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*WORKING PAPER ON DOWNTOWN
ROAD NETWORK REVIEW*

City of Parksville, BC

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INTRODUCTION

The City of Parksville completed the *Downtown Revitalization Strategies* in November 2006. The report outlined various strategies for revitalizing the downtown area. Part of these strategies included transportation (vehicle and pedestrian) objectives and goals. The *Downtown Revitalization Strategies* report states “connectivity between Community Park, the waterfront, and the downtown commercial area is a key component in supporting a successful revitalization of Parksville’s downtown.” Other strategies identified in the *Downtown Revitalization Strategies* report include narrower lanes on Highway 19A, increased sidewalk/multi-use pathway widths, network connectivity, and exploring on-street parking opportunities. In order to understand the implications of changes to Highway 19A a number of options were analyzed.

FIRST STEPS

Boulevard with the assistance of staff held a Council workshop on June 26th, 2009 to establish the options that should be analyzed for the downtown area. It was agreed that a number of options should be evaluated:

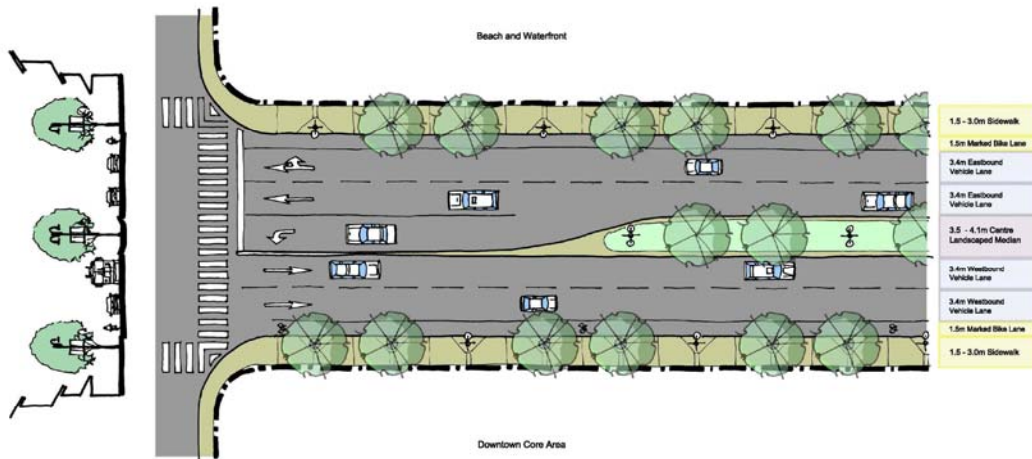
- One way system using Highway 19A and Jensen Avenue
- On street parking on Highway 19A
- Curb bulbs on Highway 19A to improve pedestrian crossings
- Reduce Highway 19A to one lane in either direction
- Extending Craig Street across Highway 19A

OPTIONS

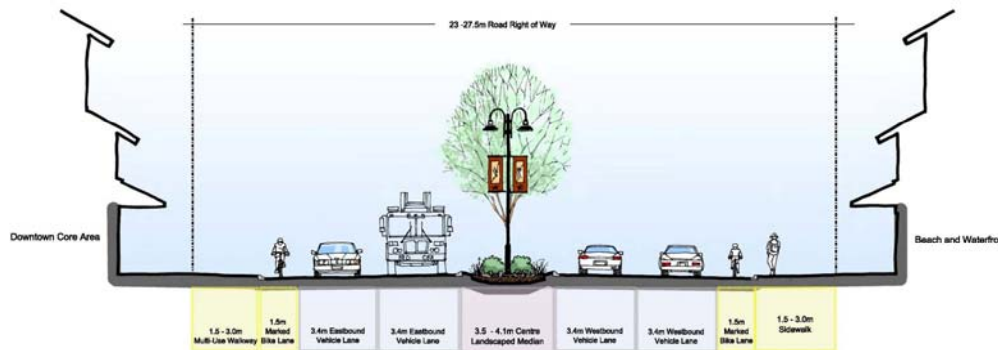
The options from the Council workshop were condensed, for analysis purposes, into three scenarios: two lanes per direction on Highway 19A (Option A), one lane per direction on Highway 19A (Option B), and a one way system on Highway 19A and Jensen Avenue (Option C). The additions of curb bulbs and on street parking could be included in any of the three scenarios. A technical assessment of the three options was undertaken. See *Appendix A* for larger scale cross section and plan view sketches of the three options.

Option A - Highway 19A Four Lanes / Jensen Avenue Two Lanes

This option maintains the existing number of travel lanes on Highway 19A, but reduces the lane widths to 3.3-3.4m (as per the *Downtown Revitalization Strategies* report). The reduced lane widths provide opportunity for bicycle lanes or 3m multi-use pathways on each side of Highway 19A.

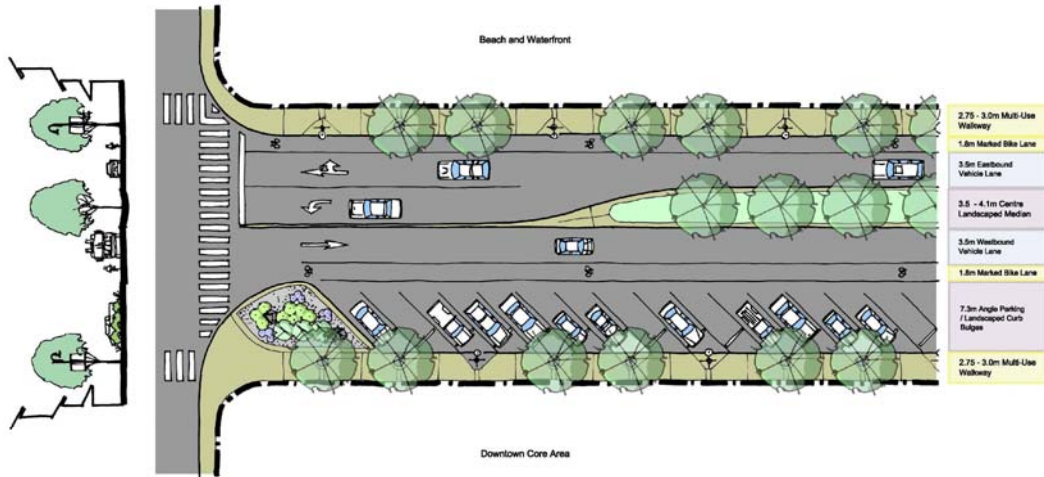


HIGHWAY 19A - OPTION 'A'- SKETCH TYPICAL PLAN **A**
1:200 metric scale

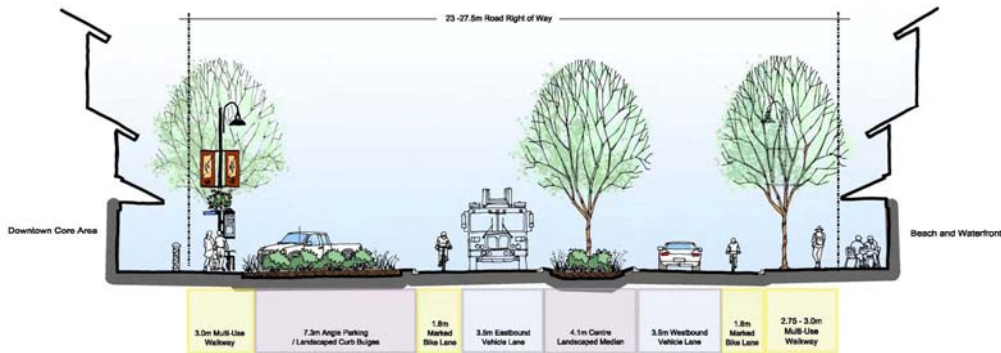


Option B - Highway 19A Two Lanes / Jensen Avenue Two Lanes

As discussed in the *Downtown Revitalization Strategies* report one option for Highway 19A may be to put it on a stricter 'road diet' and reduce the number of through travel lanes on Highway 19A. The *Downtown Revitalization Strategies* report suggests starting with 'festival lane closures' to determine the impact to traffic with the reduce number of travel lanes on Highway 19A. This option provides an opportunity for on-street parking along Highway 19A, 1.8m bicycle lanes on each side, and 3m sidewalks on each side.

