

281 Alder into downtown especially art St. Anne's junction

283 Alder

284 Harogate

286 Dogwood corridor

**ResponseID Response**

288 Robron

291 Alder (bottom of hill where bike lane dissapears just before corner)

292 Robron

293 Dogwood

295 Evergreen

298 Island hwy at downtown

299 Dogwood corridor

301 Island Hwy

303 South Mcphedran road

305 Evergreen Road

306 Woodbury Road

308 Alder

309 Dogwood

310 Alder St

313 Hwy. 19A downtown

314 Alder

317 Island Hwy north

318 Alder

319 Dogwood

320 Dogwood

322 Downtown streets

325 Highway

326 Dogwood/Alder

330 Evergreen

**ResponseID Response**

331 dogwood

333 Alder

334 Dogwood

337 Dogwood St

340 Dogwood Street

344 From island hwy and dixks chips to island hwy ferry

346 Evergreen

348 evergreen

351 Shoppers Row

355 I DONT CYCLE!!!

356 South Alder... drivers tend to use both the parking and through lane

359 Petersen Road

362 Rockland Road

364 HWY 19A at traffic circle

367 Petersen Road

368 Dogwood

371 Merecroft

372 Galerno ( all of it)

375 Alder

377 Alder

378 Dogwood

386 Alder

391 Dogwood street

392 Hilchey

**ResponseID Response**

399	14th Ave
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---

Number 3

**ResponseID Response**

18	Hwy 19 North Campbell River (bridge and north)
----	--

19	Downtown (lack of lanes)
----	--------------------------

21	Jubilee Parkway
----	-----------------

23	Island Highway
----	----------------

25	Northern hwy 19A
----	------------------

28	Alder
----	-------

29	Near all schools at morning drop off & afternoon pick ups - Phoenix, Carihi, Ecole Willow Point
----	---

31	Erickson
----	----------

32	ERT exit where it meets Maple
----	-------------------------------

33	Hilchey
----	---------

35	Hilchey
----	---------

36	Alder St
----	----------

37	Shoppers row
----	--------------

39	Island Highway North to Menzies
----	---------------------------------

40	hwy 19 a in willow point ...bike lane
----	---------------------------------------

43	Island highway ((north end)
----	-----------------------------

44	Hilchey
----	---------

48	Island highway
----	----------------

55	dogwood
----	---------

**ResponseID Response**

58 16th

59 Alder

61 16th Avenue

64 Any intersection in a rural neighbourhood - drivers go too fast on local connector roads like Maryland

66 Alder

68 Dogwood

70 Alder

73 Hilchey and Dogwood

74 Dogwood

76 Island Hwy 19A downtown

80 Alder

83 Shoppers Row

85 Alder

89 Alder

90 Dogwood

92 19A from Robert Ostler Park to Roberts Reach (both directions)

93 16th Ave

94 Downtown

95 Hwy 19A

96 Hilchey

97 16th (eastbound, just past New Horizons)

98 Highway 19 (north Campbell River)

99 16th Ave

**ResponseID Response**

100 Alder

102 Peterson/evergreen

105 downtown streets in general

109 2nd Avene

110 Alder

111 Rockland

114 Petersen

119 16 Ave

120 Hilchey

121 Ocean highway

123 Hilchey

124 Old Petersen

127 Hilchey

131 Alder

135 Island Hwy.

138 Hwy 19 A where unapproved

139 Evergreen

141 Peterson - gaps

142 Hilchey

143 Hikchey

145 Alder

146 16

149 Mcphedran

155 Peterson

**ResponseID Response**

159 Shoppers Row

166 Island highway in the downtown area

171 Hwy 19A

179 Dogwood - too narrow

181 Island Highway

184 MUP behind sportsplex because of narrow bollards

193 Hilchey St

194 Peterson

195 Rockland

196 Erickson

199 Dogwood

201 Evergreen

203 Evergreen

207 Alder

211 erickson

214 16th

216 Willis/Evergreen/Peterson

219 Evergreen

220 Willis

223 Peterson

225 Peterson

230 Downtown

233 Island highway

234 Pedersen

**ResponseID Response**

235 Shopper's Row

238 Island Highway

239 Downtown

249 Birch St between Evergreen and 2nd

252 Jubilee

253 Dogwood

255 Alder

256 Alder St.

257 Petersen

260 Alder

262 Erickson

270 Alder

277 Evergreen

283 Erickson

284 Island highway

288 N&S Island Highway

292 N&S Island Highway

293 Alder

295 Peterson

298 Alder

299 Downtown corridor

301 Dogwood Street

303 Woodburn road

305 Dogwood Street

**ResponseID Response**

306 South McPhedran

309 Alder

310 16th Ave

313 Campbellton

314 Rockland

317 Dogwood

318 Hilchey

319 Alder

320 Alder

322 Hilchey

325 Hilchey

326 Rockland

330 Peterson

334 Shoppers row / pier street

337 Alder St

344 Tnulin.

346 Pedersen

348 peterson

351 Dogwood

359 Highway 19A Downtown

362 Alder Street

367 Merecroft Road

**ResponseID Response**

---

368 Dogwood

372 Island Highway 19A

375 Parts of the Old Island Highway

377 Hilchey

378 Island Highway

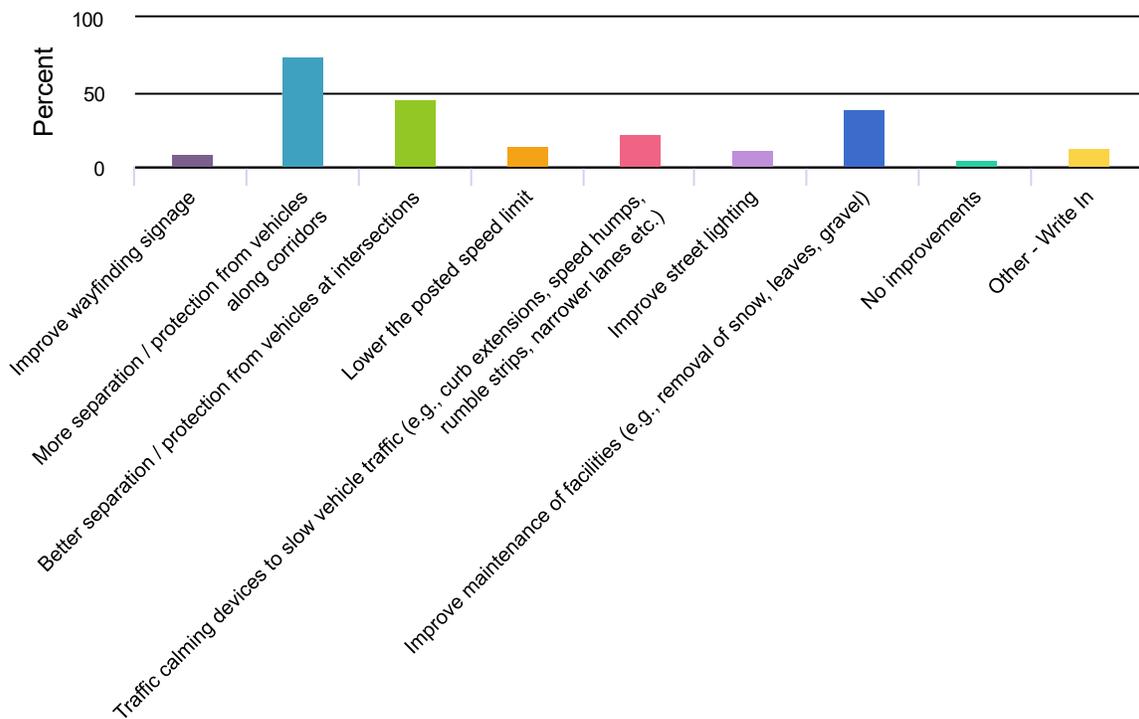
386 Rockland

391 Alder street

392 Mcphedran

399 Dogwood

11. The City has several 'Arterial Roads' including Highway 19A, Alder Street, Dogwood Street, 2nd Avenue, Hilchey Road, and many more. The City also has several 'Collector Roads', which include Evergreen Road, Pinecrest Road, and Merocroft Road. What are the improvements you would like to see on the Arterial Roads and Collector Roads to feel more comfortable cycling? (Select up to three)



Value		Percent	Responses
Improve wayfinding signage		8.7%	21
More separation / protection from vehicles along corridors		74.4%	180
Better separation / protection from vehicles at intersections		45.0%	109
Lower the posted speed limit		14.5%	35
Traffic calming devices to slow vehicle traffic (e.g., curb extensions, speed humps, rumble strips, narrower lanes etc.)		22.7%	55
Improve street lighting		12.0%	29
Improve maintenance of facilities (e.g., removal of snow, leaves, gravel)		38.8%	94
No improvements		5.0%	12
Other - Write In		13.6%	33

### Other - Write In

### Count

24 hour bus service	1
Actual painted lines for bike lanes, not just signs	1
At intersections with pedestrian buttons that activate crossing lights make them more accessible to cyclists with better sidewalk letdowns	1
Bike lane	1
Bike lanes don't need to be on collectors, they can be on a parallel more local read. See the 10th Ave bikeway (parallel to Broadway Ave) in Vancouver. But intersections and "last block" bicycle connections are still very important under this model.	1
Bikle lanes on all the roads in Table D of the old MT Plan	1
Clearer bike lane distinction--it is sometimes hard for me as a driver to see it is there	1
Cyclist and E bikes should have licence and insurance same as motorcycles!	1
End of trip Storage Bike locks ups	1
<b>Totals</b>	<b>33</b>

Other - Write In	Count
Ensure trees etc are trimmed back	1
Improve flow of traffic	1
Lowering speed is a dumb solution, will only frustrate drivers, just give room for cyclists and make sensible popular routes	1
Major public transit improvements	1
More strict policing of bad drivers	1
Not a cyclist	1
Painted bike lanes	1
Police enforcement of traffic laws.	1
Remove or at least minimize 4-way stops	1
Road markings (added and maintained better)	1
Sidewalks and/or paved pathways. Specifically on Evergreen and Pinecrest and Willis. ps.. The rock pathway(emergency path) connecting Pinecrest to ERT is horrible to cycle and walk on.	1
Sidewalks on both evergreen and Willis !	1
Sidewalks/paved bike paths on the top three mentioned would be lovely!	1
Too much focus on biking	1
bike lanes	1
maintenance is so key: the edge of the road should be as maintained as the middle, 1 if not more. So so so important.	1
remove on-street parking	1
separate suggested bike routes to needed destinations	1
seperate river crossing for cyclists and peds	1
slwoing traffic by 4 way stops IE hilchey and galarno -used to be a 4 way stop there	1
snow removal	1
Totals	33

**Other - Write In****Count**

---

traffic calming on Arterials can be problematic and push those "rushing" motorists to take shortcuts on even more local roads; more passive calming like pavement markings on corners to encourage slower travel and staying on one side of the road, nice wide stop bars, small measure might help. Speed is present but not universally pervasive; you can't stop everyone, but you can encourage safe motoring / cycling, etc.

well marked alternate routes

1

---

Totals

33

12. Is there anything else you would like to share with us about how we can improve the cycling conditions in Campbell River? (100 words or less)

**ResponseID** **Response**

7 test

18 Apply for provincial and federal funding to do projects properly, at lower cost to CR taxpayers. Add paint to all roads already listed in Table D of the 2012 Master Transportation Plan. Ensure "Cycling/ped. infrastructure" improvements are considered every time a road is repaved for any reason.

19 I ride with kids, and without a separated space for bikes, riding in Campbell River is terrifying, unless you ride on the side walks.

22 The sides of the roads are too narrow, poorly marked with a white line or green paint and full of gravel ... which is a hazard to bike on for commuting. Also vehicles park on the shoulder which makes it impossible to bike on the shoulder without going into the vehicle lane . Lastly, I live in south end of Campbell river and would like to see proactive roads that open up the safe travel for all modes of active movement... like the one spot trail that is in CVRD , as they are working on having the multi use trail go from downtown Courtenay to the oyster river !

23 See comment above. "Building the Cycling City" by Melissa and Chris Bruntlett

25 Dogwood is a terrible road I pretty much everyway. Remove a through lane, make it a bidirectional bike lane. Improve the connections to the seawalk for cycling. A bidirectional path at the south end of the seawalk for bikes. Bike lanes for the rest of 19A

26 Need traffic calming on streets connecting main connectors (eg: Nelson road between Erickson and alder).

28 Campbell River has a beautiful 28km Greenways Loop that people are itching to use; it's a tourism feature and yet from Hidden Harbour to the intersection of 19A and Maple, it is fraught with design flaws. Fix the Loop.

29 The area around Pier street/ Hwy 19 A Shoppers Row - please remove some of the on street parking and add a cycling lane that continues from the Hwy 19A up until the Aquarium/Maritime Museum and then the cycling lane completely disappears.

31 16Ave from Thrifty's to Save on Foods has terrible edges. Needs immediate work on the shoulder.

## ResponseID Response

- 32 maintain ERT through Beaver Lodge by removing organics that build up and make it a mucky mess. It's a much more pleasant route than Dogwood MUP and bypasses the elevation gains over Robron area.
- 33 There are a number of places that have signage for bike routes, but no painted lanes for the bikes. I'd especially like to see a real bike route through downtown that isn't 'dismount and walk' and more bike parking.
- 35 If there were more cycling routes and safe ways for people to cycle we would definitely see more bikes on the road. The green painted cycle paths seem to provide better separation and awareness than just a white line and a bike painted on the road. Downtown is not designed for cyclist. Even getting to superstore on a bike is a challenge
- 36 Complete lack of bike lanes in Campbellton, mass amount of gravel in bike lanes everywhere else, lack of separation between the existing bike lanes and traffic- please fix!!!
- 37 Improve lighting along the ERT. Provide cross walk signals at ERT and Evergreen. Provide cross walk signals at ERT and Homewood. More covered bike parking around town. Set up bait bikes and arrest thieves. Set up lighting through the never lodge
- 40 the bike lane in willow point is too narrow and dangerous , i would like to see more dedicated bike lanes that are clearly marked , protected and coloured so they can be easily seen .The shoulders cleaned of gravel , very dangerous, wider shoulders for bikes and pedestrians
- 41 The new Rockland roundabout only temporarily slows the traffic, it gives some motorists the opportunity to now accelerate at a high rate of speed from the roundabout. (Sometimes dangerously). Only a matter of time before there is an accident, especially with all the locals and tourists in the area. Traffic calming is needed, either police enforcement or speed "humps". Living nearby, I've witnessed several close calls.
- 43 Focus on connecting the routes in a direct manner, both north-south and east-west. And ensure they are protected lanes wherever feasible . It's 2022 and anything less is insufficient
- 48 If I felt safer from vehicle traffic I would bike even more.
- 55 Invest in them. Use other cities and countries as examples of amazing cycling systems. This impacts the health and wellness of our community directly, also the sustainability of our environment. An excellent City Investment.
- 56 Bike lanes and crosswalks

## ResponseID Response

61	Disincentivize vehicular traffic on more collector roads and around village centres and downtown. Improving transit can help
62	Thank you for doing this .....aligning with Dutch standards for bike lanes would be best on all new road development.
70	Make allowances for children and their parent/guardian to legally ride on the sidewalk as to avoid traffic while the children are learning to cycle.
73	More bike racks in front of businesses, downtown core especially...more security for homeless/drug addicts stealing bikes Maybe look into video surveillance in the downtown core.
74	Painted bike lanes are not sufficient along arterial roads and collector road. Need protected bike lanes - concrete barriers or something similar
76	Avid cyclist here, with an avid cyclist family. I do NOT think we should spend \$ on making all roads cycling friendly. For ex. making Dogwood cycling friendly is a bad idea. But making a parallel road with less vehicle traffic like Alder cycling friendly, and having accessible collector roads towards Dogwood is beneficial. The 19A hwy section along the seawalk is always full of gravel in the bike lanes which is dangerous so cleaning more regularly. Also making the directional traffic on the seawalk itself is much needed as it is dangerous and confusing. Just making everyone go on the right side regardless of mode of travel.
77	make improvements to the path that connects McPhederan with 4th Ave, and connect Ridge Rd to Greenwood St. with a walking/cycle-path
80	bike lanes need more than paint to improve safety
82	Have cyclists obey all traffic signs, especially "STOP" Stop cycling on sidewalks
83	Eliminate 16th Ave E-W connection to downtown with a dedicated bike path through Nunns Creek park from Homewood to Ironwood. Bike crossing signal light at Homewood / ERT intersection (RE blind curve, speeding cars).
84	get rid of bike lanes
85	Peds and cycles, and especially e-cycles should be contemplated. IE> maybe separated paths where width allows. It'd be nice if cycles slowed when passing peds, but understanding it is difficult to post signs or create bylaws that aren't feasible or reasonable to enforce.... Consider making a campbell river guidelines for etiquette for conducting oneself on shared use pathways - education.
87	Do not cycle