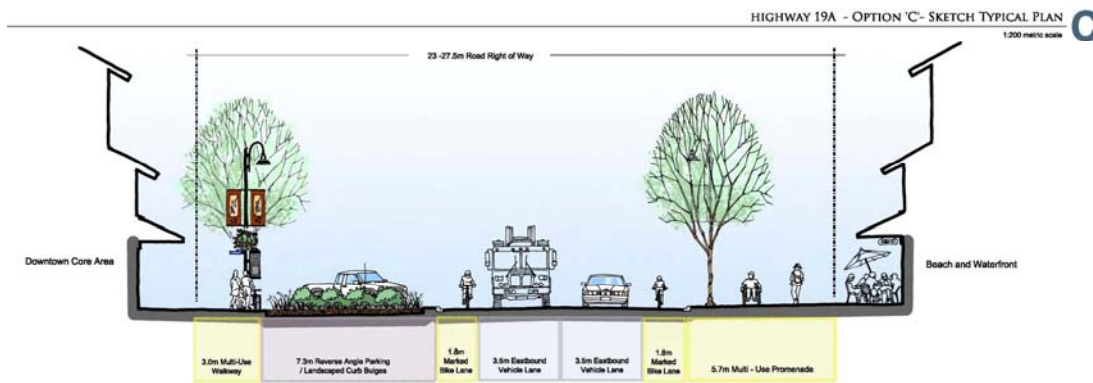
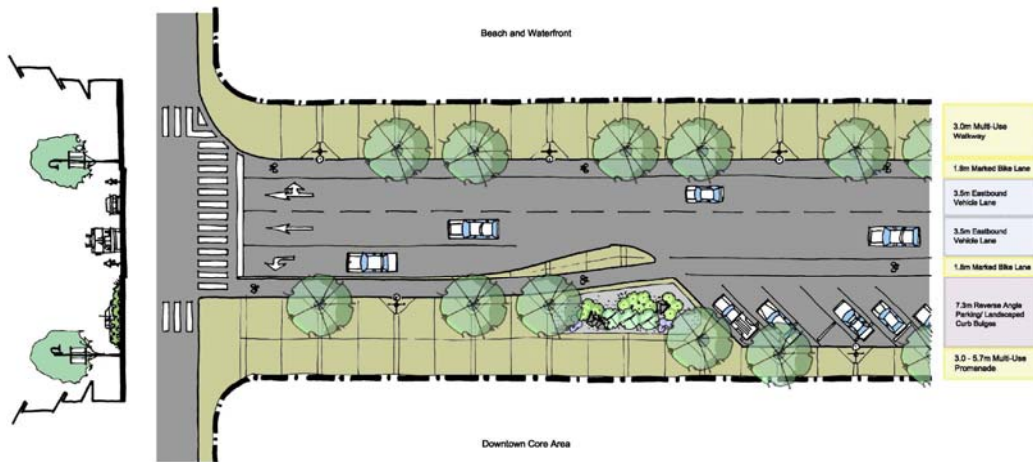


HIGHWAY 19A - OPTION 'B' - SKETCH TYPICAL PLAN **B**
1:200 metric scale



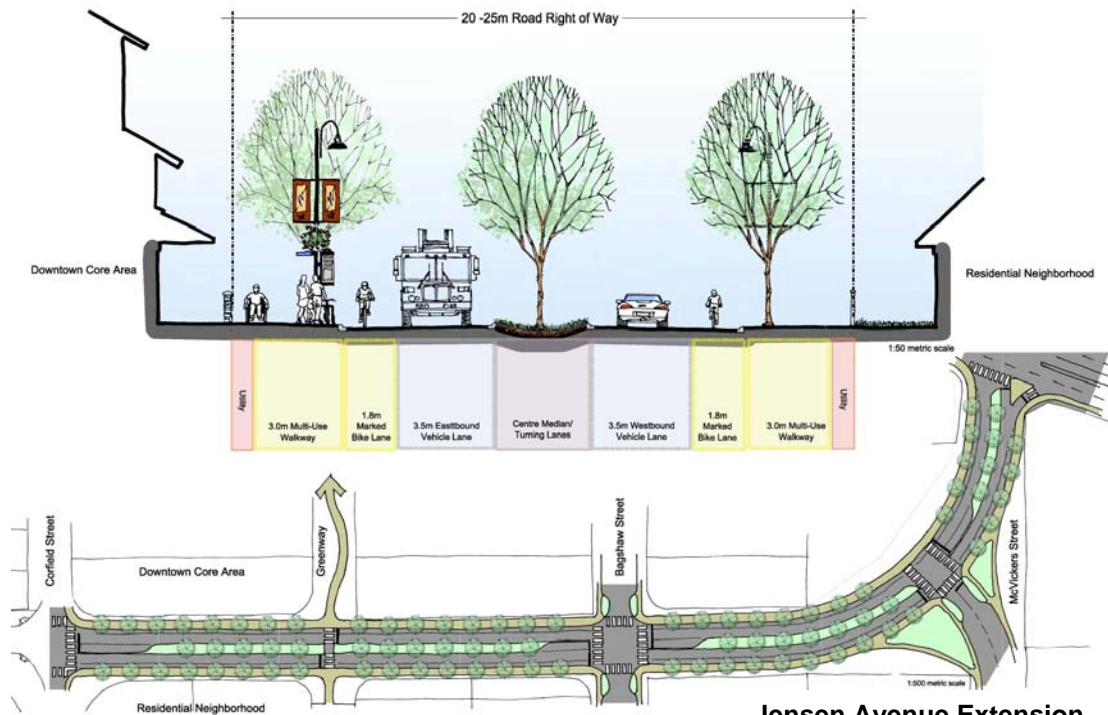
Option C - Highway 19A Two Lanes WB One Way / Jensen Avenue Two Lanes EB One Way

Option C creates two one way streets (one way couplet). Eastbound traffic from McMillan Street to McVickers Street would utilize Jensen Avenue, while westbound traffic would continue to utilize Highway 19A. This option provides opportunities for on-street parking, centre median, bicycle lanes on each side, a 3m sidewalk on one side and a 5.7m promenade walkway on the other side on Highway 19A. The promenade walkway is shown on the north side of Highway 19A based on the *Downtown Revitalization Strategies* report and the desire to increase access and walk-ability to the Community Park. However, the promenade walkway could be located on the south side of Highway 19A along the existing business frontage and the 3m sidewalk along the north side.

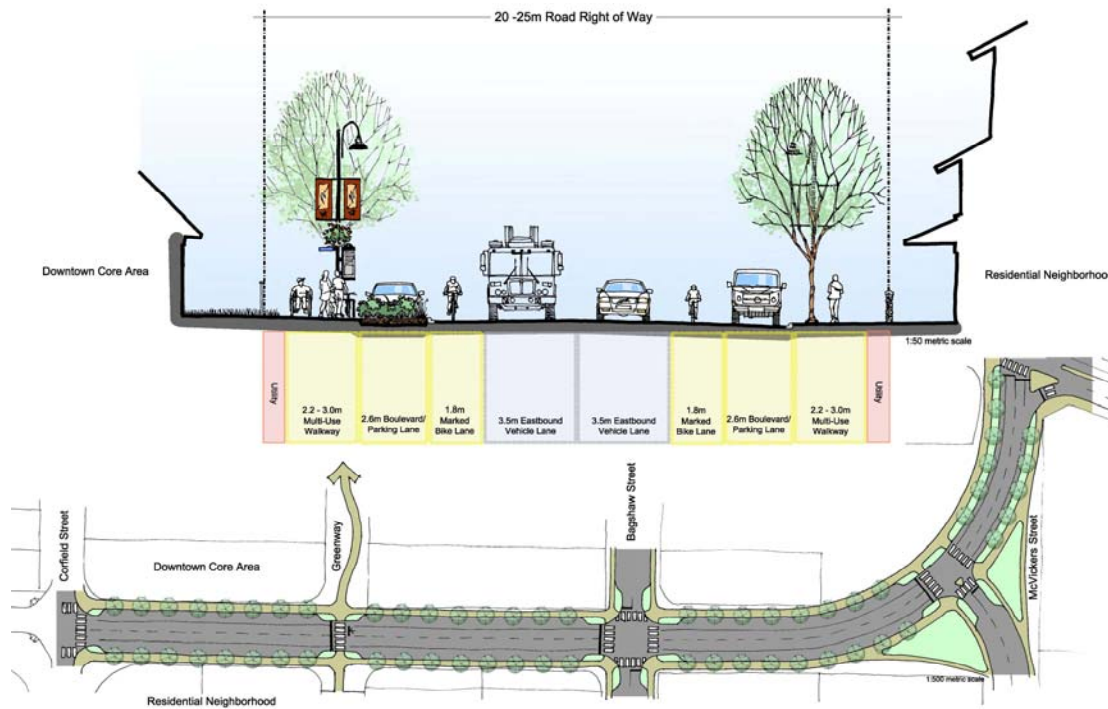


Jensen Avenue Extension

All three options incorporate the extension of Jensen Avenue (as mentioned in the *Downtown Revitalization Strategies* report). Jensen Avenue is proposed to be extended from Corfield Street to McVickers Street. Jensen Avenue will have a similar ‘look’ as the recently upgraded section from Alberni Highway to Corfield Street. This will include two travel lanes, bicycle lanes, on-street parking, and wider sidewalks.



**Jensen Avenue Extension
Option A & B**



**Jensen Avenue Extension
Option C**

TECHNICAL ASSESSMENT

Modelling Background

VISUM is a software modelling program which uses origin and destination matrix formulas to determine the attractiveness of various roads that would be used under future conditions. The model assigns traffic to links and nodes depending on road characteristics including travel time, capacity restraints, zoning/ land use etc.

Traffic conditions for each option were modelled for the long term horizon (20+ years). For each option the same long term land use was utilized, but the road network modified to reflect the option. Once the network link volumes were determined, a micro level review of the road network was undertaken using Synchro. Synchro reviews traffic conditions on a micro or intersection level rather than a macro or network link level. Intersection volumes were based on the VISUM results, but compared to 2009 existing traffic volumes for verification.

Modelling Results

VISUM

The following figure outlines the results of the VISUM modelling for the three options. These link volumes represent the expected long term (20 year, full build out) traffic volumes.

Option A has the majority of eastbound/westbound traffic remaining on Highway 19A with a portion utilizing Jensen Avenue. In Option B, significant traffic remains on Highway 19A, even with the reduced number of lanes. In this option (B) traffic spreads to adjacent streets in the downtown to find available capacity and/or avoids downtown by using Highway 19, which accounts for the lower volume of traffic on Jensen Avenue in this option. In Option C the traffic volumes are similar to Option A with the exception that eastbound and westbound traffic are on two different roads.



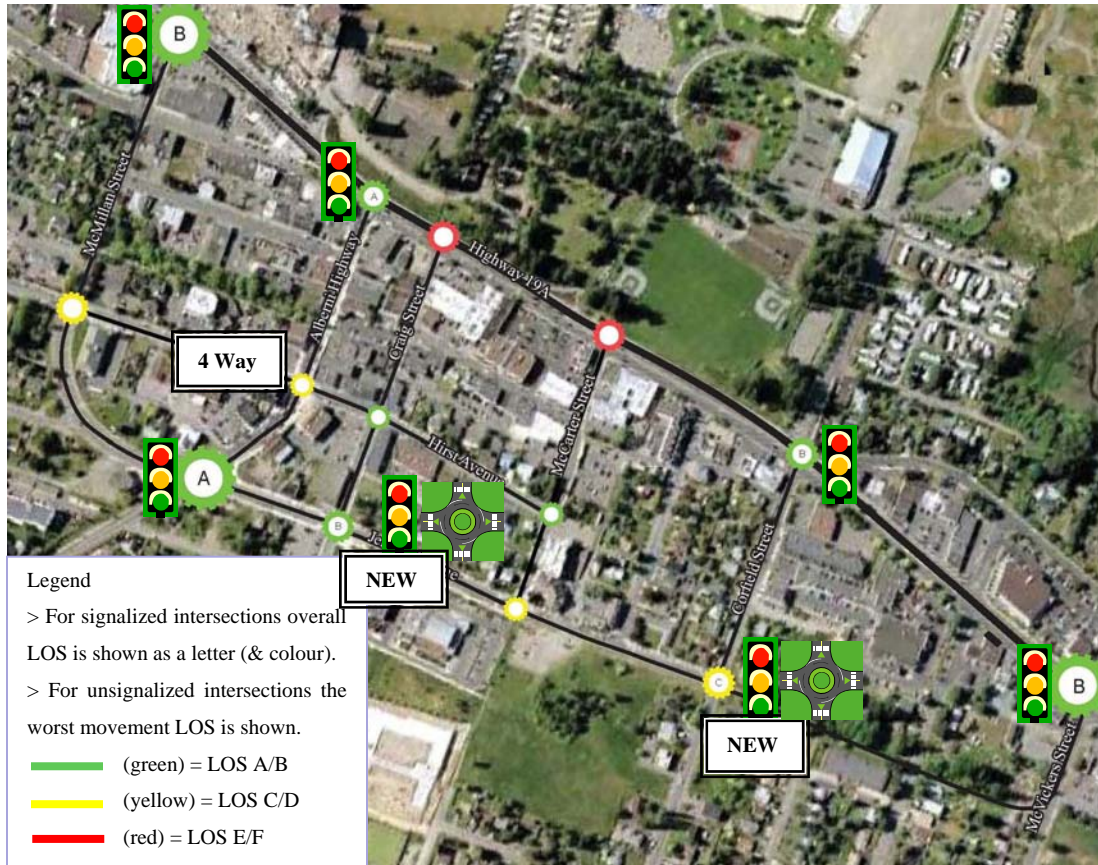
Pm Peak Hour Full Build Out Traffic Volumes for the Three Options

Synchro

The pm peak hour link volumes and intersection volume outputs from VISUM were reviewed and inputted into Synchro software to analyze the intersection traffic conditions. The Synchro model was used to identify the need for long term intersection improvements (ie. signals, roundabouts, left turn lanes, etc.) for each option. The pm peak hour traffic volumes were utilized for review of the long term downtown conditions because they represent the worst traffic conditions in a 24 hour time period.

Option A

Intersection improvements required in the long term include updating the signal timing plans, adding a westbound protected/permitted left turn phase (left turn arrow) at Corfield Street/Highway 19A, four way stop at Hirst Avenue/Alberni Highway, and traffic signals or roundabouts at Jensen Avenue/Craig Street and Jensen Avenue/Corfield Street. With these improvements the majority of intersections will operate at a LOS C or better. However, the unsignalized intersection of McCarter Street/Highway 19A will operate at a LOS F for the side street.



Option A – Long Term Pm Peak Hour Levels of Service (LOS)

Option B

For Option B the intersection of Hirst Avenue/McMillan Street will be required to be signalized in the long term and four way stops installed at Alberni Highway/Hirst Avenue and Jensen Avenue/Craig Street. Without additional through lanes on Highway 19A (ie. two lanes per direction) the intersection of McVickers Street/Highway 19A will operate at an overall LOS D and Corfield Street/Highway 19A will operate at an overall LOS F. These two intersections will have multiple movements that are failing with significant delays to the travelling public due to the inability to add through traffic lanes. The side streets at the intersection of McCarter Street/Highway 19A will also be operating at a LOS F in this option. The remaining intersections will operate at an overall LOS C or better.



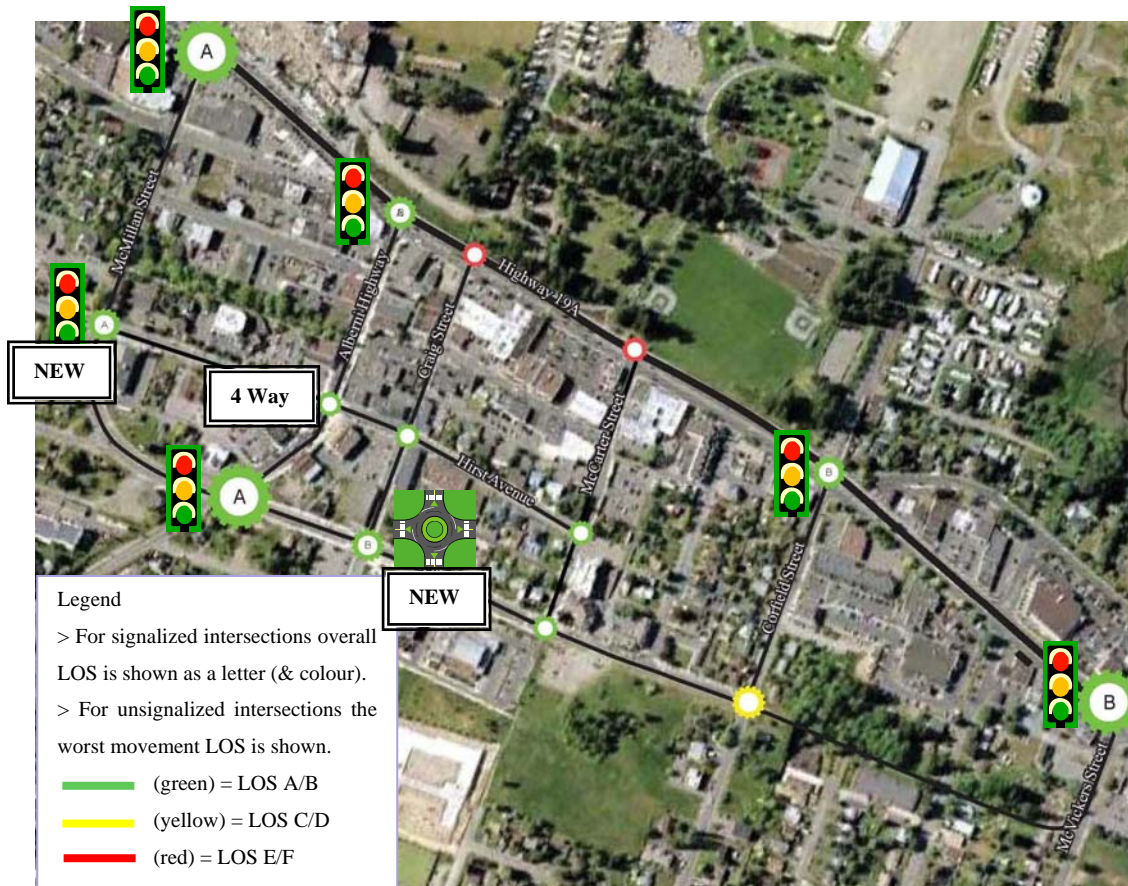
Option B – Long Term Pm Peak Hour Levels of Service (LOS)