## ResponseID Response

- 89 This city has such great potential!
- 90 The amount of use by cyclists (especially Ebikes) has significantly increased in the last few years so improvements need to see positive results Sooner than later.
- 93 The most important factor in encouraging cycling for transportation is the existence of a network of protected bike lanes that are efficient, enjoyable and safe for all ages and abilities. Reducing the speed limit on local roads to 30kph makes for safer travel for bikes, pedestrians and cars.
- 94 There is a lack of bike lanes downtown, making it feel unsafe for both bikers and vehicles.
- 95 make the pathways accessible to all types and skill levels of cyclists. more level pathways, Many children ride their bikes on the sidewalks, perhaps because they don't feel safe on the streets
- 97 Make the magnetic loop at ALL traffic lights sensitive enough to respond to a bicycle standing on one of the loop. It's easily feasible. Some respond. Many don't. Rockland Rd. traffic light at Alder S. NEVER switches to green for bicycles. Have to run the red light. → DANGER
- 99 Connect Merecroft's north end to 4th Avenue on the road right-of-way that looks like someone's yard at the Merecroft side. It saves a lot of elevation gain/loss but feels uncomfortable and is often very rough or muddy. Also, the north end of the ERT at Homewood/14th is an accident waiting to happen, and Maple is wide but not bike-friendly. It's a bad place for the ERT to end.
- 100 I am unlikely to cycle for transportation- mostly due to topography and having to run children around to school, activities. But we would cycle as a family on weekends if safer, separated cycling infrastructure
- 102 Since I have narrowly avoided being hit by a vehicle too many times, I pretty much avoid riding in the city. My plan was to use my bike more to go downtown but you take your life in your hands everytime. Oh and once you get downtown you need 10 locks to keep the homeless from stealing your ride.
- 103 Start licensing and taxing bikes like cars, make them more accountable.
- 105 options to combine public transit and cycling
- 110 The pathway connecting Pinecrest to ERT would be great alternative to going down busy Evergreen, but it was surfaced in loose gravel and is unrideable.

## ResponseID Response

- 114 The existing separated bike path on Dogwood is unsafe, since it requires bike commuters to get on and off their bikes to walk across intersections. No one will actually do this since it makes biking a nightmare, and the end result is going to be a collision with a car.
- 119 More "Shared Pathways" signage on Seawalk, Greenways loop and all other shared pathways.
- 120 Fear of bike theft keeps me from using my bike for anything other than recreation. I won't leave my bike unattended even locked. So lockers or other secure bike parking at grocery stores, civic facilities, etc., would encourage me to use my bike for transportation. Offer more cycling routes like the the Loop (FROG) and the River Route.
- 121 I haven't found a safe way to cross Hilchey when traveling from north to south and visa versus. I've tried multiple places. I've had some very very close calls and my kids and I have almost been hit more than once.
- 124 Better connections to Greenway
- 129 Spread out critical stores like grocery around town so more people can conveniently bike to them
- 131 Bike lanes need to be expanded and protected from motor vehicles. Riding in a painted lane doesn't give a rider any protection from cars. Need bike lanes on Dogwood.
- 134 Cycling conditions in Campbell River could be improved by rendering bicycles obsolete. This is very easy to accomplish by providing an option to people who need to work early and late hours on weekdays & weekends, as well as providing service on holidays. That option doesn't exist right now. If public transit in Campbell River spanned to cover 20 hours 7 days a week holidays nobody would need to cycle or drive. Cyclers could also make use of the handy bike racks that are provided on all BC Transit vehicles. Also, add bike lanes north-south on Alder Street.
- 138 Better street design, more separated paths. I want my kids to be able to ride around the city, not just the seawalk or in the beave because those are the only two safe areas. How will they get to middle school and high school. It's shameful there is no safe cycling to schools.
- 157 Prioritize Dogwood from Robron where bike lane ends, perhaps designate one sidewalk for bikes and add a pedestrian crossing between Merecroft and Robron
- 159 Get rid of the people downtown who steal bikes and bike parts. It's not safe to leave your bike anywhere downtown.

## ResponseID Response

162 Clear designation of bike lanes along 19A Sea Walk. Cyclists feel they have a priority along this path.

171 Access to online map that indicates routes, bike racks, topography, bike friendly stores(?), etc.

174 When I first moved to CR in the early 1980's, I was impressed by the vision of city council and planners that created the waterfront acquisition plan which then became the catalyst for the multi-mode oceanside and Greenways Trust networks for non-motorized transportation now enjoyed by all.

176 Getting from Duncan Bay area to Campbellton is terrifying. No bike lanes, industrial traffic, and forced to share narrow sidewalk over bridge with low railing.

179 Encourage people to use the bus with their bike - this is a fabulous option

183 Providing 24 hour bus service

184 Multi-use paths are nice, but where they cross or interface with roadways is often poorly planned and it's unclear how cyclists can safely ride the transition. "Get off and walk" is not a reasonable solution.

190 I think a lot of Quadra residents (myself and three children who attend schools in CR) would use public transit if it were connected to the ferry terminal. Great initiative, thank you.

193 If there were more dedicated cycling paths/lanes, I would feel safer riding my bike in the city more.

194 We must all do a better job of keeping our sidewalks clean of snow and ice Right now, the City, School Boards as well as businesses and property owners do a terrible job of keeping walking and bicycle paths clear after the snowfalls I live near Phoenix School, and not once has their sidewalks around the perimeter been cleaned after a snow fall

198 Stop letting people ride against traffic!

202 SINGAGE! to remind people to look out for bikes, that bikes share the road, that bikes can take up the whole lane, to shoulder check for bikes before turning.

203 Clear safe cycle routes. Don't try to slow down the cars it won't work! Need safe secure places to lockup bikes while shopping, visiting locations . Fear of theft is an issue!

205 Campbell River is way not cyclist friendly at all.

## ResponseID Response

207 Make more cycling infrastructure! I love riding my bike but it's not easy from my neighborhood as a mother with a kid and a dog. I want to enjoy cycling as transportation with my family but it's just not comfortable to even think about it from here

211 theft / lack of secure bike parking is a significant concern in all areas

214 Real bike lanes

215 More segregated bike lanes that connect with each other

219 Bike lanes everywhere! Less parking on main roads. Safety training for cyclists. A campaign for motorists to learn about how to drive in harmony with cyclists.

230 Bike lanes don't need to be on collectors, they can be on a parallel smaller road. See the 10th Ave bikeway (parallel to Broadway Ave) in Vancouver. But intersections and "last block" bicycle connections are still very important under this model.

234 I can't stress enough the need for proper sidewalks and/or PAVED walkways on Evergreen, Willis, Pedersen, and the beginning of Nicola.

235 Driver education to create more compassionate drivers

239 Need end of trip options. Do not have enough bike racks or places to lock up bikes. Would ride every day if I had a place to lock up my bike. Can't get to downtown with out using road way and slowing down traffic.

243 Insurance on bicycles just like cars people in their cars feel safer!

245 I am not a cyclist, however, I believe that the Hilchey Road split bike lane/parking proposal will be a disaster!! Pick a side -- pedestrian sidewalk and parking on one side, protected bike lane on the other. The requirement for cyclists to cross over will result in confusion for residents and visitors alike and could have tragic results.

249 Support travelling on bike routes (with signage, road markings, etc) - but not all arterial roads. Discourage bike use on Dogwood/Alder, but encourage Birch and ERT. Connect Birch bike route to downtown. Don't put pedestrian controlled crossings on bike routes - it makes bikers lazy and ride on crosswalks and sidewalks. Drivers get confused and treat bikes like pedestrians. Maintained road markings would be good in high traffic locations, particularly downtown (Hwy 19A @ museum was done well).

251 I am a senior and have purchased a e-trike recently. I have balance issues even with my trike and would like to ride on level paths, with lots of room for everyone.

**ResponseID Response**

255 Actual dedicated bike lanes - cars not to cross line

257 Secure bike storage. Too risky to go shopping with a bike. Even when locked- they get stolen.

258 Lowering the speed limit is a less expensive alternative to traffic calming but is much more expensive - lowering the speed limits would need to be enforced

259 Pleased that the MTP includes so much content on non-motorized transportation options, but disappointed that city council recently approved a new petrol station in Willow Point when there is a climate emergency. The city needs to look ahead and work with BC Hydro on a long term plan for incentivizing the evolution to fossil-fuel-free vehicles and cycles.

260 Create a safe, separated bike lane into the downtown core, both from the north and south. The abrupt end of the bike lane on 19A at the pier is dangerous and unacceptable. Create safe, separated cycle routes to all schools. Children should be able to travel actively and independently to their schools !

262 I'm a strong/confident cyclist and can ride anywhere ok, but I can't take my kids downtown, or really anywhere but the seawalk because there aren't safe enough routes.

272 What are cyclists coming from the west on the Hwy at Spit Road supposed to do to get to the Spit. Very unsafe for cyclists unless they cross at Walmart and ride on S/W.

274 Seems fine to me cyclists know the rules or should.

284 Erickson is a horrible road for biking even though it's a major connector road from dogwood to the island highway. There is no room to bike up or down it. With the development going at the top of Erickson I really feel that the city should of had the developer invest in biking/walking routes leading to the future grocery store/commercial development. Many kids commute to school along Erickson and it's not safe for them. People speed along Erickson making it unsafe for biking.

286 Make recommended bike routes on arterial roads, not the main roads, except for the seawalk of course.

## ResponseID Response

- 291 Things will be best for bikes if they stay off arterial roads. If arterial roads provide better flow, then there would be less cars on secondary roads. Extend the seawalk from Hidden Harbour North to provide a flat easy to use cycling and walking path. Plan for a bike/pedestrian path from Greenwood to Ridge road (best gradient to climb to "spine" of 100m hill that Pinecrest School tops. Also make the existing pathway from Yaculta Lodge to Evergreen an official bike/pedestrian path, so people can walk the "spine" from Phoenix School to Robron Playing field. Also create bike/pedestrian path from E end of 9th to feed Thulin.
- 292 I see other cities with bike lanes painted in Leaf Green, which would draw attention to the bike lanes.
- 296 If I biked anywhere, it is not safe to leave my bike even locked anywhere without it surely being stolen. Driving affords more security, which is sad.
- 298 Would love to bike from South end to downtown but it becomes unsafe with downtown due to lack of cycling specific paths/lanes. Also lack of proper crossings at trails the end at dogwood street and require crossing dogwood
- 301 Actual separated bike lanes instead of "bike gutters"
- 309 Have cyclist obey the cycling laws, recommend registration of cycles that may help with bike recovery from theft
- 310 More clearly marked bike lanes
- 313 You need to do a better job of keeping up maintenance of signage. You paint a bicycle sign on the road and then it's not kept up.
- 315 educate cyclists on the rules of the road
- 317 Top of ERT - very hard to cross Evergreen safely Fix all the situations where bike lanes end abruptly (for example, near Maritime Heritage Centre) Make it clear how bikes should cross the bridges (could add share the road or take the lane signs to inform cars that bikes should be on the road)
- 318 Clear/clean better. Gravel, snow and ice, garbage are definitely problems.
- 319 Better signage on Seawall. That it is a shared pathway.
- 344 Enforce speed limits and cameras to start. Any of the busy arteries...s alder and Rockland

## ResponseID Response

346 Repave the old ERT. it is heavily used by cycle traffic and in sad repair, especially since it is a major portion of the greenways loop. It would be great if that could be separated into walking and cycling as there is also a lot of walking traffic there.

351 Get rid of the people stealing all the bikes. Seriously can't even lock up a bike downtown or anywhere as they patrol around and steal them all.

354 I answered that I don't cycle, skateboard, ebike or scooter so I didn't answer any of those questions

359 I'm not sure what the solution is, but the intersection at Dogwood and Merecroft is terrifying. People are often blowing the red light heading N-S or S-N on Dogwood. Makes things quite scary on a bike with kids. Sometimes I end up riding on the sidewalk to avoid riding on Dogwood, but guessing that's terrifying for the walkers. Speed limit signs don't seem to work, either, for the playground area on Merecroft. No big deal, but maybe one day the road could be moved underground and the top could be reclaimed by businesses, bikes and walking folk! Or, perhaps fostering more of a bike/walking culture with more shop-lined streets would slow things down.

362 Suggestion to have a more direct route from from Robron Centre, through Robron Park, to Strathcona Gardens. Suggestion to improve lighting for Dogwood Street underpass, near Mcphedran Road.

367 Shrubbery is very difficult to see past, vehicles pull out into the street much further before stopping and driving into the street. As a pedestrian and a driver, this has made me feel unsafe.

372 Share the road training and education for drivers, as well as give drivers opportunities to avoid riders. Also more city presence at bike to work events and driver education with these events.

386 A quick fix is to make the green light at 16th and Maple of longer duration for Maple St. It's much too short for cyclists. Also having cameras sense bikes at traffic lights so that cyclists are not left waiting for a car to come and activate it.

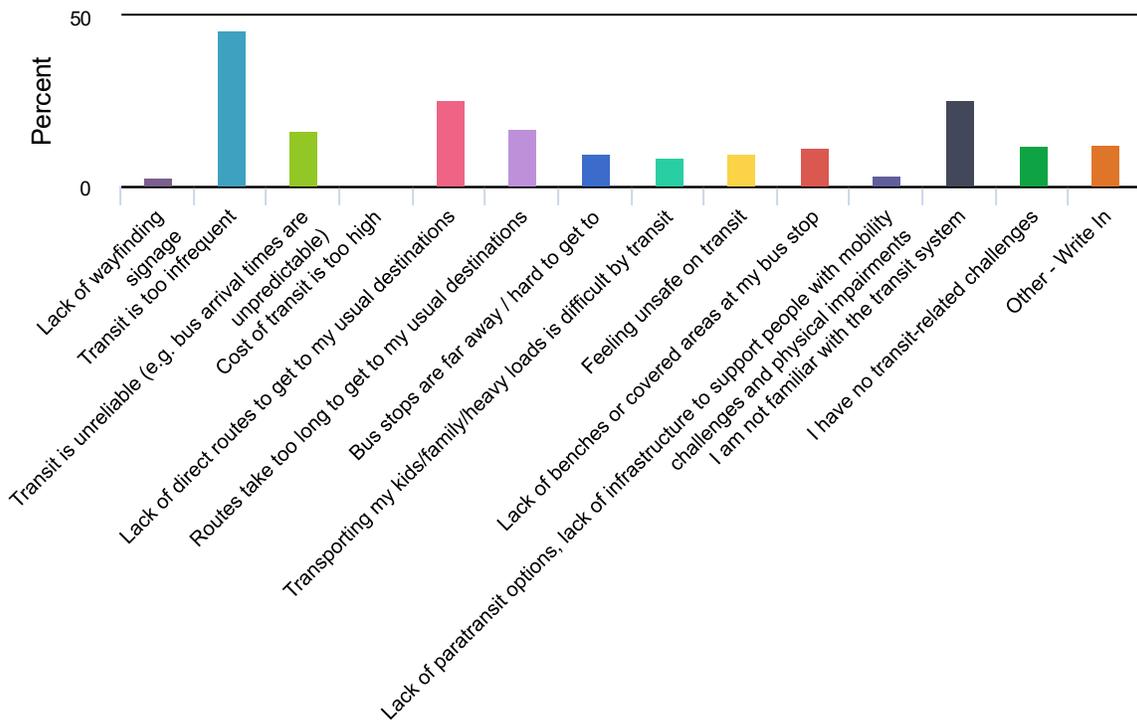
392 I'd like the city councillors and staff to commute from their homes to/from work to experience it from a cyclists perspective and inform what changes are needed to immediately improve personal safety of cyclists.

399 Improved roundabout on HWY 19A and Rockland, bikes shouldn't have to dismount. A defined bike lane and route from the bottom of the ERT and 14th to Hwy 19A (waterfront)

403 Bikes and drivers - beware of one another. I really don't know, I'm neither one.



13. What makes using transit within and through Campbell River difficult for you? (Select up to three) Please refer to the transit network map below when responding to the question.



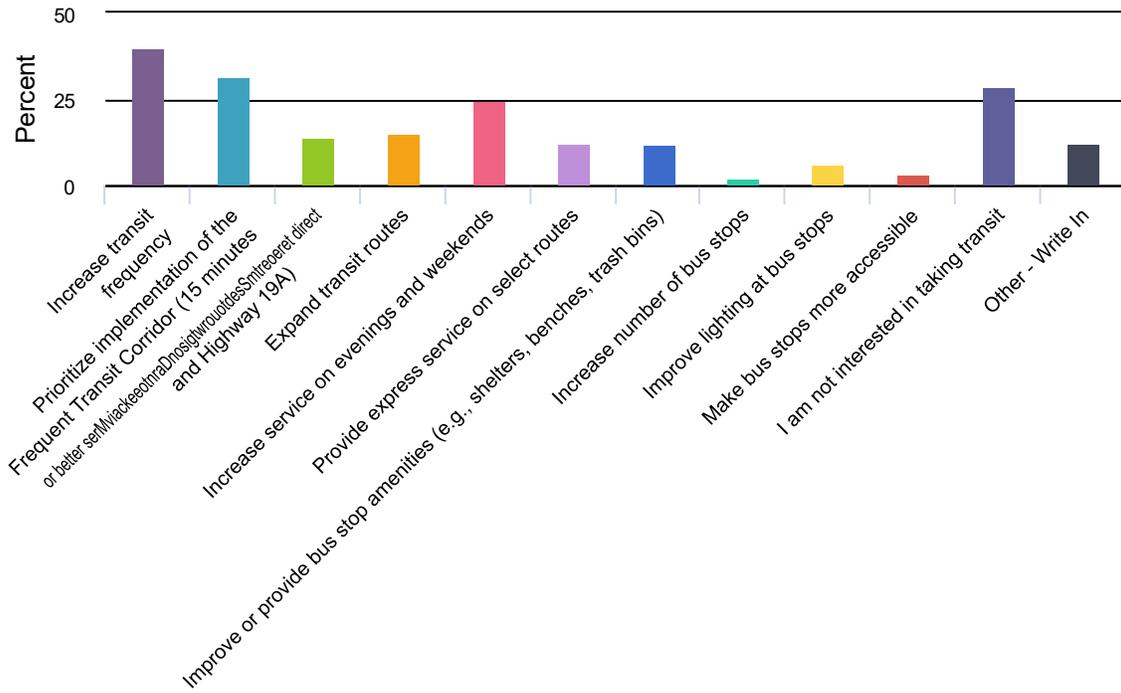
Value	Percent	Responses
Lack of wayfinding signage	3.1%	8
Transit is too infrequent	46.3%	119
Transit is unreliable (e.g. bus arrival times are unpredictable)	16.7%	43
Cost of transit is too high	0.8%	2
Lack of direct routes to get to my usual destinations	25.3%	65
Routes take too long to get to my usual destinations	17.1%	44
Bus stops are far away / hard to get to	9.7%	25
Transporting my kids/family/heavy loads is difficult by transit	8.6%	22
Feeling unsafe on transit	9.7%	25
Lack of benches or covered areas at my bus stop	11.3%	29
Lack of paratransit options, lack of infrastructure to support people with mobility challenges and physical impairments	3.5%	9
I am not familiar with the transit system	25.3%	65
I have no transit-related challenges	11.7%	30
Other - Write In	12.5%	32

Other - Write In	Count
Avoiding unnecessary sharing of air due to COVID	1
Bus stops feel very unsafe, right next to traffic, no bench or shelter etc	1
Cannot bring my dog (not a service dog)	1
Family dynamics and multiple places to get to stops me from using transit	1
Feeling unsafe on transit, Bus stops are far away / hard to get to, Transit is too infrequent, Lack of benches or covered areas at my bus stop,	1
For our son, transit doesn't start early enough in the morning. However, not a big issue if he is the only one that would be riding a big bus at 6:30am.	1
Totals	32

Other - Write In	Count
I am not using the transit system.	1
I currently don't use transit but will be in the future. August 2022.	1
I do t want to use them as I prefer using my ebike.	1
I live south of Jubilee and transit is negligible there.	1
Mobility issues...hard to walk to bus stops	1
No bus goes alon Dogwood to SuperStore mall. Have to walk from 16th to mall and it is a long way for mobility challenged people.	1
No transfer options	1
Poor maps provided - hard to tell which way route 7 goes	1
Put Bus # on Bus Stop signs and 15 minute stops	1
There isn't 24 hour bus service	1
They just don't run late enough to support lower income or youth in service jobs where they are required to be out past the bus hours	1
Too much time to use ifor short distances	1
Transit does service all areas at regular intervals. In some areas the bus can have extended gaps in the schedule making getting to your destination difficult. Many bus stops are just a post providing no shelter from heat or the extreme winter weather passengers are exposed to while waiting for the bus to arrive which can be suspect in snowy or icy conditions. In this type of weather the area in around the bus stops need to be cleared for the safety and access of its passengers, especially those with mobility issues. Lack of paratransit options, lack of infrastructure to support people with mobility challenges and physical impairment Lack of direct routes to get to my usual destination Routes take too long to get to my usual destinations. The lack of transit on most stat holidays makes it either impossible to go to work or not economical to obtain other means of transport	1
Transit is pretty good and I love the new app	1
Transit is unreliable in the manner that bus drivers often drive past designated stops without picking up passengers - these buses are seldom full.	1
Totals	31

Other - Write In	Count
Transit isn't expensive enough + service span isn't anywhere near early or late enough	1
Weather	1
cannot accomodate more than a couple of bags of groceries	1
covid 19	1
don't use it	1
improve app, bus often arrives at different time making it hard or impossible to plan trips	1
inadequate servcie to Area D	1
likely outside the scope of this, as it is more of a social issue but there are often people housing in bus shelters. Sometimes hostile, impaired = unpredictable.	1
the guide, paper copy and on-line, is difficult to read and figure our pick up times	1
too many homeless and drug users	1
Totals	31

14. Recognizing that transit service is largely under the jurisdiction of BC Transit, what could we do to make it easier to use transit within and through Campbell River? (Select up to three)



Value		Percent	Responses
Increase transit frequency		39.9%	99
Prioritize implementation of the Frequent Transit Corridor (15 minutes or better service on Dogwood Street and Highway 19A)		31.5%	78
Make transit routes more direct	 	14.1%	35
Expand transit routes	 	15.3%	38
Increase service on evenings and weekends	 	25.0%	62
Provide express service on select routes	 	12.5%	31
Improve or provide bus stop amenities (e.g., shelters, benches, trash bins)	 	11.7%	29
Increase number of bus stops		2.4%	6
Improve lighting at bus stops	 	6.0%	15
Make bus stops more accessible		3.6%	9
I am not interested in taking transit		28.6%	71
Other - Write In	 	12.5%	31

Other - Write In	Count
24 hour bus service	1
All	1
Allow dogs	1
Better connections to community hall	1
Carrying Bike capabilities for folks who only want to ride part way	1
Coordinate times better, ie for workers leaving downtown core getting off at 4, buses should leave at 4:10	1
Expand service to begin 5AM and terminate 1AM across the board	1
Totals	29

Other - Write In	Count
Have a direct bus to the hospital e.g. divert #3 bus or #2 bus to the hospital instead of both going to the community enter	1
Have an annual pass for \$100	1
I currently don't use transit but will be in the future. August 2022.	1
I feel selfish commenting that Peterson stop at Cheviot is too far and too steep, but it is.	1
Improve consistency and predictably- buses are often late or never come	1
Improve signage and route information at the stops.	1
Make bus stops more Improve or provide bus stop amenities (e.g., shelters, benches, trash bins)	1
Make it free! Rich people can afford to pay more taxes and fund it.	1
Make transit routes more direct, Expand transit routes, Provide express service on select routes, Increase number of bus stops	1
Possibly, because I am 85, I will no longer be able to drive and will probably welcome our transit system.	1
There is nothing short of hiring security that will help	1
There needs to be better connectivity with the Quadra ferry	1
bus to suspension bridge. These are really only accessible by car. and McIvor lake	1
deal with the drug users and homeless in this city	1
frequency of commuter from Oyster River	1
have a downtown loop	1
have a guide that shows pick up times at all stops	1
make app more reliable	1
make cost competitive with marginal cost of operating a car.	1
Totals	28

**Other - Write In****Count**

reduce the size of buses to smaller vehicles, (ie. mini bus) as the buses are usually 1 more than half empty

synchronize bus locations/timing with Google Maps or app

1

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Totals

28

15. Is there anything else you would like to share with us about how we can improve transit in Campbell River? (100 words or less)

**ResponseID    Response**

18                    The city should provide incentive, encouragement to residents to use the bus. The bus is not visible as an option for people. Try a "wine, dine and ride" campaign so people take the bus downtown for dinner and can consume alcohol and get home safely.

23                    Transit should be the main way people get around the city. Commutes should be done exclusively by bus or bike.

29                    My kids travel from Willow Point to school using public transit which our family pays out of pocket for. Would be wonderful if the city of CR could implement a program similar to what Victoria has done - free transit for all children under age 18 years. This promotes and encourages the next generation to embrace using public transportation. Also, my child at Carihi has said that the bus #1 at 2:45 is frequently so full that the high school kids can't all get on the bus and have to wait for the next bus.

32                    Keep it free for school aged children.

33                    I used to take the bus to work, but found it was too unreliable. Sometimes early, sometimes late, sometimes it just never showed up. I don't have that luxury at work. Now I walk to work in the winter and ride my bike in the summer.

43                    I love public transit but the schedules are too infrequent and unreliable to make it a feasible choice, particularly for travelling with young kids.

55                    Make it accessible. Again, a great way to impact the health and wellness of our community. We are densifying and our transportation options aren't keeping up. We're headed for a traffic disaster.

61                    Use more smaller feeder vans and routes to bring folks to major routes. Expand hours of service to recognize non-traditional hours of work. Electrify the fleet sooner

64                    To get to my offices in Osprey it's at least two transfers and rather inconvenient - not sure wed be able to do this with two young kids actively involved in sports and community activities

70                    Campbell River is growing and transit needs to grow with it to match that is cities that are the size Campbell River is projected to reach

83                    Quinsam Heights and Willow Point south of Erickson are underserved

## ResponseID Response

93	Abundant, free car parking is a disincentive to taking transit. A combination of improved transit service and measures to deter driving and parking private vehicles is required.
94	Having no transit to popular destinations like Elk Falls, McIvor Lake, Ripple Rock is a real determinate to growing tourism in the region. It is extremely hard for visitors to get around without a vehicle, making travel here more expensive and less desirable to some.
97	Yes, please improve it to the point of people actually using it because right now, all I see are mostly empty buses roaming around wasting away tax payers money.
103	Smaller buses, no passengers on them so why waste money on the bigger units
110	Service so frequent that I don't have to check a schedule.
111	Sidewalks are mostly missing on Alder bus stops. Coverage is very poor in areas. Frequency is abysmal. Tap payment
112	Improve frequency in peak times for students. Increase ability to get to Campbell River from south area (i.e. York Road)
126	Who wants to stand in the monsoons waiting for a bus? Alternatively share the meager shelter with someone smoking?
134	5AM-1AM bus service on corridor routes at a minimum. 7 days a week inclusive of holidays. Increasing the current fleet size to the maximum allowable compliment at the transit facility/garage. Hiring more drivers. Adding additional routes to encompass areas such as northern Vancouver Island, Sayward, and Quadra Island which currently have zero coverage from anyone. Serving Campbell River Ferry Terminal, which can possibly be accomplished by routing Rte 3 across the entirety of Hwy 19A (direct connection from Discovery to Erickson Exchange). All of these should be bare minimum improvements that can be implemented in less than a year.
136	Smaller buses and more of them
138	More frequency and bike caddie service.
143	I don't commute so wouldn't use transit. I combine my vehicle trips
144	My friends who transit to work have no vehicle and often are stranded on stat holidays - when there is no transit and they have to find a way to work

## ResponseID Response

149	I dint take the bus, bit my 12 year old son does to Phoenix. At times the bus is quite late coming back up dogwood to get him home. 30 mins or more... unacceptable when there are no school bus options for him to take. We live on Charstate drive. So that is quite the walk home
157	Promote public transportation
162	I don't use transit as the nearest stop is more than 1 km away. I'm a senior and have difficulty with long walks. I prefer to drive or stay home.
176	App notifications if my bus is running at all late.
181	More timing stops. There is way too much guesswork making it impossible for me to rely on it for commuting to and from work. I quit riding it after I missed the bus three times in the same month, although I was at my stop at least 7 minutes before it should have arrived. Once I arrived at Dogwood and Evergreen one minute BEFORE the northbound bus was supposed to leave Timberline. I saw the bus in the distance, disappearing down the road in the vicinity of Phoenix School.
183	Providing 24 hour transit service
190	Living on Quadra Island public transit does not connect to the ferry terminal. Walking to the community centre bus stop is inconvenient for a family with young children. Especially in the rainy season. Therefore, I'm not familiar with public transit but would consider it if public transit has a direct connection to the ferry schedule at the CR terminal. To make it attractive for Quadra residents would be a real initiative to reduce vehicle traffic, let alone public transportation ON Quadra Island.
198	Clean up bus stops. They are often dirty and have overflowing bins.
201	Later times buses and early morning
202	the more convenient the service the more it will be used. needs to be more frequent and more routes to access more locations. smaller buses and more options.
203	Convenience reliability and then safety are key
214	Increase the number of buses on the road, and extend the service days and hours
230	Add a stop in Maryland subdivision (near Willow Creek Rd & Maryland Rd intersection)

## ResponseID Response

236	Have the busses that go up to 16th (and turn around) loop through downtown Campbellton instead. I want to shop in Campbellton but find it hard to get there.
243	Have snow removal on Willis and evergreen when needed
247	Yes there is no hourly DIRECT bus to the hospital from WillowPoint. Or anywhere else. Isn't that important for people without a car? Walking up or down the hill from Alder stop is not feasible.
249	Missing buses because of timing issues is a huge disincentive. Having the realtime bus info on an app or Google Maps can mitigate that.
255	Redesign bus routes so bus stops are conveniently located with efficient transfers/connections. Make changes based on feedback from users
262	Make public transit free. (I'll pay higher property tax to cover it.) Or at least make it a toonie or loonie so you don't have to find awkward amounts of change every time. I've not taken the bus several times because I couldn't find the right coins.
268	Love the traffic circle at Rockland ! Excellent improvement for traffic movement and safety.
274	I don't use transit but it seems like it would take a while
281	Make it free for youth to ride.
283	Don't need large buses to run around empty all day long. Seems wasteful
284	My son will be taking transit more often next year. Once he does I may have more information to share.
286	schedule at each bus stop--many European cities do this.
291	The Frequent Transit Corridor sounds interesting, but if that is going to interfere with other traffic? From comments I heard at the open house, I believe that would be the case. You need to be transparent before you ask the simplified question.
296	I live by the bus hub on Erickson. The amount of blatant drug use, violence and other risk factors prohibit my family from ever using public transportation
302	Earlier buses are a must

## ResponseID Response

303	Saftey. Too many saftey issues with homeless and mentally ill to unsavoury types around bus stops. Our family refuses to use them and they were used for school transportation. Need bus stop at ferry terminal that lines up with school starts and ends for phoenix, carihi, timberline and NIC. So kids can be on time and not rushing with full hands to make it to stop at DQ with loitering, scary people and usually missing bus and soaking wet or over heated during weather.
309	Have times match times businesses open and close will allowances for staff to get to work on time or home
310	Add more handy dart service
312	Make it easier to commute - think about timing and routes. Not just for the school kids.
313	Smaller more efficient buses.
318	It should be free more often for more people. This would help society. No one needs tens of millions of dollars, those people should pay for services to help those less fortunate.
322	Something needs to change my son could not take the bus to work as he would always be either 5 minutes late for work or like an hour early that's ridiculous
323	Snow removal at and around bus stops
329	offer free transit to children to encourage lifetime bus transit use
339	For a city the size of Campbell River, I'm fairly impressed with the existing transit system. Am wondering how useful it would be to have a bus route that loops around the city to supplement existing routes?
344	Evening amd weekends increase the time, more bus stops for accessibility,
351	Ebike and scooter rentals like lime etc that they have in so many places. You put in your password use a scooter and then park it at your destination.
354	It needs to be expanded for evenings and weekends..Walmart is open till 11 yet transit stops prior to that and weekends don't start till later in the morning and work past 5pm..Campbell River is a city and needs the buses to run for everyone
362	I am very pleased with transit system.