Option C

For Option C the intersections of Hirst Avenue/McMillan Street and Jensen Avenue/Craig Street are required to be signalized (or a roundabout at Jensen Avenue/Craig Street). The intersections of Highway 19A/McMillan Street and Highway 19A/McVickers Street may remain signalized or become two lane roundabouts to deal with the transition from two way traffic to one way traffic. Although two lane roundabouts are unfamiliar to Parkville residents they allow for all movements at the two intersections.

With the implementation of the one way system the two eastbound through lanes on Highway 19A at McMillan Street would be re-aligned to carry traffic onto McMillan Street (since east of McMillan Street traffic would be one way westbound). The two ‘right turn’ lanes onto McMillan Street would be free flow (ie. no stop sign or yield sign) to maintain the continuity of the major road network and good traffic operations. With dual free right turn lanes any vehicles from the south and east that turn onto McMillan Street would be required to yield to the right turning traffic. Minimal storage would be available for vehicles to store on McMillan Street while waiting for a gap in traffic and vehicles could

spill back into the intersection. Therefore with signalization at McMillan Street/Highway 19A several movements may be required to be banned including the westbound left turn which is needed to allow motorists to 'loop' back into downtown.



Option C – Long Term Pm Peak Hour Levels of Service (LOS)

Emissions

The network delay and carbon dioxide emissions were calculated from the Synchro models for each of the options. The following table outlines the results of the delays and emissions for each option.

Option	Network Delay	Network Emissions (CO ₂)
Option A: Jensen Extension	448 hrs	5,790 kg / peak hr
Option B: Hwy 19A 2 lanes	542 hrs	6,320 kg / peak hr
Option C: Hwy 19A One Way WB/Jensen One Way EB	465 hrs	5,610 kg / peak hr

Option B has the most delay and peak hour emissions of the options. Option A has slightly lower delays than Option C, but produces slightly higher peak hour emissions.

ADDITIONAL CONSIDERATIONS

In addition to traffic operation conditions other factors were reviewed as part of the transportation network for the downtown core. These considerations include parking, pedestrian exposure, pedestrian and cycling connectivity, impact to side streets, cost, and vehicle exposure.

Parking

The implementation of parking on Highway 19A was identified in the *Downtown Revitalization Strategies* report as part of the Downtown Revitalization initiatives. Therefore options were reviewed to identify the change in the number of parking stalls on McMillan Street, Jensen Avenue, and Highway 19A between McMillan Street and McVickers Street. Based on discussions with Council angle parking on Highway 19A was chosen for review and therefore the number of stalls is based on angle parking and not parallel parking. The angle parking may be standard (forward) angle parking or reverse angle parking. There are several advantages to reverse angle parking has over standard angle parking. Reverse angle parking works on the concept that it is better to reverse into the known rather than the unknown. When reversing from a standard angle parking stall your view may be blocked or obscured by an adjacent vehicle and therefore reversing into the unknown where a cyclist or through vehicle may be. Cyclists are more visible to reverse angle parkers and cyclists have a clear view of a vehicle attempting to exit a parking stall. Reverse angle parked vehicles are easier to load as the trunk is located adjacent to the curb compared to being adjacent to the travelled road. Loading and unloading of children and pets is safer with reverse angle parking as the door opens to the safe zone (access to sidewalk) rather than towards the danger zone (travelled road). Reverse angle parking was successfully installed on Columbia Street in New Westminster in 2006.

Option A has a loss of 35 parking stalls due to the upgrades planned for McMillan Road between Highway 19A and Alberni Highway. Option B will have an increase of 167 parking stalls, while Option C has the largest increase in parking of 185 additional stalls.

Pedestrian Connectivity and Exposure

As one of the key principles of this review was to create connectivity between the Community Park, waterfront and downtown commercial areas (as per the *Downtown Revitalization Strategies* report) pedestrian connectivity and exposure were evaluated. Pedestrian exposure is the volume of traffic multiplied by the metres of road required to cross (for a pedestrian) divided by 1000. Pedestrian

exposure is only calculated for Highway 19A as one of the objectives of the *Downtown Revitalization Strategies* report was to improve pedestrian connectivity between downtown and the Community Park (waterfront). Therefore only pedestrian exposure on Highway 19A was calculated.

On Highway 19A the crossing distance is 21.3m in Option A. The crossing distance is reduced to 11.1m in Option B and 10.6m in Option C. The resulting pedestrian exposures are 42 for Option A, 13 for Option B, and 17 for Option C. Option B has the lowest pedestrian exposure.

All three options provide sidewalks on both sides of Highway 19A; however in Option A the sidewalks will remain narrow (depending on right of way width) and curb extensions will not be implemented. In Option B the sidewalk width can be increased to a consistent 3m and curb extensions provided at intersections and/or key mid-block points. In Option C the sidewalk width will be 3m on one side and up to 5.7m on the other side. Curb extensions can also be provided in Option C at intersections and key-mid block locations. Option C provides the greatest sidewalk width for pedestrians.

Options A and B provide centre medians which can be used by pedestrians as refuge area. The refuge area allows pedestrians to cross one direction of traffic and then pause before attempting to cross the second direction of traffic. Option C has only one direction of traffic and therefore no centre median/pedestrian refuge.

Overall Option A provides the least overall width for sidewalks, has the greatest crossing distance and exposure, and greatest vehicle-pedestrian conflicts. Option B has an overall sidewalk width between Option A and C, has the lowest pedestrian exposure, and the same number of vehicle conflicts as Option A. Option C has the greatest overall width for sidewalks, the second lowest pedestrian exposure, and has the fewest vehicle-pedestrian conflicts.

The provision of mid-block curb extensions reduces overall crossing distances and provides opportunities for additional pedestrian crossings. Mid-block pedestrian crossings need to be assessed for safety and connectivity. Curb extensions and mid-block pedestrian crossings were identified as part of the *Downtown Revitalization Strategies* report.

Cycling Connectivity

Although not identified as a significant component of the *Downtown Revitalization Strategies* report, cycling is an important consideration from a transportation network perspective. The provision of bicycle lanes on Highway 19A is a step towards a cohesive bicycle network in the downtown area. Bicycle lanes will encourage people to utilize cycling as a mode of transportation, which will help to

reduce the volume of traffic on the road network. All three options provide for bicycle lanes on Highway 19A and a bicycle route on Jensen Avenue.

Impacts to Side Streets

Changes in road networks are not isolated to the streets where the proposed changes are occurring, but can have spill over effects on adjacent streets. Not all spill over effects are necessarily negative as they may increase vehicles on low volumes roads designed to handle moderate traffic and may increase the amount of traffic passing a business which relies on pass by traffic. However, spill over can be an issue if roads are not designed to handle the traffic volume and lack pedestrian facilities. Issues may also arise if vehicles utilize neighbourhood roads to 'short-cut'.

Option A is not expected to significantly divert traffic to side and adjacent streets within the downtown area and surrounding neighbourhood. Option B will spread traffic to the adjacent streets within downtown and surrounding neighbourhoods as motorists look for additional capacity. This may necessitate road and sidewalk upgrades and traffic calming in neighbourhoods adjacent to downtown. Option C may divert a minimal amount of traffic to adjacent downtown streets as motorists circulate (due to the one ways) to access businesses.