**ResponseID    Response**

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372            better routes for kids to school, and better routes for those comminuting to work

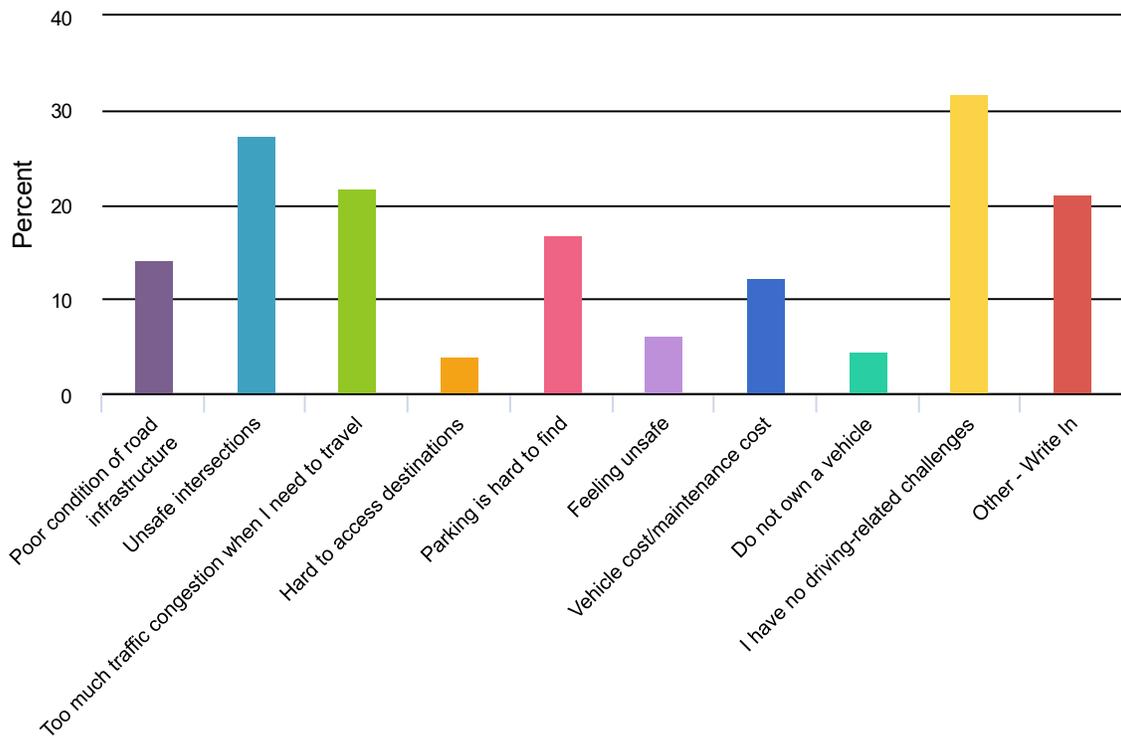
396            As a new arrival to CR the transit system here is atrocious. Routes every 1-2 hours are not dependable, and there's nowhere to SIT while waiting which is an issue for those with disabilities/mobility issues

402            Handy Dart needs more buses and be more available

403            Put Peterson #7 back to alternate route, AM PM loop does not work. Look into morning and late afternoon routes for #4

404            Post schedules at bus stops or a number to call to find out when the next bus is coming. Calgary does this.

16. What makes driving within and through Campbell River difficult for you? (Select up to three) Please refer to the road network map below when responding to the question.



Value	Percent	Responses
Poor condition of road infrastructure	14.2%	37
Unsafe intersections	27.2%	71
Too much traffic congestion when I need to travel	21.8%	57
Hard to access destinations	3.8%	10
Parking is hard to find	16.9%	44
Feeling unsafe	6.1%	16
Vehicle cost/maintenance cost	12.3%	32
Do not own a vehicle	4.6%	12
I have no driving-related challenges	31.8%	83
Other - Write In	21.1%	55

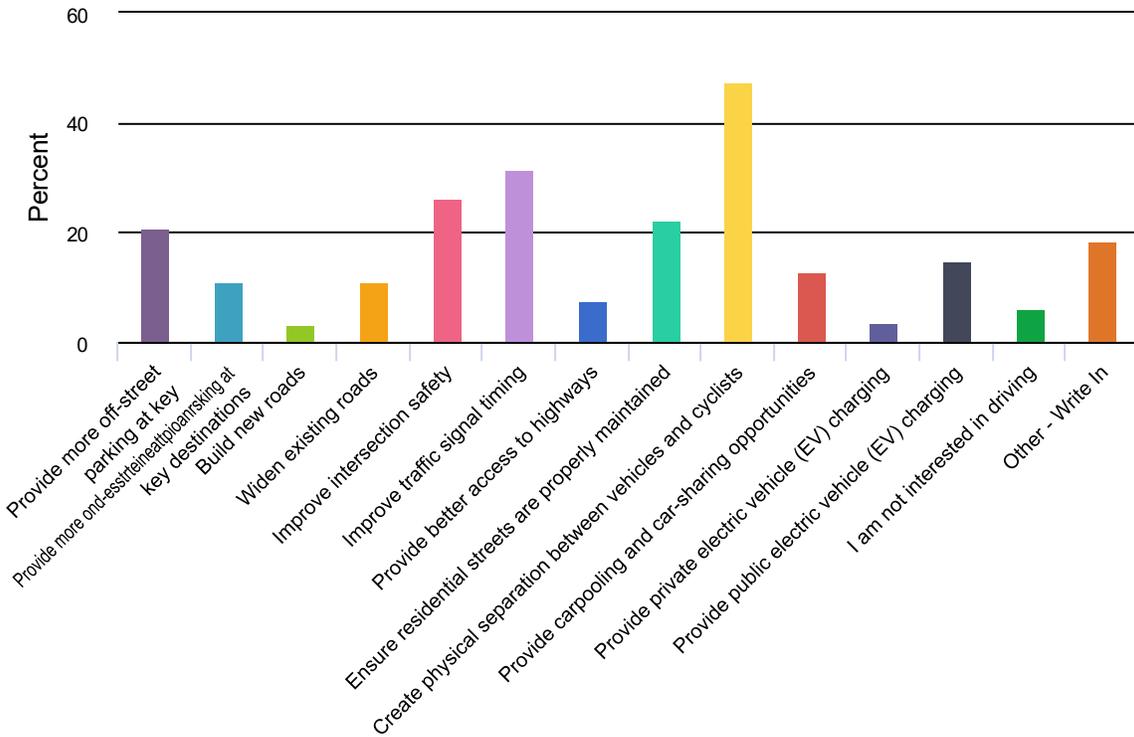
Other - Write In	Count
4 way stops everywhere killtra	1
Constant construction areas!	1
Could intersection of Dogwood and Jubilee become a roundabout?	1
Dogwood. The lights from merecroft to downtown are absurd and create more road rage and unsafe driving than if they were standardized	1
Drivers speeding and tailgating	1
Driving conditions isn't an issue anywhere close to the priority level that providing desperately needed improvements to public transit are.	1
Driving doesn't matter	1
Example the light at 11th.Ave.and Cedar should be a (4) way stop.l	1
Lights on Dogwood could be much more efficient with better schedules. Dedicated left should end at 7pm. Turn off automatic walk signals in morning.	1
Lights on Dogwood seem intent on slowing through traffic on Dogwood itself. Prioritize that traffic to lessen backups.	1
Lights on dogwood are too long	1
Mandate parking lot maintenance in the Merecroft Mall	1
Most people live in Willow Point, most business are located in Downtown (ie Canadian Tire)	1
Parking for cars at boat launch in the fishing capital of the world!! Not enough spots	1
People need to learn the etiquette but that's not something we can fix is it	1
Poor drivers (those not following rules) with NO consequences	1
Poor lighting. Too much congestion - put in more traffic lights so traffice does not get backed up and driver's making risky maneuvers	1
Poor signage	1
Poor visibility at many intersections due to corners, hedging etc. Niluht/Shellbourne is a hazard!!	1
Totals	54

<b>Other - Write In</b>	<b>Count</b>
Poorly lit roadways especially at intersections.	1
Poorly timed stoplights at all the intersections on Dogwood.	1
Road closed/blocked off due to special events	1
Round a bout at Jubilee and old island hwy so traffic slows down. Too many accidents!! Same at Dogwood and Jubilee	1
Stoplight timing on Dogwood. Stopsign bottlenecks downtown. Frequent stops in general - I drive an old stickshift	1
Terrible traffic light control/timing/frequency on Dogwood	1
Terrible traffic light timing	1
The Bailey's / Starbuck's parking lot is HORRIBLE!!	1
The Intersection of Willis and Pedersen is very dangerous. So difficult to see the traffic on Pedersen to turn left from Willis. Nicola Street is in desperate need of repaving. Nicola at the Willis intersection needs to be wider to accommodate traffic coming in and going out.	1
The lights on dogwood don't flow well, you often end up stopping at every light.	1
The ridiculous light system on Dogwood	1
The timed lights on Dogwood start too early and go too late in the day	1
There are far to many drivers in this city that should have their licenses revoked.	1
Too much "calming"	1
Traffic calming on Alder and intentionally stopping traffic with red lights on Alder 1 cause considerable congestion and delays during peak usage. this results in frustration and angry drivers driving aggressively	1
Traffic signal timing is inefficient, particularly along Dogwood St; lacking much needed advanced turn lanes at several intersections	1
Unkept vegetation at intersections	1
Unsafe driving conditions due to homeless and drug addicts. Before we can make roads and sidewalks safe..we need to address the homeless.	1
<b>Totals</b>	<b>52</b>

Other - Write In	Count
Unsafe experiences with cyclists using the roadway. Rules of the road are not followed by the majority I have encountered while driving. The late night cyclists are the worst lacking anything to make them more visible. Pedestrians darting into crosswalks without making eye contact to make sure that they are seen. Some just cross regardless of the situation, some at marked crosswalks not utilizing the pedestrian controlled button .	1
When it's dark and rainy it's really hard to see the painted lines on the roads	1
argueable whether it is a municipal obligation, but charging station distribution along 19A parklets next the highway would be an asset. A couple more of those 50KW or such stations like the one at the community centre would be great for travellers and commuters; especially those living in multi unit where there is no way or provision for them to ever have (even if they pay for it) a home charging station, and if the government is going to get rid of emissions spittin cars by 2035, they're going to need some facilities distributed near attractions, rec, coffee, movies, shopping, etc	1
creating driving hazards like the round-about on 19A	1
failure to enforce laws re: clearing intersection on yellow lights	1
improve light sequencing on Dogwood - too many red lights. Re-institute green-wave northbound in am and southbound in pm	1
inadequate snow removal	1
more fun and flexibility on a bike.	1
personal cars already have it too easy.	1
really really bad drivers.. need traffic cops	1
scooters, bikes	1
stop lights on dogwood that only allow one direction of traffic at a time???	1
the beginning of Nicola from Willis is in terrible condition! The intersection of Willis 1 and Pedersen is extremely hard to see and needs to be a stop light or 3 way stop. Something needs to be improved there. It's a wonder there are not more accidents at that intersection.	1
there should be more incentives to reduce the number of private vehicles on the roads.	1
Totals	52

<b>Other - Write In</b>	<b>Count</b>
tons of lights and stop signs.	1
vehicles going over-speed	1
Totals	52

# 17. What could we do to make it easier to drive within and through Campbell River (Select up to three)



Value		Percent	Responses
Provide more off-street parking at key destinations		21.0%	55
Provide more on-street parking at key destinations		11.1%	29
Build new roads		3.1%	8
Widen existing roads		11.1%	29
Improve intersection safety		26.0%	68
Improve traffic signal timing		31.3%	82
Provide better access to highways		7.3%	19
Ensure residential streets are properly maintained		22.1%	58
Create physical separation between vehicles and cyclists		47.3%	124
Provide carpooling and car-sharing opportunities		12.6%	33
Provide private electric vehicle (EV) charging		3.4%	9
Provide public electric vehicle (EV) charging		14.9%	39
I am not interested in driving		6.1%	16
Other - Write In		18.3%	48

### Other - Write In

### Count

24 hour bus service	1
Allow infrastructure for alternate modes of transportation.	1
Bus lanes & bus priority, + public transit service expansions including service span increases.	1
City led enforcement of visual barriers at intersections not driven by complaints but by the bylaw officer	1
Create better bike lane distinctions and clearer cross stop lighting so it is easier to see cyclists and pedestrians	1

Totals

46

Other - Write In	Count
Don't encourage more driving. Focus on active transportation- save people money and save the environment.	1
Encourage more business to open where people live to shorten driving times	1
First and utmost priority should be to Fill in ditches along all existing roads	1
Get homeless, mentally ill to obey pedestrian and cyclists rules of the road. Campbellton and several streets from ironwood, 16, 13, Dodds furniture , courthouse community centre and shoppers row are avoided due to accident potential or vandalism and theft to vehicles. We drive to courtenay for many shopping needs or items purchased with disposable income.	1
Get people out of cars so there is less congestion	1
Have better maintained bike routes to keep cyclists and vehicles more separate	1
I find the flow pretty good. You can get across on the old highway or dogwood. Even at the busiest times it's not much of an issue relative to courtenay. The timing of the lights seems to makes it stack up sometimes but again it's pretty good	1
I would rather walk. Make amenities within walking distance to residential	1
Improve traffic flow - all of downtown is	1
In winter, do not plough the street snow onto driveways. Makes it difficult to back out or enter driveways	1
Increase parking times	1
Left turn lanes on dogwood	1
More 4 ways and circles and less lights	1
More enforcement of road laws- I see cars blow through stop signs every single day	1
More traffic calming/slowing on Island Hwy South.	1
Nothing	1
Provide Car-sharing opportunities; Improve Traffic signal timing; Provide better access to highways	1
Remove stupid round about straight traffic light would've worked	1
Totals	46

Other - Write In	Count
Require cars to move or be towed when plowing snow. Ticket cars parked too close to driveways and corners to ensure safe access out of driveways and driving through intersections	1
Road signs	1
Strategically schedule construction so less key routes are affected at the same time	1
The city should work with BC Ferries to provide parking to reduce the vehicles crossing to Quadra Island.	1
The main problem in the near future is the increase in car and truck traffic in our north south corridors. The recent population growth shows a large increase in car and truck traffic on those main roads (S. Island Hwy. and Dogwood.. There is almost no on street parking downtown, especially in summer. A large free parking building is needed in the Tyee Plaza	1
Ticket drivers who speed	1
We don't need to make driving easier in 2022. This town has barely any traffic, wide roads, and an abundance of parking	1
We need to drive less	1
We should not be making driving easier	1
Why isn't narrowing roads and option? But some of our roads on diets! More street trees too please	1
Widening roads induces demand please don't	1
bike lanes and better bus options	1
bus stops where the bus is off the road instead of blocking traffic	1
choosing only 3 is hard: both traffic signaling and more distance between cyclists and roads	1
concerns about all the buildings along the highway in willow point down town and	1
driving is not a big issue	1
enforce speed limits e.g. along coastal highway route	1
increase cycling/public transit combination options so I don't have to drive	1
Totals	46

<b>Other - Write In</b>	<b>Count</b>
larger shoulders to share the road	1
more traffic circles and construct the 2nd Ave to Willis connector.	1
publish driver education	1
reducing the number of people driving by fostering other transportation.	1
the 4 way stop at Evergreen and Petersen is a challenge.... a round about would be 1 safer.	1
Totals	46

18. Is there anything else you would like to share with us about how we can improve the driving conditions in Campbell River? (100 words or less)

**ResponseID    Response**

18                    Get people out of cars; reduce single occupancy trips. Be more vocal about alternative transportation - provide education campaigns to show people the cost of a vehicle vs. cost of bus. Encourage one car families. 70% of households in town have only 1-2 people - those could have 1 vehicle if people saw the benefits.

19                    I don't think we need to improve driving conditions here. IF anything we need to make driving harder so people would do it less. It's way too easy to drive and park in CR. People need to be nudged to drive less, making driving subtly and gradually less convenient would achieve this.

21                    Congestion on Shopper's Row and Dogwood caused by traffic lights and vehicles turning is very frustrating.

22                    The sewer upgrade on the 19 a hwy took way too long , the traffic flow was not regulated properly... a mess ! And no alternatives that enabled people to use , ie the traffic light at dogwood and the jubilee did not work as the light was not altered to allow more cars to keep the traffic flow

23                    Remove the parking in downtown. The whole thing is a parking lot.

25                    Turn off car brain, prioritize walking, cycling, and transit

32                    no effort should be made to make driving a personal vehicle even easier. Too much money, space, and resources is already spent on this to everyone's detriment.

33                    I'm shocked how few drivers here know how to properly use a traffic circle (i.e. use their signal lights). Traffic circles are simple and effective, much better than 4-way stops. I would love to see more traffic circles in Campbell River. Can the city do anything to re-teach this skill or raise awareness?

38                    provide lane for people turning left into ferry

43                    Please add better active transportation infrastructure that separates cars from cyclists and walkers/rollers to decrease conflict

52                    Jubilee and Highway 19 - consider a turn signal only option for left turns...like Willis rd

55                    Invest in bike lands and a better transit system, get the cars off the road.

## ResponseID Response

58 Slow down the traffic on Island Hwy South

61 Improve everything else as we need to get people out of their vehicles especially single occupancy trips

63 Teach people to drive.

64 The driving here is great! Lots of key collector routes!

70 Businesses are too spread out away from major residential areas

77 no "improvements" to car infrastructure are needed, money should be spent instead on transit and active transportation options.

81 Pave in some of the mediums on 19A so there is no need for garden crews to block or restrict traffic flow especially the strip south of Ericsson Road. 5 man crew and multiple vehicles to mow a tiny strip with grass and trees!

82 Spend more of our hard-earned tax dollars on fixing the deplorable road conditions throughout the city for the significant majority of Campbell Riverites who use cars/trucks, instead of pandering to minority road users

83 Driving a stickshift through town core is terribly irritating - traffic flow is poor to nonexistent with very limited options.

84 better road maintenance

90 Fill in ditching would allow for safe transportation routes for pedestrian and cyclists.

93 Conditions for driving in Campbell River are pretty optimal - that's why there's so little cycle commuting or transit use.

95 Increase enforcement of the laws of the road, speed limits etc

97 Enforce speed limit more frequently on HWY 19A between 1st and Rockland. I often have people tailgating me and sometimes passing me when I drive at 50 km/h

99 Too many RVs are parked on the side of the road, making many roads seem too narrow. They block my view ahead. Also, some hedges/shrubs at corners block the view of oncoming traffic when I'm driving my car. They are too tall for car drivers to see over.

110 Lowering and enforcement of speed limits. Enforcing violations like tinted side windows. Incentivize people to not drive for short local trips.

## ResponseID Response

112 Too many restrictions when trying to travel from south of town (i.e. Jubilee) to north end of town (i.e. downtown). I'm starting to travel to Courtenay for shopping/entertainment as there is less congestion, less traffic lights, no

124 More traffic calming is needed in residential areas. Better design to keep traffic slower.

131 Don't expand roads/add lanes. Studies show that increasing transit and biking access will reduce traffic flow even if road lanes are reduced. Do something about the lights on Dogwood to increase traffic flow.

133 The 4 Stop intersections are slowing down the influx of cars (especially when 4 cars arrive at the same time at 4 different stop, what a nonsense!) Plus repetitive stops participate to increase air pollution and car consumption On the other hand, good point with the round about an island Hwy, please do ame that example to reproduce more like that

134 The City of Campbell River and BC Transit need to take Campbell River's transit needs seriously. Public transit wasn't an issue in the last municipal election and it probably won't be in this coming one's either. It's very good that the City is hosting this survey, but it's a joke that it starts and ends here. BC Transit hosted their own Master Transportation Plan survey for the Comox Valley and they aren't doing it for Campbell River. Why? Why can't both entities (the City and BC Transit) run surveys at the same time? Service span needs to expand immediately.

135 3 way stop sign - Ironwood and 16th

138 We are far too car-centric in Campbell River. Streets that consider all users are more beautiful, increase property values and improve health for all. Can't we have nice things in Campbell River?

139 Slow snow removal, especially on side streets

157 More round-a-bout to slow traffic down and decrease pollution

159 Redesign the parking lots. Have stalls for larger vehicles.

162 Dogwood is to narrow, no left turn lanes and I prefer other roads to get downtown ie. 19A or Hwy 19.

171 Larger street sign names

174 Delete all plans to put any new roads through the Beaver Lodge Lands. Flashing signs and billboards are a serious distraction and should be banned.

**ResponseID Response**

176	Considering the climate emergency and space wasted on personal vehicles, driving should not be made any easier than it already is.
182	Build a better connection from Dogwood to Hwy 19 in line with Willis Road
183	24 hour bus service
184	A convenient car share for occasional use vehicles like pickups or vans would be great.
194	Keep the roads and sidewalks clean and maintained
196	Red light cameras NEED to be installed on the entire length of Dogwood. I see at least 1 vehicle blow a red light every day on Dogwood. This needs to stop
202	OMG traffic signalling is TERRIBLE in CR. I have lived in almost every major city in Canada and the traffic signalling on Dogwood is archaic, contributes to congestion and MVA's and road wear at intersections from so much stopping (as recently published by ICBC). Proper signalling, allowing traffic to flow both ways is standard for a reason - it works. How about a middle turning lane? Please please don't allow that gas station to go into the curling club. Dogwood and 2nd is the most congested... it will only make it worse. Also: Cedar and 11th ?!?!?! Can it please be change to actually change with traffic? Please. Please. Please.
203	Proper secure Quadra ferry parking please
205	When are we going to invest in Campbellton?
211	should not be making driving easier, should be encouraging alternatives to get as many people out of cars as possible
214	Widen Petersen, Willis and Ceviot Roads
219	Driving is fine in CR. I would like to see people drive less and embrace other modes of transportation.
220	I work in the downtown and trying to park for work is very difficult. I also need my car for work so cannot take transit. 1 hour parking is not workable for employees or for customers of businesses in that area.
221	Get the homeless away from busy traffic
233	Get rid of the 4 way stops!!!!!! non helpful road solutions EVER!

## ResponseID Response

234 Car-sharing - UBER or something like it - should be a priority. Cabs are hard to come by and very expensive.

246 improve the 'Dogwood Crawl' when traffic slows to a grind during rush hour!!!

247 Listen to the bus drivers. They know how elderly passengers try to cope .

249 The roads are generally fairly good.

255 Arterial roads are clogged at busy commuting times. Assess how much traffic current roads can accommodate, then plan new routes as necessary

259 Top Priority Road Project essential for emergency services: Complete the Willis Road connector joining Hwy 19 to 2nd Ave (to Hwy 19A)

264 I've observed that there's confusion about how to properly--and safely--use roundabouts. Angle parking, especially on busy roads like Highway 19A, is also challenging. It may allow for more vehicles in a parking area at one time, but it reduces visibility and makes it dangerous to enter or exit parking stalls. I've observed several near-misses when a car has suddenly backed into traffic.

272 Good progress has been made with pedestrian activated lights. Look for more areas to install. More enforcement of speed limits. Reducing speeds is not the answer if no enforcement.

274 Some side streets that are busy don't have sufficient room. Like evergreen or south birch where they are used as a corridor

291 The expansion of the city has put more traffic on the streets. Every time a car has to stop and start again, it causes much more pollution than if allowed to flow. This would also cause much less congestion for traffic, and reduce the number of people using sidestreets to bypass these blockages. For example, the stop at Evergreen and Alder was not supported by city studies. It reduces flow and increased pollution.

292 Place signs indicating name of street in larger font and hang them mid intersection if possible. It is frustrating to pay attention to driving when looking for road signs, especially when hidden by bushes. One way streets should be more clear, rather than just a small sign with arrows

295 Dogwood light timing is a nightmare. Something should be done to improve that.

296 Make all parking downtown 2 hr. 1 hour limits and bylaw that tickets even before that hour is up is completely killing my desire to spend money in town. I would rather shop in courtenay.

**ResponseID    Response**

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303            Parkade downtown behind old post office in public parking area. In order to get VIHA, Broadstreet and other businesses employees to be out of short term to 8 hour parking spots that allow close and easy access for people to drive and find spots. Ferry congestion and lineups to ticket booth need address to alleviate Get homeless, mentally ill to obey pedestrian and cyclists rules of the road. Campbellton and several streets from ironwood, 16, 13, Dodds furniture , courthouse community centre and shoppers row are avoided due to accident potential or vandalism and theft to vehicles. We drive to courtenay for many shopping needs or items purchased with disposable income. Ferry congestion is an issue, from saint Ann's/pier street that holds traffic up while people are trying to merge into lane for ticket booth and/or right lane is full of overflow ferry quadra goes and lane is backed up on pier street at times.

306            The crosswalk for the Quadra ferry is a concern for me. Pedestrians using the crosswalk quite often do not wait for the walking light and are in a hurry to catch the ferry. Vehicles making a right turn quite often are not aware the pedestrians have the right of way. Tourists or those not familiar with the area are more likely to make this error. Leaving the ferry lot is two lanes and I have witnessed the left lane thinking they can also make a right turn to head north.

310            Red light cameras and police enforcement at 4 way stop intersections.

313            At the intersection of 2nd. Ave. and the Isl.Hwy.you need to provide turning lanes marked on 2nd to speed up traffic entering Hwy.19A Have someone check 2nd. and Alder going downtown makes sense.

317            Snow removal around schools

321            Dogwood from Evergreen to downtown should be improved, In some area, pedestrians are stepping out into traffic, there needs to be improved separation between traffic and pedestrians as well as cyclists along this portion of Dogwood Street. Also, the Dogwood Hill going into downtown should be two lanes and bus stops should have pull ins for busses in the downtown stretch of Dogwood Street

331            All bus stop locations must have a pull over built, similar to the one at CARHI School.

333            The intersection of Alder and Nilhut is hazardous. Could a 4 way stop be put there?

341            See above. The speed limit has been lowered on S. Island Hwy from 60K to 50K but few seem to know it. The noise of trucks and motorcycles (they go well over 60K when there's no traffic).

## ResponseID Response

- 346 Stop allowing Construction companies to pay off the City in lieu of green space. The City is amazing please make it more so by connecting the new subdivisions in the upper North side to the rest of the city with safer pathways and put in some nice little parks for children. The Construction Companies should be putting these in as part of the deal to build their subdivisions and other housing.
- 348 Quinsam Heights requires road updates. Willow Point is not the whole city
- 354 Driving dogwood is a challenge with how the signal light work..it adds 10 minutes to a drive because of the way the traffic light cycle through
- 356 The timing of the lights on Dogwood is infuriating, which leads to more traffic in residential areas. Please address this!
- 359 Driving could be improved with no added driving infrastructure by providing more nodes of commerce so walking/biking/mobility vehicling is more of a realistic possibility for people. 2-fold benefit if you're fostering the growth of small neighbourhood businesses. Improving bicycle/walking infrastructure would (probably?) be cheaper than expanding car infrastructure.
- 362 There is a need for a stoplight at North Island College. Vehicles have a tendency to be travelling too fast along Dogwood Street between Rockland and Hilchey. Collector routes need painted bike lanes or separation.
- 364 Since Dogwood and Alder are major traffic routes the focus should be on keeping traffic moving not intentionally stopping it. Perhaps more traffic circles and limiting on street parking would remove the need for red lights and 4-way stops.
- 367 Unkept vegetation that makes visibility at intersections impossible. You need to pull into the street to see oncoming traffic, even on very busy streets.
- 372 I would like to see more parking in areas, but prompting comunitng as well. Also the increased safety of intersections such as Mercroft and Dowood, Dogwood and Island Highway 19A, as well as Hilchel and Galerno inersection
- 375 Keep the "temporary" access on Willow Creek Road open. Pave it. Residents in these neighbourhoods need more access and egress points.
- 378 More traffic camera's and signs about traffic camera's will encourage people to slow down and not run yellow lights. Additionally having traffic lights that allow 2 directions of traffic at once will help reduce intersection wait times and therefore traffic volume.
- 391 Would like the temp road between Wayne/Dahl/country Aire/Hilchey opened and paved so the residents in this area can access the lights on Jubilee Way.

**ResponseID    Response**

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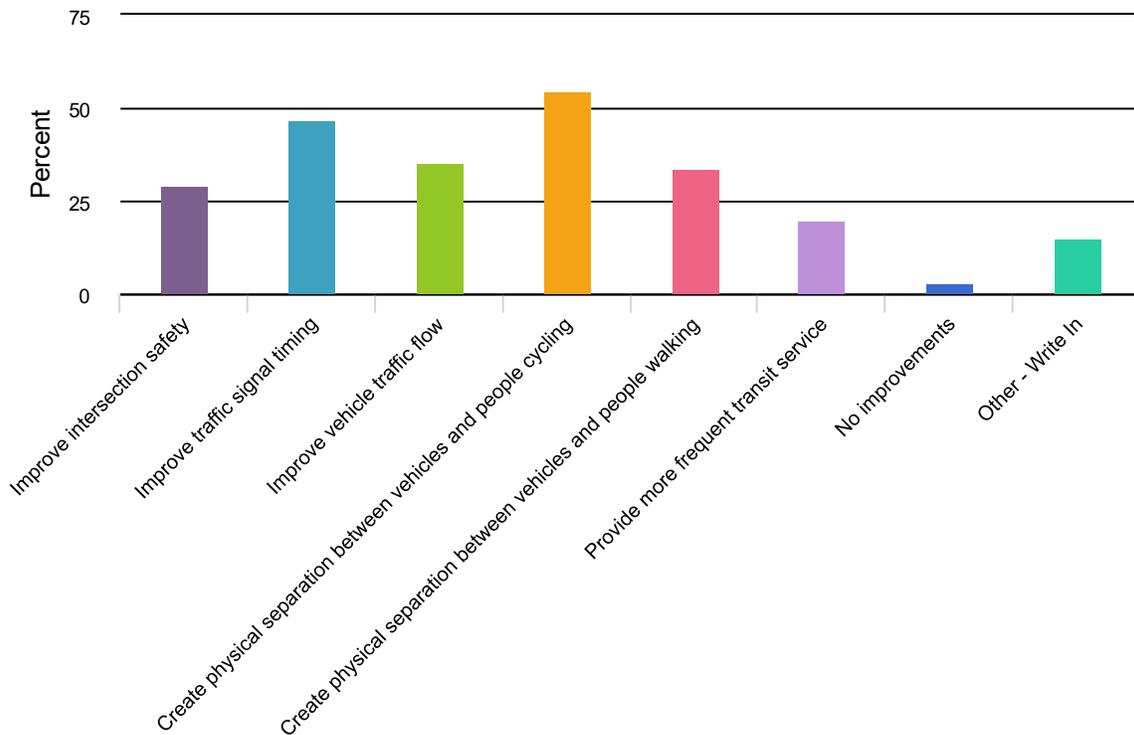
392                    Construction on multiple key routes at the same time has been an issue for years and affects the ability to commute safely by vehicle and also by other means. The safety of the sea walk has been compromised many times affecting those south of downtown.