Vehicle Exposure

All three options include the extension of Jensen Avenue to McVickers Street which provides opportunities for vehicles to pass properties on multiple frontages. Option A maintains existing vehicle exposure on Highway 19A and adds additional exposure on Jensen Avenue and McVickers Street with the extension. Option B reduces the amount of vehicle exposure on Highway 19A as vehicles use alternative routes to find capacity. Option C provides additional exposure on Jensen Avenue and McVickers Street with the extension. Exposure on Jensen Avenue and Highway 19A is reduced to a single direction of traffic, but could be offset by increase in single direction traffic.

Costs

Downtown option costs have been developed based on the cost to change the existing roads (McMillan Street, Jensen Avenue, and Highway 19A) to reflected each option and the cost to construct the extension of Jensen Avenue to McVickers Street (including road, sidewalk, and boulevard costs). For Option C the costs to re-construct the intersections of McMillan Street/Highway 19A and McVickers Street/Highway 19A have been included in the Downtown Option Costs as this work is integral to ensuring that the road network option functions as intended. Other intersection improvements (ie. changes in traffic control, additional phases, etc.) may occur over the longer term, depending growth and changes in traffic patterns and are not necessarily required immediately after a downtown option is

implemented. Therefore the intersection costs have been identified separately from the Downtown Option Costs. The intersection costs are shown to indicate the improvement costs which may be necessary in the downtown over time as growth occurs. There may be cost savings to undertake some (or all) of the intersection upgrades at the same time as the implementation of a downtown option rather than spreading the work out over multiple years and contracts.

















Downtown Options	Cost including property*
Option A - Maintain 4 lanes on Hwy 19A, but re-strip to include bike lanes (this option incl. Jensen extension and McMillan proposed work)	\$3,800,000
Option B - Reduce Hwy 19A to 2 lanes and add parking and bicycle lanes (incl. Jensen extension and McMillan upgrades)	\$8,400,000
Option C - One way on Hwy 19A and One way on Jensen (incl. Jensen extension and McMillan upgrades)	\$8,940,000

*Costs are for implementing the road and associated structures to complete the road network.

Intersection Improvements	Cost (with roundabouts) excluding property	Cost (with signals) excluding property
Hwy 19A/Corfield westbound protected/permitted left turn phase	\$10,000	\$10,000
Hwy 19A/McVickers westbound protected/permitted left turn phase and northbound right turn lane	\$100,000	\$100,000
Hirst/McMillan – signal	\$200,000	\$200,000
Hirst/Alberni - four way stop	\$500	\$500
Jensen/Craig – roundabout / signal	\$400,000	\$300,000
Jensen/Corfield – roundabout / signal	\$400,000	\$300,000
Jensen/McVickers – roundabout / signal	\$400,000	\$250,000
Retiming of existing signals and implementation of a signal timing plan review process	\$15,000	\$15,000
Total	\$1,525,500	\$1,175,500

Summary of Considerations

The following summarizes the considerations into a qualitative table with one symbol being good and three symbols being poor. The options were assessed relative to each other.

Option	Delay	Emissions	Cost	Parking	Ped/ Bike
A			\$	Ⓟ Ⓟ Ⓟ	  
B	  	  	\$\$\$	Ⓟ	 
C			\$\$\$	Ⓟ	

OPEN HOUSE RESULTS

The downtown options were presented to the public as part of a larger open house for the Transportation Master Plan and Downtown Parking Plan studies. This open house presented a significant amount of material to the public on transportation. The open house was from 3pm to 8pm with three formal presentations of the material. Between the presentation times representatives from the consulting team and the City of Parksville were available to discuss the materials and answer questions. Over 600 surveys were picked up by visitors to the open house; however only 205 of these surveys were returned.

Questions on the survey asked specific questions regarding the downtown core. The following is a summary of the results. Additional results are provided in *Appendix B*.

Question: Do you support beautification / streetscaping major roads to enhance the downtown core?

- 69% said YES,
- 21% said NO, and
- 10% didn't answer the question.

Question: Do you support additional expenditures to relocate overhead wires underground?

- 63% said YES,
- 28% said NO, and
- 9% didn't answer the question.

Respondents were asked to identify which of the three downtown road network options they preferred.

- 47% preferred **Option A** (Highway 19A 4 lanes; Jensen Avenue 2 lanes)
- 11% preferred **Option B** (Highway 19A 2 lanes; Jensen Avenue 2 lanes)
- 27% preferred **Option C** (Highway 19A 2 lanes one way westbound; Jensen Avenue 2 lanes one way eastbound)
- 15% didn't answer the question.

Respondents were asked to rate the priority of connecting the waterfront to the downtown core.

- 33% said that it is a **HIGH priority**
- 17% said that it is a **MEDIUM priority**
- 44% said that it is a **LOW priority**
- 6% didn't answer the question.

Respondents were asked to identify services/commercial development that they would like to see added to the downtown core. A comprehensive list of responses is in *Appendix A*. The top five responses were:

- No more high rises (specifically along water) / big developments like Beach Club / waterfront development (28 responses)
- No big box stores or chains (23 responses)
- Movie theatre (13 responses)
- Encourage more specialty / boutique shops (11 responses)
- More commercial / residential combo's – 2-3 stories (10 responses)

Specific questions relating to parking on Highway 19A were not asked; however general downtown parking questions were asked. When asked what is a reasonable distance to walk between vehicle and destination over 70% of those who answered said 2-3 blocks. Respondents were asked what further steps should be taken to improve parking conditions in downtown. A comprehensive list of responses is in *Appendix A*. The top five responses were:

- Creation of a parking structure in downtown / at Craig/Jensen – structure for staff/students (24 responses)
- No parking meters / pay kiosks (24 responses)
- Don't like reverse angle parking – headache, will slow traffic, bike lane risk, driver age, unsafe, and difficult (24 responses)
- Businesses to provide employee assigned parking off street (9 responses)
- Enforce parking limits (8 responses)

- Highway 19A is good without redesigning for any type of on street parking (7 responses).

While not in the top five responses one additional comment, by five respondents, on parking relating to the downtown transportation network was ‘additional Highway 19A parking please’.

Respondents were also asked to assess the open house and materials. The following assessment questions were rated (strongly disagree/disagree, somewhat, and strongly agree/agree):

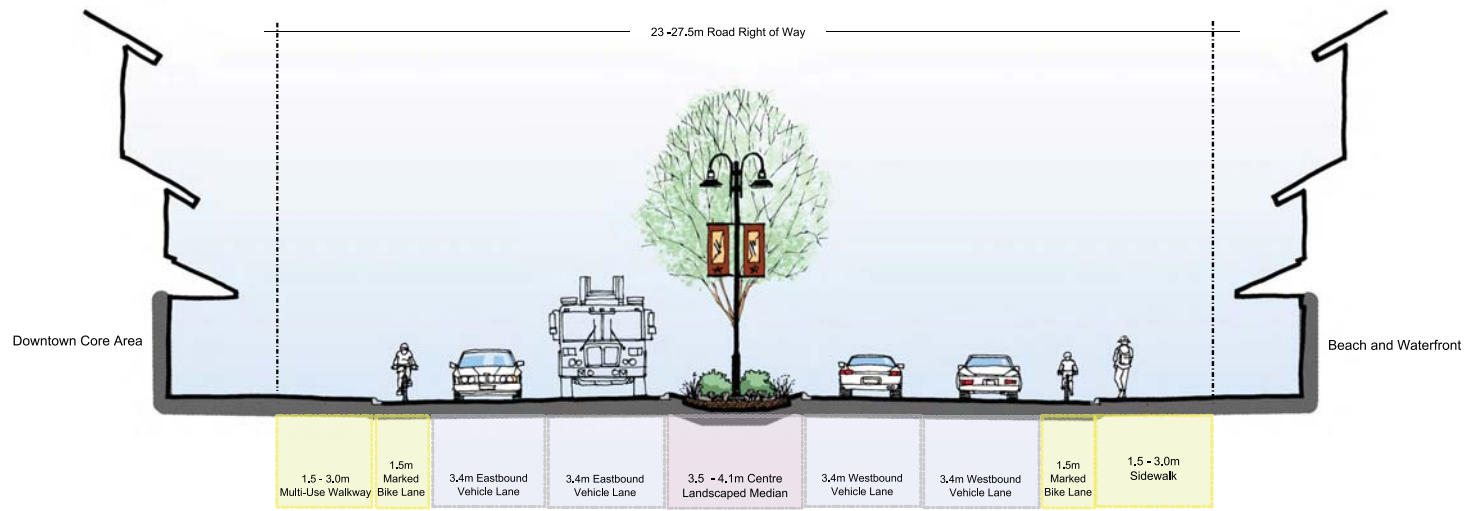
- **Overall information presented was useful and informative** – 26% strongly disagreed/disagreed, 25% somewhat, and 49% agreed/strongly agreed with this statement.
- **Information was easy to understand** – 31% strongly disagreed/disagreed, 26% somewhat, and 43% agreed/strongly agreed with this statement.
- **Project representatives were helpful, friendly and accessible** – 18% strongly disagreed/disagreed, 23% somewhat, and 59% agreed/strongly agreed with this statement.
- **I was able to find satisfactory answers to my questions** – 36% strongly disagreed/disagreed, 26% somewhat, and 38% agreed/strongly agreed with this statement.