393                    You need to improve the drive through intersection at the tim Hortons/white spot down town. It's the craziest intersection that backs up in all directions and causes huge outburst and impatience for a lot of people. I'm down there weekly and every time there's someone shouting or honking at someone else. Willow point is also now getting very congested with all the new apartment buildings going in, especially around the Willow point shops.

395                    I use Evergreen and Petersen frequently. We really need another access to Dogwood.

404                    Post more speed limit signs on 19A to remind people that 50km is the limit, esp. on the stretch from WP - downtown. I see only 2

## 19. What are the highest priority transportation improvements you would like to see to the Dogwood Corridor (Select up to three)



Value	Percent	Responses
Improve intersection safety	29.3%	79
Improve traffic signal timing	46.7%	126
Improve vehicle traffic flow	35.6%	96
Create physical separation between vehicles and people cycling	54.8%	148
Create physical separation between vehicles and people walking	34.1%	92
Provide more frequent transit service	20.0%	54
No improvements	3.3%	9
Other - Write In	15.2%	41

Other - Write In	Count
24 hour bus service	1
<b>Totals</b>	<b>41</b>

Other - Write In	Count
Add stop side for all vehicles on blind two way intersections	1
All of the above can be accomplished by providing desperately needed public transit improvements, such as the ones listed in previous answers.	1
All sidewalks plowed frequently to keep pedestrian and so forth off of Dogwood. Security to keep 580 dogwood people out of the streets	1
Alternate bike route for north south travel	1
Better wheelchair access, ramps, less street poles, widen sidewalks and make them more wheelchair friendly.	1
Bus stops off the street so they don't stop traffic	1
Change to 3 lanes for cars and a wide bike lane; like Hwy 19A	1
Consider barriers to prevent left hand turns onto dogwood from Mercroft shopping center. Limit bike access- divert bike lanes to Alder.	1
Decreased speed on residential streets that are not main arteries or feeders	1
Discourage cycling on Dogwood, provide proper bike route on Birch	1
Do not add bike lanes. No room	1
Do not increase flow. This will just become another terrible stroad. Businesses already suffer because it's so terrible for bike or walking traffic.	1
Hardly use this route.	1
Improve pedestrian crossing at Dogwood and Merecroft	1
Intersection at Carihi-Dogwood/4th Ave is horrific in 830-9 and 245-315, it is only a matter of time until a pedestrian is injured badly due to someone trying to turn left during these times(red light are ran several times a day)	1
Keep South Birch for residents only, keep excess traffic off S Birch & Cormorant	1
Limit turnoffs into shopping/ service areas, Dogwood & Second is a good example of this, or provide turning lanes to facilitate improved traffic flows	1
Make sure bus stops are a pull-out separate from the right hand land where traffic is actually trying to drive.	1
Make this street (3) lanes	1
Totals	41

Other - Write In	Count
Many cars avoid using Dogwood and use the well known and travelled short cut of McPhedren. Evergreen and Peterson	1
More turning lanes on dogwood	1
No right turns on red.	1
Please put this road on a diet, improve its efficiency and add trees and a design that considers more users.	1
Pull outs for all bus stops	1
Round-a-bout at Jubilee and other intersections where possible to slow ALL traffic down	1
Separated left turn lanes	1
Set up speed traps	1
Shovel sidewalks	1
Stop traffic taking short cuts through residential areas	1
There is no room for a continuous bike lane, let alone a physical separation. So wonder why you ask. Discontinuous bike lane are the most dangerous things to implement.	1
This is the main road people use for vehicular traffic, make going North and South the priority. Never understand why North South traffic has to wait so long for lights every few blocks. Prioritize the north south flow.	1
Vehicles use Evergreen/Petersen/McPhedran rather than Dogwood because of the signals and slow pace	1
as previously stated: both way traffic on green lights is absolutely necessary and is standard for ALL major roads in ALL cities. So much stop and go traffic and congestion because of ridiculous signally. Have a middle turning lane and let traffic run both ways like normal cities.	1
better protected bike access to Strathcona Gardens	1
bike lanes and better transit options	1
everything south of robron is beautiful and works. West towards downtown could benefit from some separation between walk and road; separate walk with tree lawn space if ROW allows.	1
Totals	41

<b>Other - Write In</b>	<b>Count</b>
independent turning lanes while maintaining traffic flow	1
more overhead signs at intersections	1
safer cycling access to Carihi and Phoenix	1
use current sidewalks/paths for both bicycles & pedestrians	1
<hr/>	
Totals	41

20. Imagine Campbell River in 20 years. We have successfully implemented the Master Transportation Plan. One bold, ambitious part of the plan stands out. What is it? (100 words or less)

**ResponseID    Response**

18                    Strong emphasis on alternative transportation to support the City's climate change goals - more people on bikes year round; more people using transit, Facilities for bikes (ebikes) downtown and Village Centers..

19                    A safe and separated active transit network that is used by regularly by 30% of the population, and 60% less parking available in the downtown core to encourage walking and biking.

21                    Traffic that flows smoothly and efficiently, with clear bike lanes on arterial roads that are well used by residents.

22                    More emphasis on active safe trails for people to use for leisure and commuting to and from Campbell river with well marked signs so there is a safe way to get around Campbell river without having to take the car

23                    Rapid and frequent transit with bicycle amenities/bike share is the main mode of transportation in town

26                    Left turn lanes with double lanes. Bus pull out at all bus stops so traffic does not stop.

28                    I can walk the Seawalk without the fear of being run over by a bike or scooter

29                    Majority of citizens are walking, biking and using public transportation for the majority of their transportation needs. Better for human health and better for the environment. Reduce dependence on private vehicles.

32                    An extensive network of protected bike infrastructure built to standard the Dutch would be proud of. The network is so good, that anyone physically able to use it prefers it to driving. Kids of any age can safely ride to school. Cars are relegated to inconvenient, roundabout routes outside the city center.

33                    World class bicycle lanes on all major roads

35                    We have anticipated the growth of our community and the cars that come along with it. We have created safer ways for people to cycle, perhaps a parkade to keep cats out of the Center so we can have a beautiful downtown where people walk and cycle along the ocean

## ResponseID Response

37	More people are riding their bikes or walk safely around the community and there is less air and noise pollution associated with petrol powered vehicles then there was in 2022.
38	Main routes have room for vehicles and cyclists. Hazardous obstacles placed in middle of island highway around willow point are gone
40	The ability to use bike lanes and travel on a bike safely to commute thru out the city and rural areas without having the car lanes take priority...share the road does not have to rely on private vehicles
41	More safe walking and cycling routes. Follow the plans countries in Europe have adopted.
43	Well connected cycling routes , with at least one full AAA network that connects the city: showcasing and providing access to our forests, beaches, downtown and Willow point with well connected side routes that service neighbourhood destinations. :)
44	A city with lots of nature where you don't need a car. Walk, cycle to work, school, shopping easily and pleasantly along treed pathways, through parks with minimal interaction with vehicle traffic.
48	People getting out of their cars and start walking biking and taking the bus to get around.
52	Ample pedestrian and cycling paths
55	effortless cycling transit and easily accessible and convenient transit system - get anywhere without a car. Car-less Campbell River!
56	Supporting recreation and active transportation. And why do we still not have a rainbow crosswalk???
58	Amazing cycling and green transportation infrastructure.
61	there is almost no private vehicle traffic because we don't need it for daily living. What traffic there is, is electrified and shared
62	Safe bike and walking lanes criss cross and connect throughout the reforested city which has zero fumes from all electric public and private vehicles.
63	A dramatic decrease in vehicle caused accident.

## ResponseID Response

64 Increasing bike corridors to access areas where new industry is being proposed and built such as at osprey/Willis road... you can't safely bike on the inland highway there and the drop point off of beaver lodge trails isn't well connected up. I also think just having more access to safe trails... the area on the ert down to downtown often feels a bit unsafe.

66 It's feels simple and safe to bike with my family from home all over the city with safe ways for bikes and pedestrians to cross busy streets.

68 Designated bike lanes and sidewalks along all main/arterial routes.

70 On-rails rapid public transport

73 Main road Bike paths wherever there's a school, directing focus on homeless in our downtown core, more bike racks, video surveillance in high traffic areas, better timing for Flow of traffic lights.

74 Protected cycling lanes throughout the city, cycling infrastructure, public secure bike parking

76 Smooth flow north and south for vehicles with cycling corridors parallel (but not on Dogwood). E-bikes are here to stay and more and more people will use them.

77 Fewer crashes, no traffic related fatalities.

89 It is a walking ,cycling , transit friendly city with a vibrant downtown and express bus routes to colleges , schools, and shopping.

92 Healthier, more vibrant people and spaces as active and multi-modal transportation initiatives have been prioritized over single, private vehicle vehicles.

93 Campbell River is conspicuously people-centred. Downtown is alive and vibrant with people walking, cycling, and shopping locally. With an excellent transit service and a connected network of safe bike lanes, most people find it more efficient and economical to leave their electric vehicles at home.

95 Creating safe and efficient ways for the people of Campbell River to move around the town and surrounding areas (Willow Point, eetc) to access their needs (shopping, recreation, and physical activity

98 Designated bike lanes on all major roads and trees along sidewalks. More frequent transit along key routes

## ResponseID Response

99 Popular adoption of public transit instead of people driving most of the time. People feeling comfortable walking and cycling.

105 fully connected network of multi-use trails/pathways joining Oyster River, Willow Point, Campbell River, Campbellton and north to Dolphins turn off; sustainable public transit that accommodates cycling and operates at a frequency that encourages more usage to commute. Route 6 is the best bus route in the world when it comes to views along the water. Maybe this could be marketed

107 Shoppers Row is a safe, pedestrian only space

110 Cars are not the default choice when people go somewhere. They are seen as a last resort, and the most unpleasant way to get around town.

111 We still prioritize cars.

112 Easier to travel from south end of town to north OR the city allows for greater shopping ability at south end so that I DON'T have to travel.

113 the main artery roads need sidewalks

121 Overpass crosswalks for cyclists

123 Bike friendly

124 It includes the most ambitious cycling plan of any city in Canada.

126 Efficient

127 Removal of all traffic circles and bylaw to prevent any more EVER being constructed.

131 An emphasis on alternatives to car-based traffic, including increased transit routes and frequency, and protected travel lanes for cyclists and pedestrians.

133 Less stops and traffic lights More round about More law enforcement

134 First of all, if it takes 20 years to implement the Master Transportation Plan, there is a major problem with the City of Campbell River's planning competence and thus my faith in the system to provide me with minimum functions of government (such as public transit) is severely damaged. However, the bold, ambitious part of the plan that would stand out for me would be a 7 day a week 20 hours a day service span inclusive of holidays, similar to what Whistler has, a city with a SIGNIFICANTLY lower population than ours.

**ResponseID Response**

135 Allow larger strip mall in different parts of the community. This will allow people the option of not having to drive uptown for everything.

136 Promote downtown integrated residential development, commercial, etc., reducing reliance on automobiles.

138 That our streets are beautiful, filled with trees, and consider and accommodate all users in a safe, efficient and equitable way.

143 People biking all over town with excellent and well maintained bike lanes

144 A city that has planned for growth while at the same time made this improvement with visually pleasing improvements - walkways with greenspace - accessible options that fit our rising population

146 More bike lanes

147 Consistent walkways throughout town and down paths that are wheelchair friendly.

150 Vehicles are not the priority - walking, cycling and other modes of active transportation are prioritized, including public transit.

157 Downtown shopping area with NO cars, people walking and biking and more outdoor cafes, restaurants etc. Plan for parking with easy walking access to more than a couple of stores, ie cross over walkway between old Target and Canadian Tire area. Painted bike lanes.

159 It is safe and welcoming for pedestrians and bikes.

162 Plans to improve travelling along Dogwood!

163 The creation of beautiful covered gathering spaces along the seawalk and downtown with scooter charging so that people with mobility challenges or those with alternate transport can rest and recharge safely.

166 The Dogwood corridor is safer for pedestrians with sidewalks away from the street and safer for cars because it is divided. A residential street running parallel to Dogwood (birch?) is primarily a cycling route (which is well maintained and maybe with on-demand signaled crossings at main east west collector streets) to provide a north south cycling corridor that is separated from the Dogwood traffic

171 DO NOT build the Willis road corridor! Move the lights at the inland hwy and just extend Evergreen.

172 A safe, connected network of bike routes.

## ResponseID Response

- 174 Pleased that the MTP includes so much content on non-motorized transportation options. So it was very disappointing that city council recently approved a new petrol station in Willow Point when there is a climate emergency. The city needs to look ahead and work with BC Hydro on a long term plan for incentivizing the evolution to electric, fossil-fuel free vehicles and e-bikes.
- 176 Driving is a last resort to get around, since the other options are more appealing and just as fast.
- 180 Public transit that is more convenient than using a private vehicle to reach your destination
- 181 You added greenspace to corridors instead of taking it away. The trees cool the roads, separate pedestrians from cars, and lend an uplifting feel to the streets, increasing use.
- 183 24 hour bus service
- 184 What would stand out is if most of the items planned that don't cater to cars are actually implemented.
- 187 It is a work in progress as the city develops The increased taxes as a result of poor budgeting for all projects is still a big concern.
- 189 Biking corridors using the side streets, the forest trails and wide major arteries that even young families would feel comfortable and safe travelling.
- 190 Safety for pedestrians (school children) on Dogwood around Carihi School.
- 192 People don't need to drive everywhere because the public transit system will take them anywhere in less than an hour. This is true of every other city this size or large that I've been in, but Campbell river seems to want to be a small town enough though it's not.
- 193 There is a main paved divided walking/cycling path all around the city. From Jubilee along Hwy 19A downtown to Discovery Harbour, then through Campbellton, up the ERT road to Jubilee, then down Jubilee back to Hwy 19 A. There are also a few similar secondary paths that people can take to go crosswise: Hilchey St, Evergreen St, and 9th Avenue.
- 194 A few dedicated bike and pedestrian routes to key areas around the city Keep, all our sidewalks and roadways clear of snow and ice Not every road or street in town need to be bike friendly
- 195 Protected bike lanes with rapid transit service on all major roads. Getting across town is quick, easy, and does not require a car at any time of day

## ResponseID Response

198	A better recreation environment for cyclists and pedestrians.
202	more people walking and biking and using transit, less traffic congestion and accidents
203	Easy to get around town without using a car, even when coming over from Quadra ferry
205	Cycling infrastructure
211	protected bike only lanes, separate from traffic and pedestrians, with safe road crossings (unlike current dogwood multi-use path)
213	We are the terminus of a rail link to Victoria with pedestrian and cycling friendly streets. Public transit is used by a broader cross section of the community and we aren't hopping into a vehicle for every minor errand.
214	Non stop bus service; increase the number of bike racks downtown, sidewalks, sidewalks, sidewalks
216	A 7-10 pedestrian rating for all areas. Walking or cycling is the mode of choice, due to shopping, dr;s etc within walking distance from all areas.
218	Fix dogwood.
219	Cycling infrastructure. Dogwood, Evergreen and Peterson become cycle friendly. People are cycling to work and shopping, kids are cycling to school. There are bike racks everywhere with bike sharing options. We are a healthy city with less vehicle pollution and noise. Families only have one car because everyone rides or takes transit. The streets aren't has cluttered with excess vehicles. The city is actually less vehicle friendly encouraging other modes of transport.
221	Safe travels for pedestrians and bikers
226	Well cared for
230	Reducing the number of car lanes on Dogwood. One thru-lane each direction.
233	Common sense priorities
234	There are walking/biking trails connecting every subdivision.
235	Bicycles everywhere like the Nordic countries
236	Because of frequency of busses and more, covered, stops more people are using public transportation

## ResponseID Response

239 More people using alternate modes of transportation in town. 50% less cars on the road.

246 Somehow create one 'thru' road that one could travel quickly on from Willow Point to Downtown. The Jubilee parkway does this up to Merecroft then the sequence of traffic lights slows it down.

249 Connected Willis Rd to 2nd

252 More residents using active transportation in safer and more visually pleasing travel infrastructure

253 Campbell River has become a majority walkable, cyclable, and transit oriented community that has moved away from personal vehicle use throughout the community.

254 Taking transit or cycling to get around town is a no-brainer. There are frequent buses, consistent bus lanes, and more density around commercial areas.

255 Electric buses are transporting the majority of commuters to/from work/school. Bicycle lanes are well used. Pedestrians go shopping downtown. Campbell River is ready to embrace sustainable living.

257 Dogwood has separated bike lanes leading to a mostly pedestrian downtown core. It would be wonderful to have people walking, cycling, enjoying our downtown without traffic in the middle.

258 That many more people are riding/walking to their destinations because it is the safer and much more convenient and accessible to do so compared to now

259 It's time to set aside political grudges and reach out to the provincial and regional governments (BC MOTI and the SRD Area D) to utilize non-motorized greenways, specifically the waterline trails from Jubilee Parkway to Henry Road and a seaside cycleway connecting the frontage roads along Hwy 19A to Oyster Bay.

260 Cycle trips have increased to 25%. The downtown core is largely traffic free but pedestrian friendly drawing families and visitors to the lovely cafes and restaurants. The street parking has been replaced by outdoor seating and more pedestrian walking and a separated bike lane. Local businesses thrive.

262 Free and frequent public transit. Even able-bodied and employed people take the bus regularly now because it's cheaper and easier than having a second car.

263 accessible EV chargers in areas of multi res concentration

**ResponseID    Response**

267            I am grateful for the public transportation. Please speak to the bus drivers who would have the best input of what is needed to improve the service. Thank you for listening.

272            Reduced conflicts, improved flows and movements.

274            Ease of accessing different parts of town. CR has intelligently placed commercial centers . With south CR growing. Good access to trails and the ocean walk. Beauty, access for foot traffic Efficiency and clarity for drivers. It's on a good trajectory like anything just needs improvements . Starting with focus on the most congested areas (just need to drive around a bit to know) and keeping in mind the ferry launch and downtown. As well as improving areas like Birch st where it's being used as a corridor without sufficient space.

281            Safe cycling routes and traffic calming with reduced speeds

284            Improving the biking access in Campbell River for all riders. With the increase of e bikes we will see more riders of varying ability. We need to make sure that collector and main routes have safe biking areas. We also need to look a routes kids walk to school. They need to have safe sidewalks and crossings. The crosswalk at Erickson and Martin road has so much traffic blow through it while kids walk to school.

288            Stop with the high rises in or near previous residential neighborhoods which increases the resulting traffic. Build a community of High Rises somewhere else, and away from our previously quiet safe single family dwelling neighbourhoods.

291            Primary arteries that efficiently move traffic (particularly N/S). Secondary roads used for bike lanes.

292            \*Green highlighted bike lanes. \*Stop vehicle traffic short-cutting through residential areas - especially speeding vehicles \*Traffic calming in residential area \*snow removal on sidewalks in residential areas \*consider neighbourhoods when routing traffic

294            Willis to 2nd Ave connector

295            Improve pedestrian safety downtown by addressing the drug issues

296            Dogwood st. Traffic lights don't make the trip minutes longer each way than it needs to be

299            A monthly "no-cars" event (except for local traffic) along each of Dogwood, Alder & coastal highway.

301            Making the city more walkable and generally more pleasant to live in.

**ResponseID Response**

310 Everyone can cycle safely on Campbell River streets.

312 Creation of a more coordinated plan, so less reliance on single vehicles for those outside the main downtown or willow point areas.

313 A new transportation specialist.

315 waste of time and money on bike lanes for a very few people

317 Multi use trails that connect easily through town so kids can be safe to ride their bikes to school or to go to 7-11 and get a slushy like I did when I was a kid. This would get more people out of their cars and being healthier.

318 FREE TRANSIT

319 More Cycling friendly

320 Increased the amount of disabled parking spots. Currently I believe it's 1 disabled spot to 100 "regular" parking spots. This is not nearly enough given the aging population and the many people with various disabilities who drive in Campbell River.

321 Providing safe and convenient access for vehicles, cyclists, motorbikes and pedestrians, as well as pleasing streets apes enhanced by landscaping and lighting. Regular convenient and safe transit at a nominal fee.

326 Making it a safe place to walk - Campbelton, Seawalk, Robert's Reach

333 Cycling lanes have been made a priority, Dogwood is a much safer route for active transportation.

334 Make the road system safe and accessible for all users, not just cars. Build in more green space (trees) to help shade the area so it isn't too hot. Also make bylaws (and enforce them)to ensure sidewalks get shovelled in a timely manner so people can walk around and not walk on the streets as those are the only sections that are clear

339 Enhanced, safe and diverse transportation is the key to providing access for families, seniors, disabled persons to other city services. It's also environmentally sustainable.

340 Complete the South Island Hwy improvement project from Big Rock Boat Ramp to 1st Avenue

346 Cycling and Walking pathways connecting the entire City

350 Electric trolley/buses that provide hop on/off service on the Dogwood Corridor and the Island Hwy.

## ResponseID Response

351 Scooter or ebike rentals and UBER

352 More environmentally conscious.

354 Buses that will access all of Campbell river and actually a dependable way to get to other parts of the island

356 Clearly marked bike lanes, easy to see lines on the roadways, and improved lights/timing on Dogwood

359 A united cycling/walking \*path\* (not just route) that connects the entire city and provides accessibility to nearly all neighbourhoods/downtown. Maybe like Edmonton's ring road but for bikes/walking folks. People call CR the "Amsterdam" of Canada...okay, that might give the wrong impression.

362 Bicycle and e-bike friendly infrastructure.

364 completely separate arterial routes for vehicles, pedestrians and cyclists. This would allow for optimizing the route for the mode of travel. This could eliminate situations like the North end of Alder at St Ann's. where the road narrows and curves at a junction on a hill at the same point where the advertised bike route suddenly ends. Cyclists have to make a split second decision whether to turn onto the sidewalk or drive out into traffic in front of drivers who may be watching traffic coming the other way if they are going to turn left at the junction. If there is traffic exiting the casino parking lot it gets even more chaotic.

368 it is safer for our kids and all users

372 Safer places to launch bats and navigate streets with large to medium boats, dedicated parking and boat turning to help with safety and better intersection safety in all the key streets.

375 More roundabouts. Fewer 4-way stops. Bylaw officers actually enforce rules around removing obstructions/visibility barriers at intersections, such as people parking too close to major intersections or having shrubs/vegetation that blocks visibility.

386 People have switched to biking in great numbers because it is safe, quiet, and an efficient way of getting everywhere in Campbell River. I've put on 9000 km on my ebike in 2 1/2 years. It's my preferred mode of transportation even though I own a car and a van. I know this is possible..

391 Better flowing arterial routes

392 Dedicated (separated from traffic) cycling and walking corridors from Storries beach to downtown.

**ResponseID    Response**

393            No congestion and great flow.

395            Better access to Hwy 19 and 19A

396            A network of interlocking transit routes who operate every 5 minutes, including evenings, weekends, early morning and holidays.

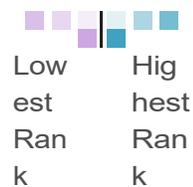
402            Regional transportation to villages north

403            Build something for the seniors, with the influx of people (2022 ) you're going to need it!

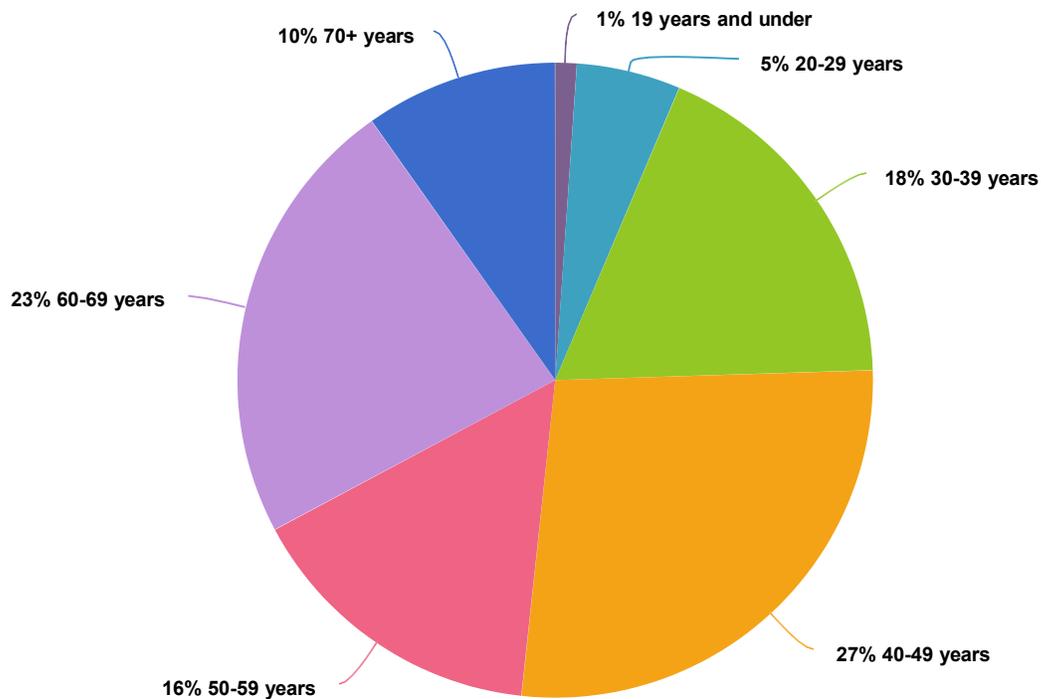
404            Removal of roadside parking downtown to create bike lanes and sidewalks wide enough for walkers and mobility assistance devices

21. The Master Transportation Plan will guide our transportation-related decisions over the next 20 years. Looking forward, what are the most important issues the updated Plan should address? Please rank the following in order of importance (1=most important, 7=least important):

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Pedestrian and cycling safety	1		1,498	243
Maintenance and upkeep of transportation infrastructure	2		1,205	239
Climate change and improved air quality	3		1,051	228
Improved and expanded transit service	4		1,040	225
Preparing for new and emerging mobility technologies such as electric bikes, e-scooters, driverless or autonomous vehicles	5		1,036	234
Affordability of travel for all residents	6		939	220
Safety for drivers	7		916	219
Traffic congestion	8		896	219



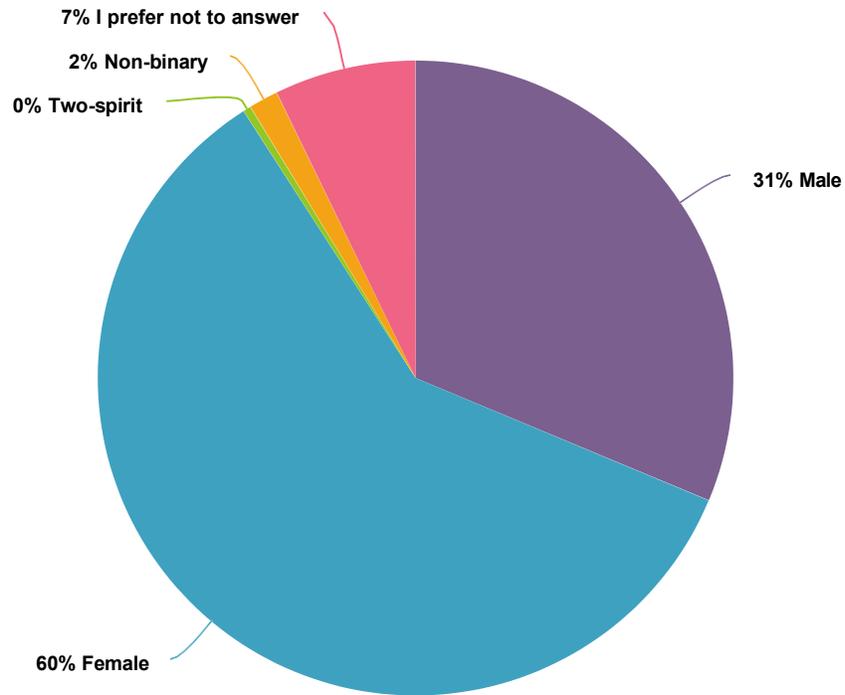
## 22. Which of the following age groups do you belong to?



Value	Percent	Responses
19 years and under	1.1%	3
20-29 years	5.3%	14
30-39 years	18.1%	48
40-49 years	27.2%	72
50-59 years	15.5%	41
60-69 years	23.0%	61
70+ years	9.8%	26

**Totals: 265**

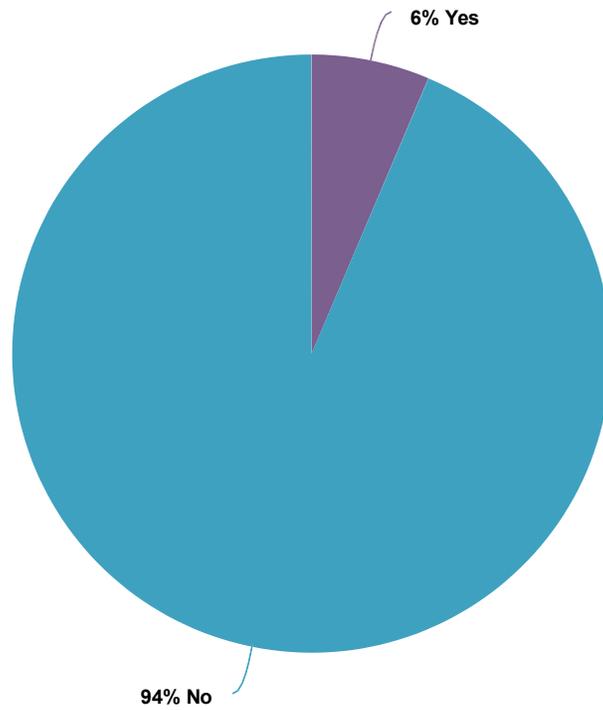
### 23. What is your gender?



Value	Percent	Responses
Male	31.3%	83
Female	59.6%	158
Two-spirit	0.4%	1
Non-binary	1.5%	4
I prefer not to answer	7.2%	19

Totals: 265

24. Does anyone in your household regularly use a mobility device (e.g., mobility aid, wheelchair)?



Value	Percent	Responses
Yes	6.4%	17
No	93.6%	248

Totals: 265

25. Is there anything else you would like to share with us? (100 words or less)

**ResponseID    Response**

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18                    Plans do not help the community if they are not implemented. Please include a Action Timeline that includes annual monitoring of progress, so this does not sit on a shelf, like the 2012 Master Transportation Plan. Also please include a recommendation so all city departments have this plan on their checklist whenever doing City Works.

19                    There is too much parking in CR, Too few sidewalks. And way too many people who burn out at intersections, or don't stop at all, and drive in un-safe and disrespectful ways.

22                    Please make the roads safer for pedestrians and cyclists!!! It's a nightmare out there !

23                    We have to get away from car hegemony. Listen to "The War on Cars" podcast, and read those books. Also "Not just cars" on youtube. Walkable cities are a must for a safe, sustainable and equitable future.

26                    Willow point needs to be priority especially near dogwood and Jubilee, Erickson and alder intersections.

29                    Thank you city of CR for being progressive and asking for input from your citizens!

32                    I'm disappointed that none of the questions talk about barriers to letting children bike or walk to their destinations. Transporting children is a primary thing people use their cars for and creates considerable traffic. Routes that parents might themselves be comfortable with may seem too dangerous for their kids, and so they feel they have no choice but to drive them everywhere, perpetuating the cycle of more cars and more danger for children.

33                    If cycling, walking, and public transportation are easier for residents, it will help ease traffic congestion. Please don't just focus on motor vehicles.