Eighty percent (80%) of respondents were residents of Parksville, 13% were a business owner/operator in Parksville, 1% were part of a service group in Parksville, 2% were from a public interest organization in Parksville, 2% were none of the above / interested ‘neighbour’, and 1% did not response.

APPENDIX A

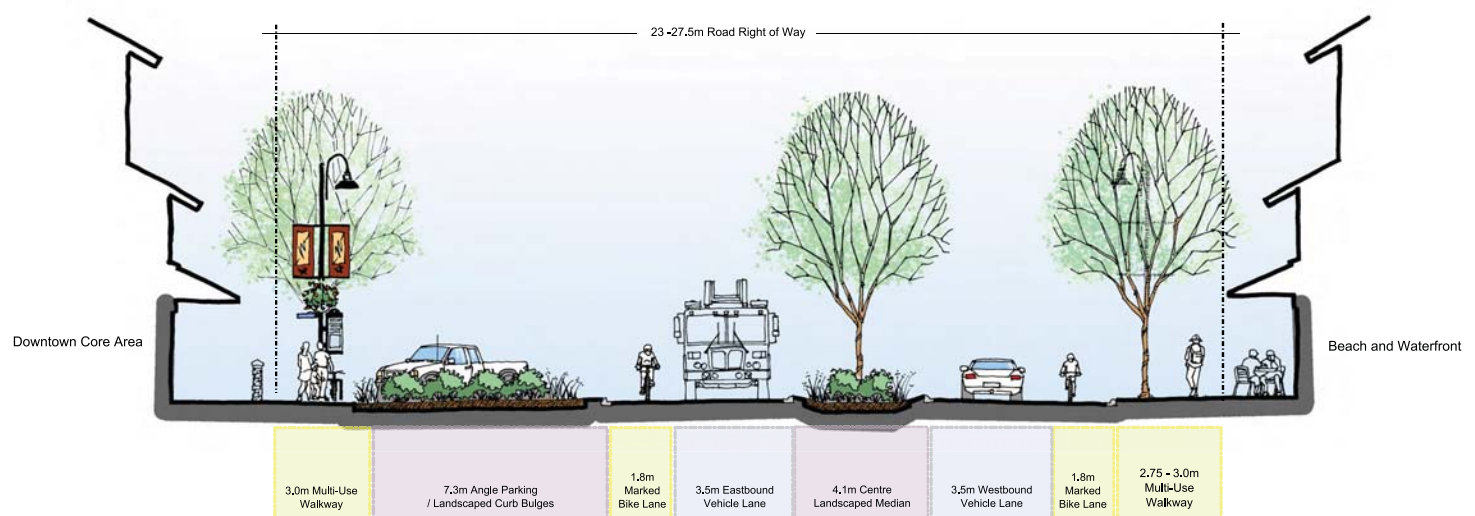
Option Cross Section and Plan View Drawings

Downtown Road Network Plan



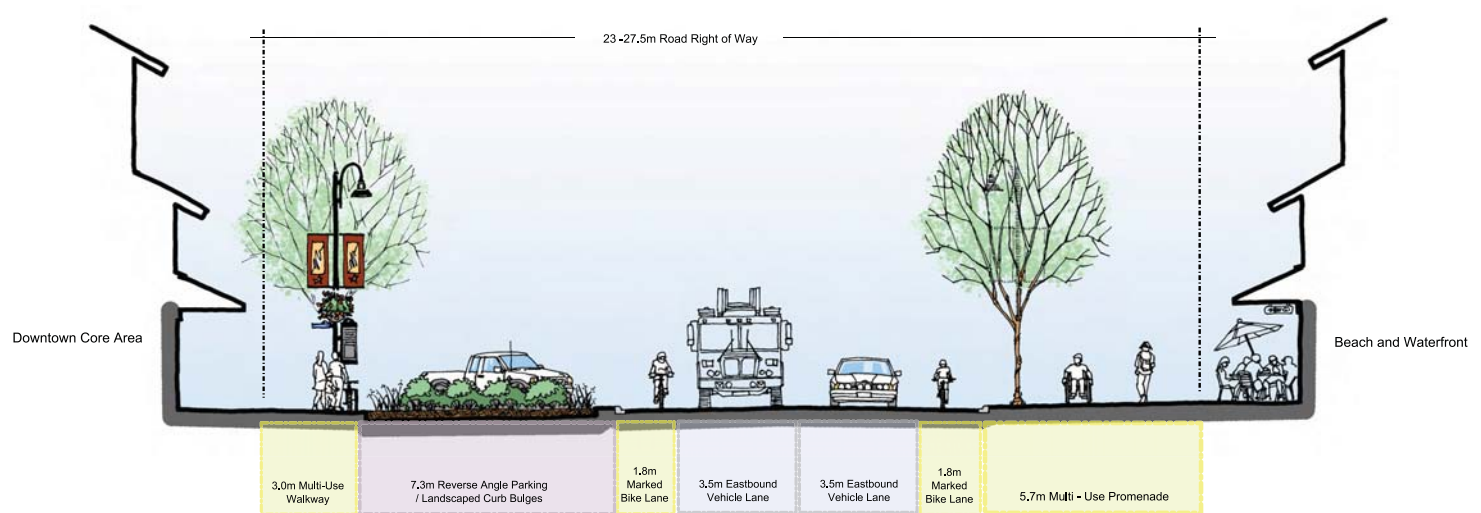
HIGHWAY 19A - OPTION 'A'- TYPICAL SECTION / ELEVATION - LOOKING WEST
1:100 metric scale

A



HIGHWAY 19A - OPTION 'B'- TYPICAL SECTION / ELEVATION - LOOKING WEST
1:100 metric scale

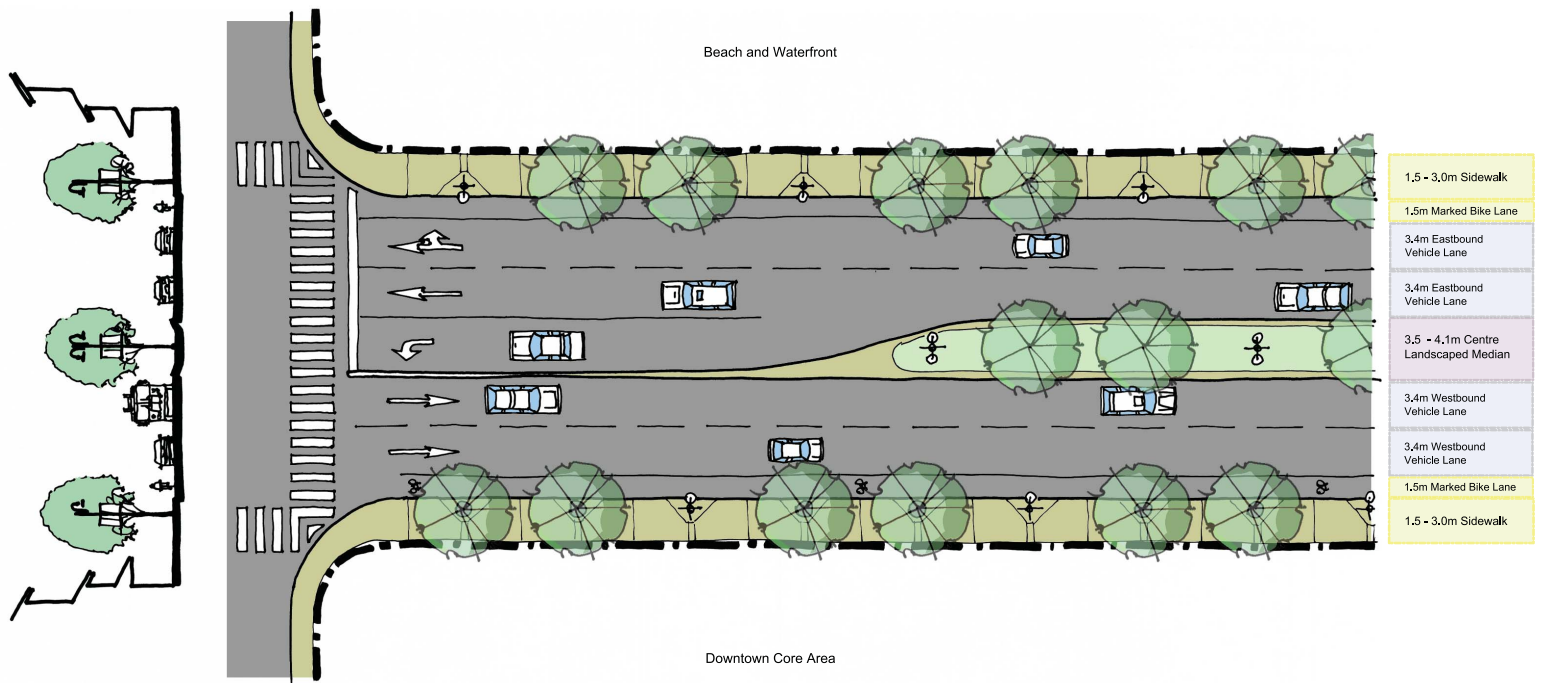
B



HIGHWAY 19A - OPTION 'C'- TYPICAL SECTION / ELEVATION - LOOKING WEST
1:100 metric scale

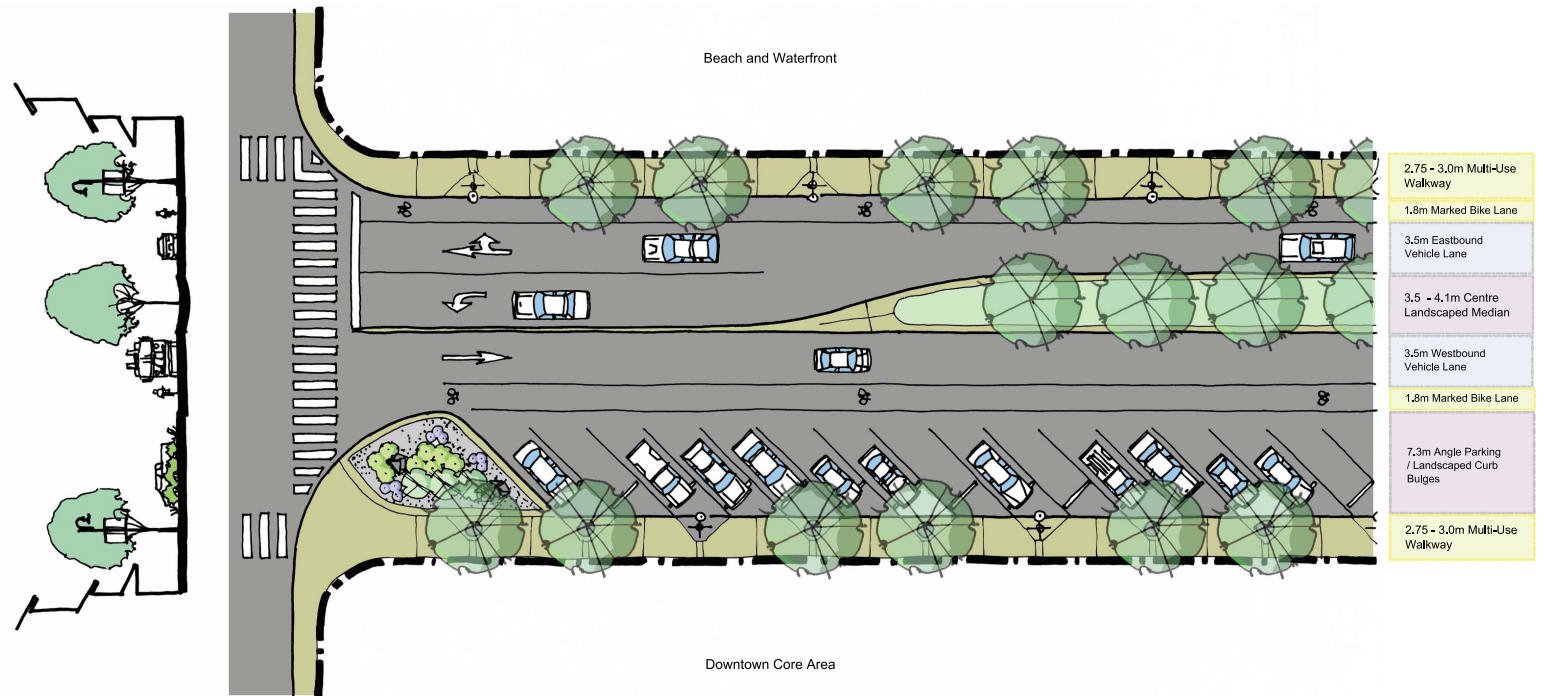
C

Downtown Road Network Plan



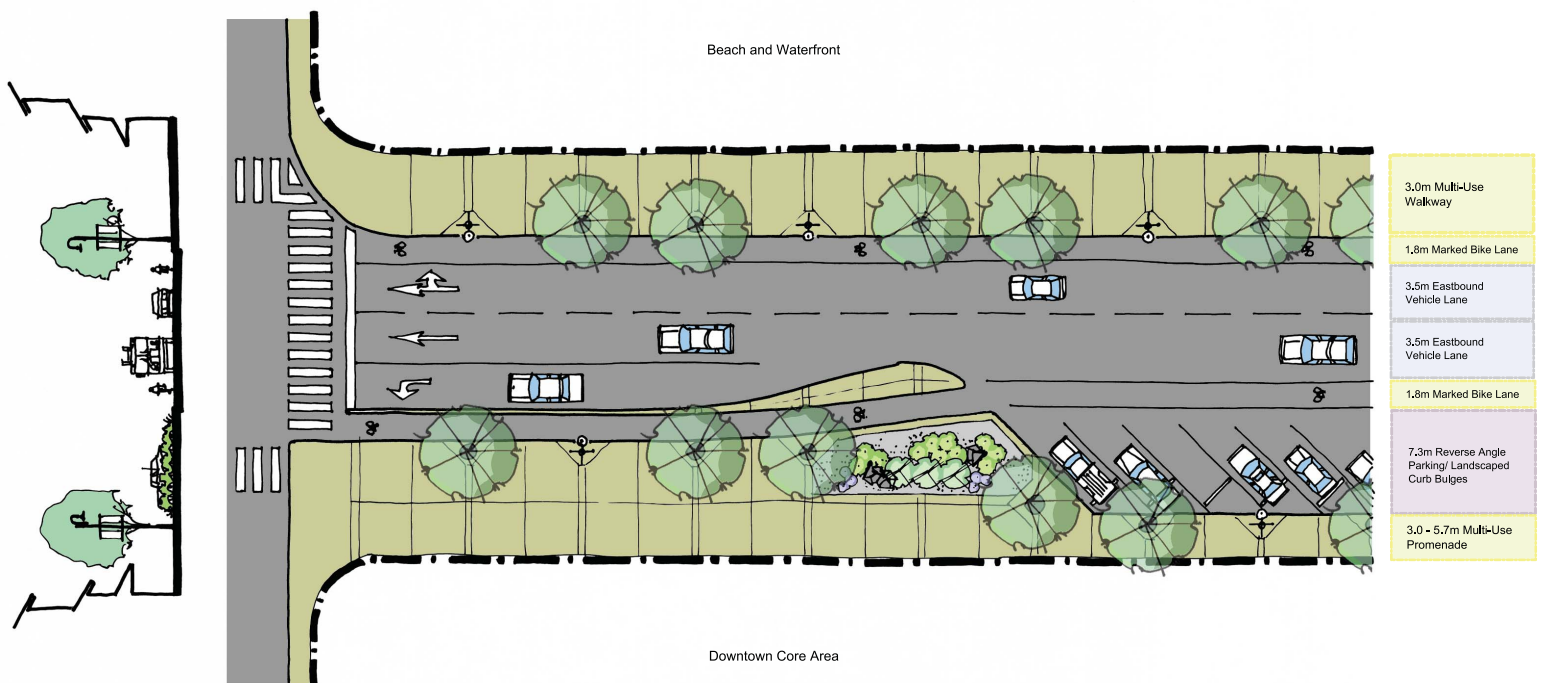
HIGHWAY 19A - OPTION 'A'- SKETCH TYPICAL PLAN
1:200 metric scale