35                    Look at other cities in Canada or around the world that have been successful in their planning. Don't invent the wheel, it's already been done ! Good luck. Love CR !

38                    There are a wide variety of transportation needs in Campbell River to accommodate. Keep up the good work.

## ResponseID Response

40 be proactive .....the one spot trail is a multi- use trail in the comox valley that they are working on to connect courtenay to the oyster river , so people can use it from all kinds of travel..... like the galloping goose in victoria !and the lochside trail

43 Thanks for connecting with the community. We have a long way to go to bring CR's transportation network up to 2022 standards and a lot of work to do. This brings great promise for a greener more multi modal future

48 Let's make cr a place that's easy to get around

55 please invest in bike lanes and better bus options.

62 Gilakasla! for helping move our city and region in positive eco logical ways.

66 Please include safe access by bike or as a pedestrian to Beaver Lodge lands as a destination. It feels incredibly dangerous to get there by foot with my family even if we walk an extra km out of our way to Hilchey, I have almost been run over in that intersection with my right of way many times.

70 I would like to further urge the value of making by-law allowances for young children and their parent/guardian to legally ride bicycles on the sidewalk while they are learning to ride.

73 Let's concentrate on our aging population of baby boomers. People living longer, health has to be a priority(with our health services declining with services(lack of doctors for 60 baby boomers etc). Biking, walking outdoor activities ..diet and exercise are a priority....our infrastructure falls into this category for healthier lifestyle living...let's learn from other countries(New Zealand/Australia...as well, focusing on our grandchildrens future. Climate change is as important.

74 Another question that needs to be asked in the survey is . . . Are your prepared to pay an extra \$10,00, \$50.00, \$100.00 etc. per year on your property taxes to pay for the additional infrastructure/maintenance/sidewalks/cycling lanes/transit etc.

80 Encourage citizens to use active transportation safe routes to school so kids learn to walk Thanks for letting me express my opinion

82 Why ask for our opinions in a survey when you have already decided on your course of action?

83 E-bikes etc are here to stay, improving the cycling network is an important future planning strategy, especially linking new development areas to downtown / shopping. Avoid making cyclists switch between biking/pedestrian mode to connect destinations (intersections).

**ResponseID    Response**

93                    I'm typical of many retirees who want to be able to use a bicycle for both transportation and recreation. Even more, I want the generations to follow to have access to an active transportation network that will allow them to live in a community that is sustainable and healthy.

95                    Consult with the people, share your plans including details, listen to the ideas of others and include them in your planning if they are applicable

97                    Question #21 is buggy. Impossible to rate all items. Please publish results to the public. Thx

99                    I have a car but prefer to cycle or walk with my kids. There are better routes up and down and across town town than the city's mapped bike routes.

103                    Too many users on sidewalks, ie bicycles, scooters, skate boarders, mobility units, no room for people

110                    The topography of the city makes cycling a challenge. Ebikes and powered micromobility solve that. Current regulations don't allow those under 16 to use ebikes. They should be allowed limited speed ebikes to overcome hills and it would lay the groundwork for them to use active transport as they go into adulthood.

112                    Stop forcing us to travel to the north end of town for shopping. The south end is the highest growth area and residents are traveling to Courtenay as there is less congestion.

113                    dont focus on downtown .....add the sidewalks to the other busy roads. Evergreen, Petersen, McPhedran,

119                    Enforce the existing traffic laws. Police the schools young drivers at dismissal times so they're not starting bad driving habits early. Monitor the 4way stop signs better and start handing out tickets ie: enforce the traffic laws.

121                    Crossing major roads on foot or bike is deadly. I have 2 small children and like to commute by bike. Please prioritize bike safety

129                    Spread out critical stores like grocery around town so more people can walk/bike to them

130                    Keep bike lines to the Old Island Hwy as there is less hills. Feeder streets should empty into Old Hwy

131                    Put as much emphasis as possible on alternatives to car-based travel. Motor vehicles are a major contributor to climate change, and cities/towns with extensive transit, pedestrian, and cycling networks see much less motor vehicle use and better air quality.

## ResponseID Response

133 Less stops and traffic lights More roundabouts and law enforcement And please, implement side walk on every street and road, we are in 2022...

134 Public transit can literally be improved overnight. The very idea that it may take as long as 20 years to see necessary improvements to public transportation in Campbell River is absolutely abhorrent and an embarrassment. Public transit is a function of government and needs to be emphasized more than it is. There are several transit networks in BC that have service that meet the needs of their communities, and Campbell River is absolutely not one of them. Campbell River should be the envy of the BC Transit network, not the brown stain.

135 Pave the walking trail between the bottom of 7th and the bottom of 8th. This will allow scooters to safely cross Dogwood at 7th and continue downtown via Greenwood.

136 The city should be driving the changes, not reacting to real estate developments.

138 Please help Campbell river evolve and shift to a more multimodal modern city. Transportation system design needs more innovative and consider all users including nature by adding trees. We need complete street to address climate change and adaptation, and build a more resilient and happy city. Thanks for asking!

170 I am disappointed at how inaccessible this town is for people with disabilities. I myself do not have a disability, but often think about how hard it would be to get around and access businesses if I was in a wheelchair. It doesn't feel like we value those with different physical abilities at all. Can't get to a business, Oh well too bad for you.

171 The Willis Road corridor needs to be cancelled permanently. There is no need to destroy more natural resources and increase taxes to build, maintain and service a road that doesn't need to be there.

181 Catering to drivers is short-term thinking. From a car window, the place you're driving through is just a bunch of pavement - in order to catch the vibe of a place, you have to slow down. The planet can't handle this constant cutting of trees and paving of land in order to make it more convenient for people to drive cars, which in turn trash the Earth. CR has an outdated mentality in many ways, but it's the City's responsibility to lead, sweet-talk, or force we the citizens into a greener, more sustainable, and more beautiful future.

183 Give us 24 hour bus service

## ResponseID Response

187	I see our community becoming less affordable and more difficult for young families to be attracted to. Also becoming less safe for everyone. Those are more of a concern than transportation
202	top two issues I see: traffic signalling on dogwood and cycling safety (road maintenance, driver awareness, sufficient clean safe space to cycle)
203	Please act on the results
218	Fix the lights on dogwood. Add more sidewalks on evergreen and Willis road. Add lights to Willis and improve safety at the Petterson Hill.
219	We really need a solid cycling infrastructure. Electric bikes will continue to grow and it just makes sense that the city be forward thinking and develop new ways of getting around our city. I find it interesting that one of the most beautiful walking/cycling paths in our town (the seawalk) is so noisy with traffic that often it is hard to carry on a conversation with a walking partner. Electric cars will change that over time - we are going to need more charging stations!
221	I believe that the area that needs the most improvement is NOT dogwood street as most pedestrians/bikers use the Beaverlodge main trail and then a unsafe ERT. Evergreen and or Petersen access
231	Clean the homeless off the streets and everyone will be safer and happier.
233	The 4 way stops are lazy and ineffective as a main traffic control. More roundabouts would be 100 x better.
234	When planning future housing development ensure the developer has to provide the pathway infrastructure to connect Campbell River. This takes the expense away from the City and taxpayers and puts it on the developer. This is what happens in other cities and it is why all of them have a far superior pathway system in place
236	Some businesses don't have sidewalks. Entering Walmart from 16th. Entering Merecroft from Dogwood. All businesses MUST provide sidewalks. If not, we will become like the States where it is often hard to get there by foot.
243	Why is Willis road not looked after? They need sidewalks sooooo unsafe
244	It is time for public transit to take up the cause of connecting Campbell River to places like Gold River and other villages up island and then maybe there would be a reduction of cars on the road and emissions.

## ResponseID Response

245 Non-signal crosswalks should be painted a bright or even a fluorescent color. Westgate Road at Eardley and at the Highway would be good places to start. Businesses with vehicle egress across sidewalks (i.e. Tim Hortons in W.P.) should require speed bumps well back from the foot-traffic so drivers will look up from their coffee or their phones as they are pulling out onto the Highway!

247 Why are you not listening to residents who phone city hall about bus route changes? I have tried and tried. Getting to the bus for tests is very expensive and frustrating.

249 The ERT between Evergreen and Homewood should stay a primary route for bikes. Focus on upgrading Peterson for cars. The Seawalk is doing well - any further improvements will only make it better. It would be nice to have it working well from Willow Point through downtown to the spit.

251 With the huge increase in population and traffic, we need safe walk and e-bike ways, Bikers need to wear visible clothing and their bikes should be fitted with mirrors and bells to alert people that they are coming.

252 Turn Shopper's Row into a pedestrian mall. Almost all pilot projects to ban cars from downtown cores have become permanent with all stakeholders experiencing benefits.

253 Having urban hubs that have amenities that everyone needs is key to moving away from personal vehicle reliance. Build mixed use hubs that accommodate a large number of people.

254 I would love to see more areas of the city that are a mix of commercial and residential

257 Don't leave the new TMP on the shelf- act on it. Make sure council act on it. They need to use the TMP to make future decisions about active transportation.

259 Delete all content in the MTB to put any new roads through the Beaver Lodge Forest Lands. Flashing signs and billboards are a serious distraction

264 The centre of the roundabout on Rockland Road and Highway 19 A is currently unfilled, after several reviews of proposed installations. Safety and functionality should be priorities for this traffic feature. Visibility should be maintained, and distractions avoided. Perhaps it could simply be filled with something like low-lying plants to finish it off and complete the "Campbell Riviera" landscape?

267 Thank you for the opportunity to share.

## ResponseID Response

268 Love the most recent improvements on the sea walk from Willow Point heading downtown. It is a beautiful entrance into Campbell River. The sea walk is much improved with the park areas and ample seating. Thank you ! Would love to see this improvement carried on into downtown.

272 Put signs on the Seawalk saying stay to the right. Now mixed and confusing people. Some parking stalls downtown back out into a crosswalk. That is illegal. Do more sidewalk fill in where heavy paths show use. ie Galerno between Rockland and Ocean View. More traffic circles after promoting safety. More pedestrian activated crossings and bike lanes. Find a way to slow down Dogwood traffic and increase volumes. ie one lane and big turning lanes and take out some lights or put in circles to keep traffic moving but only if one lane each way.

281 Please improve sidewalk continuity in the older part of town, from Evergreen to downtown. There are no sidewalks on the designated walking routes from 1st to Thulinto downtown. Also a sidewalk for the entirety of 1st avenue to the highway and a crosswalk at 2nd Ave and Thulin, which is on the designated walking route!

291 This survey is obviously biased towards cyclists. I enjoy cycling and have a number of routes that keep me out of the arterial traffic lanes. But with the city's adding of Subdivisions further and further from services and a 100m hill in the middle, cars will remain prime transport. For cyclists, keep them off the arterial roads. Extend the seawalk from Hidden Harbour North to provide a flat easy to use cycling and walking path. Plan for a bike/pedestrian path from Greenwood to Ridge road (best gradient to climb to "spine" of 100m hill that Pinecrest School tops. Also make the existing pathway from Yaculta Lodge to Evergreen an official bike/pedestrian path, so people can walk the "spine" from Phoenix School to Robron Playing field. Also create bike/pedestrian path from E end of 9th to feed Thulin.

294 Build the 2nd Ave to Willis connector.

299 The seawalk is a jewel of a facility for pedestrians, & cyclers. Recently, more & more motorized bikes, scooters and/or FAST "vehicles" have been on it instead of using the road bike lane. This needs to be addressed as a safety issue for pedestrians.

302 Earlier buses

303 Everyone should be treated equally and gender or race should not be part of a transit survey. We are all human. No one person is more special than another.

## ResponseID Response

- 306 A transportation survey has no bearing on your gender. This question only creates division and special entitlement of a group in the community. We all walk, drive, ride bicycles, etc. Gender does not create barriers or impede anyone from doing so.
- 309 Don't keep focusing on the few, focus on infrastructure upkeep
- 312 I would absolutely use transit more often if the times and routes were more accessible for office workers.
- 313 This survey was too detailed. We also think the City as to listen to residents when they have a important issues. Example the now blocked off entrance to Rotary Beach Park. As Mayor Adams mentioned about the bike lane from 5th.Street to downtown more consolidation should have taken place.
- 314 Do your moral best for ALL people and our environment.
- 315 stop spending money on active transportation and fix what you have
- 316 Most of the bus drivers are so accommodating to a person with mobility issues. Look forward to seeing what the future brings to our bus service.
- 317 Need to consider the kids and making it safe enough for them to bike and walk to school. Their health depends on it and everyone else will benefit. Also, we need to stop always prioritizing cars make make sure they know that they don't own the roads - the roads are to be shared.
- 318 I live on Dogwood and the sidewalks and bus stops are a nightmare. Please do focus on making this better, thanks.
- 319 Older population using ebikes. safer bike routes and pathways with barrier from vehicles.
- 321 In general I think that Campbell River has a cohesive and well designed transportation system. I can drive around town fairly quickly wherever I need to go. We do need to make some areas safer for cyclists, pedestrians and other modes of transportation. We have to consider growth and expansion of the city, I think it's important to build the Second Avenue Connector to Willis Road and continue to enhance the Dogwood Corridor. Higher density housing along main transit routes and intersections may result in a higher level of transit opportunities. Second Avenue connector could open up opportunities for Campbell River to expand to the north and west of the city.
- 323 SNOW REMOVAL!@
- 326 Southbound merge from Canadian Tire is poorly engineered and an accident waiting to happen.

**ResponseID    Response**

329            Accesibility of aging population; enhancing seniors use of public transport. Have heard many seniors stating that their bus stops are too far from their homes. Why is Murphy St with proabably higher incomes that can afford taxis, be a main route? Can there be additional , smaller buses on secondary routes? I don't need it now, but will.

331            When building housing projects similar to the townhouses on Hilchey at galerno, have the developers create more parking, there is at lest 10 vehicles per day parked on Hilchey making bike riding a hazard.

334

341            with the speed with which the population is growing, especially seniors, Public transportation will be much more important, especially Handy Dart types for those with mobility problems.

346            Continue making Campbell River amazing by remembering that we are a Community that has ages 0 -100 and we all deserve to be considered in the decisions for the future of the City.

354            I've lived all over Bc and Campbell river is definitely not the worst for buses but could be so much better..I see more people using the bus which gets cars off roads and helps climate

356            The congestion along Alder during 'rush hour' makes it unsafe for area residents who wish to leave their driveways, or cross the road. If Dogwood had improved traffic flow, fewer people would rely on Alder, thus lessening the congestion, and improving overall safety

359            If you improve travel distance/ non-car accessibility to essentials like schools/work/groceries, I think the reduced car travel will in turn help with other objectives like people's overall health, climate change and air quality.

362            Really appreciate all the recent improvements along old island highway 19A.  
D

375            The Dogwood/Merecroft intersection is extremely unsafe. I work in that area and there are near misses every single day.

378            I love Campbell river! but i do not love the traffic lights on dogwood.

385            Quit selling parking lots downtown which were paid for by down town business owners.

**ResponseID    Response**

393                    I think if the city decides to keep Approving all these giant apartment buildings, then transportation needs to keep up with the amount of traffic and congestion it's bringing. We have a small town, I'd hate to see it so congested With traffic that it can't keep up with the amount of people moving here.

395                    I live on Sierra and use the Campbellton road system frequently. I really feel we could make some inexpensive fixes to improve traffic flow in Campbellton. ie: the Island Hwy turning lanes could easily be made dedicated on -Hwy 19 going S -access to the new bridge going N I would also like to see the traffic flow on Petersen Rd. improved. This road is becoming far to congested especially with all the new residential construction. Left turns off of Willis and Cheviot are obstructed and dangerous. Thank you for allowing me to provide some input.

402                    Campbell River is growing rapidly and transit and the city need to grow faster or as time goes on, the cost will increase to try to keep up.

403                    Whether you're a driver or walker it's up to you to be aware of your surroundings for your own safety. I drove till I was 72, now at 82 still feel safe most of the time.

404                    Speed reducing bumps in residential areas as well as school areas, instead of speed limit signs