A



HIGHWAY 19A - OPTION 'B'- SKETCH TYPICAL PLAN
1:200 metric scale

B



HIGHWAY 19A - OPTION 'C'- SKETCH TYPICAL PLAN
1:200 metric scale

C

Downtown Road Network Options 'A' - 'C' / Typical Plans

APPENDIX B

Open House Results

PARKSVILLE TRANSPORTATION MASTER PLAN & CORE AREA PARKING STUDY

November 12, 2009 OPEN HOUSE - FEEDBACK RESULTS FOR DOWNTOWN AREA ONLY

of Questionnaires Processed: 205

DOWNTOWN CORE

1	Do you support beautification streetscaping major roads to enhance downtown core?	Yes	No	No Ans.
		142 69.3%	42 20.5%	21 10.2%

2	Do you support additional expenditures to relocate overhead wires underground?	Yes	No	No Ans.
		129 62.9%	57 27.8%	19 9.3%

3	Which downtown option(s) do you prefer? A = Hwy 19A 4 lanes; Jensen 2 lanes B = Hwy 19A 2 lanes; Jensen 2 lanes C = Hwy 19A 2 lanes one way WB Jensen EB	Option A	Option B	Option C	No Ans.
		96 46.8%	22 10.7%	55 26.8%	32 15.6%

4 What services/commercial development would you like to see added to downtown core?
(See attached Comments DC(4))

5	Connecting waterfront to downtown core priority?	High	Medium	Low	No Ans.
		68 33.2%	35 17.1%	90 43.9%	12 5.9%

6	Would changes proposed in Master Plan encourage you to:	Same	More	Less	No Ans.
		16 Walk	87	9	93
		16 Bike	51	16	122
	Use Transit	17	43	10	135

PARKSVILLE TRANSPORTATION MASTER PLAN & CORE AREA PARKING STUDY
November 12, 2009 OPEN HOUSE - FEEDBACK RESULTS FOR DOWNTOWN AREA ONLY

of Questionnaires Processed: 205

DOWNTOWN PARKING

1	Do you feel the parking approaches presented will result in improved downtown parking?	Yes	No	No Ans.				
		52 25.4%	69 33.7%	84 41.0%				
2	After parking, what do you think is a reasonable distance to walk between vehicle & destination?	< 1 block	1 block	2 blocks	3 blocks	4 blocks	> 4 blocks	No Ans.
		5 2.4%	19 9.3%	59 28.8%	46 22.4%	12 5.9%	7 3.4%	57 27.8%
3	Explain any further steps you think should be taken to improve parking conditions in downtown core <i>(See attached Comments DP(3))</i>							

GENERAL

Open House Assessment:	1 = Strongly Disagree					2 = Disagree					3 = Somewhat							
	Rating:					4 = Agree					5 = Strongly Agree							
	1	2	3	4	5	No. Ans	1	2	3	4	5	No. Ans	1	2	3	4	5	No. Ans
Overall the information presented was useful and informative	17	25	40	57	24	42												
Information was easy to understand	20	34	46	49	26	30												
Project representatives were helpful, friendly and accessible	10	17	36	52	39	51												
I was able to find satisfactory answers to my questions	27	28	40	32	25	53												

Which statement best applies (choose only one)	
Resident of Parksville	163 79.5%
Business Owner/Operator in Parksville	26 12.7%
Part of a Service Group in Parksville	3 1.5%
Public Interest Organization in Parksville	5 2.4%
None of the above (interested "neighbour")	5 2.4%
No answer	3 1.5%

PARKSVILLE TRANSPORTATION MASTER PLAN & CORE AREA PARKING STUDY

November 12, 2009 OPEN HOUSE - FEEDBACK RESULTS FOR DOWNTOWN AREA ONLY

of Questionnaires Processed: 205

COMMENTS:

DC (4) Downtown Core - Services or Commercial Development to be Added to Downtown Core

- 7 No more highrises (specifically along water)
- 8 No more big developments like the Beach Club
- 13 No more waterfront development
- Pedestrian circulation between beach and core
- 6 More safe pedestrian crossing on Hwy 19A
- 5 Pedestrian tunnel under / overpass across Hwy 19A to beach
- Shuttle between beach and downtown parking
- 3 Not so much what as when; encourage extended hours of operation (lot of local business closed by time I'm off work so I end up shopping
- 16 No big box stores or chains
- 7 No big box stores
- 13 Movie theatre
- 3 Indoor / outdoor pool
- 10 More commercial/residential combo's (2-3 stories)
- Encourage multi-storey com/res combo's on south side Hwy 19A only
- Why spend \$ on removing green space (Jensen ext) when we already have routes that provide same result?
- 2 Directional signage for residents & tourists
- Enforce commercial vehicles using McMillan instead of more pedestrian-friendly Alberni
- 3 Wheelchair accessible public washroom downtown
- 4 Shoe store
- Drinking fountains / cigarette butt disposal units
- More bus stops / benches
- Marina / fisherman's warf
- 6 Mens' clothing store
- Garden / downtown square (farmers' markets etc)
- Marijuana dispensary
- 2 Eliminate drive thru use; promote idle free zones
- Improved train station access with trolley downtown
- 2 Bakery

PARKSVILLE TRANSPORTATION MASTER PLAN & CORE AREA PARKING STUDY

November 12, 2009 OPEN HOUSE - FEEDBACK RESULTS FOR DOWNTOWN AREA ONLY

of Questionnaires Processed: 205

DC (4) Downtown Core - Services or Commercial Development to be Added to Downtown Core (continued)

- 5 Hospital /additional medical services / physical therapy centre (w/c access)
Message parlour
- 5 Canadian Tire
Shopping centre near City Hall
- 3 Halt intrusion of car dealerships in core; keep downtown not light industrial
- 11 Encourage more speciality/boutique shops
Swiss Chalet restaurant
Second Cup coffee shop
Pier One store
- 2 Wemby Mall revitalization
- 3 Restaurants / pubs with outdoor patio
Encourage stores/restaurants/services along Hwy 19A; encourage "offices" (i.e. insurance / realestate /medical further back
- 6 Pedestrian only shopping area (e.g. Hirst & Craig)
- 2 Tourism support businesses
- 2 Household / Linens store
Decent department stores
Ladies clothing stores
Arts venues

DP (3) Downtown Parking - further steps to improve parking conditions downtown

- Angle parking on Hwy 19A / Weld & McMillan would be good
- 5 Additional Hwy 19 parking please
- 5 Reverse angle parking will be total headache; will slow traffic as driver gets in position
- 4 Plan for reverse angle parking / bike lane risky given average drivers' age
- 11 Reverse angle parking would be difficult & unsafe on Hwy 19A; busy road
- 3 Reverse angle parking would threaten bike lanes
- 7 Hwy 19A is good as is without redesigning for any type of on street parking
- 4 City should develop off road free parking lots in downtown core
- 2 City Hall staff should not have priority parking at PCTC
- 3 City should build parking structure @ Jensen & Craig for staff/students; leave parking lot & street parking for others

PARKSVILLE TRANSPORTATION MASTER PLAN & CORE AREA PARKING STUDY

November 12, 2009 OPEN HOUSE - FEEDBACK RESULTS FOR DOWNTOWN AREA ONLY

of Questionnaires Processed: 205

DP (3) Downtown Parking - further steps to improve parking conditions downtown (continued)

- 7 Tiered parking structure @ Jensen & Craig
- 14 Tiered parking structure in downtown area
- 3 Expand parking areas around PCTC
- 2 Create parking on corner of Alberni / Jensen
- 8 Enforce existing parking limits
 - Expand 1hr parking areas to 2hr parking
 - Limit downtown street parking to 1hr only
- 3 Meter high demand/specific downtown parking areas
- 24 No parking meters / pay kiosks (would only benefit Nanaimo malls)
- 4 Improved / Signage directing drivers to parking lots
- 5 Parking should be moved out of core; shuttle from periphery
 - More parking on edge of commercial core
- 9 Businesses to provide employee assigned parking off street
- 3 Resorts/Hotels/Condo complexes should supply/use off street (park) parking
- 4 RV parking and signage directing to it
- 3 More angle parking rather than parallel parking
 - No parking on Alberni between Hwy 19A & Jensen
 - Any increase in downtown density must incorporate off street parking
 - Commercial development to provide adequate off street parking
 - Make Memorial one way with parking on both sides
 - Need more small cluster parking downtown
- 2 More bicycle parking / bike locker downtown core
 - Inset curbing with narrower sidewalks on side street
 - Remove concrete dividers/use lines in exist parking lots