

DATE October 23, 2015

PROJECT Linley Valley West Access Options

TO City of Nanaimo

LINLEY VALLEY WEST ACCESS OPTIONS - PUBLIC CONSULTATION SUMMARY

1.0 PUBLIC CONSULTATION SUMMARY

This report summarizes public feedback received on access options for Linley Valley West. The information summarized here was collected through an open house on Oct. 8, 2015 and a subsequent online feedback form that was open from Oct. 8 to Oct. 16, 2015. Through these venues, 405 responses were collected. In addition, 13 email / written responses were received.

Locations of respondents to the feedback form were tracked using self-reported postal codes. As shown in Figure 1, responses came from throughout Nanaimo with the highest concentrations of responses from residents of Linley Valley and surrounding area.

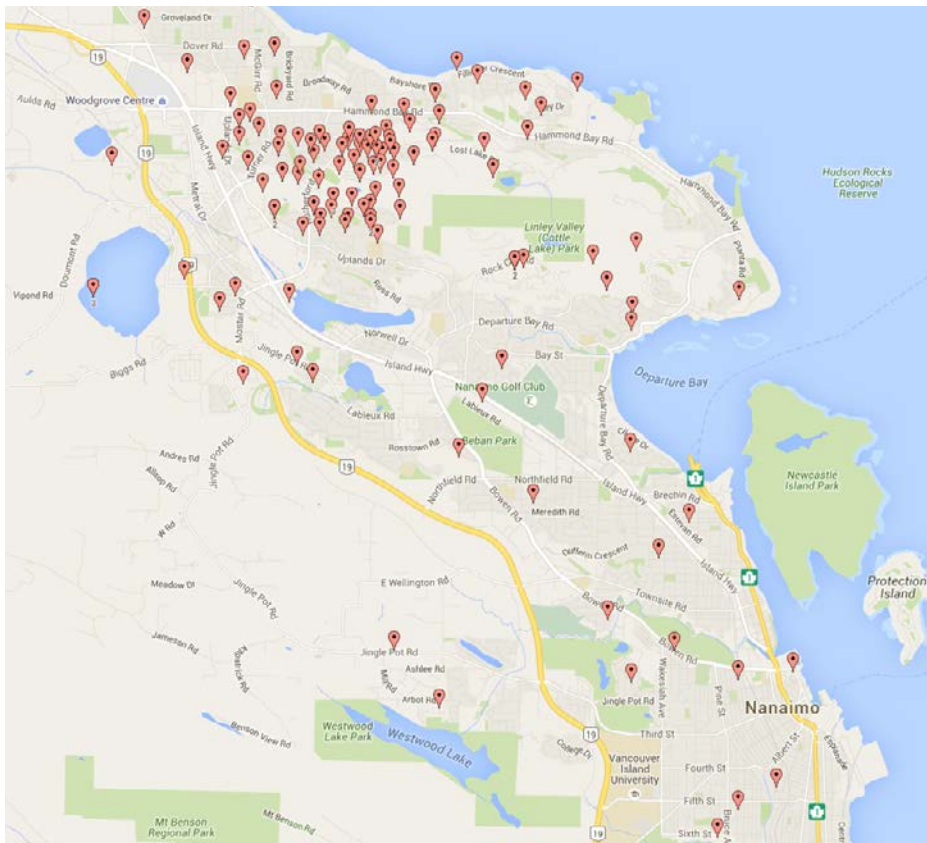


Figure 1: Map of postal codes provided on survey responses (markers indicate one or more responses within a postal code).

To understand the effectiveness of the advertising used, respondents were asked how they heard about the public consultation. The most effective advertising methods included neighbourhood signs (four locations - 55%) and a postcard mail-out (37%). Figure 2 outlines the following responses (note: respondents were asked to indicate all sources):

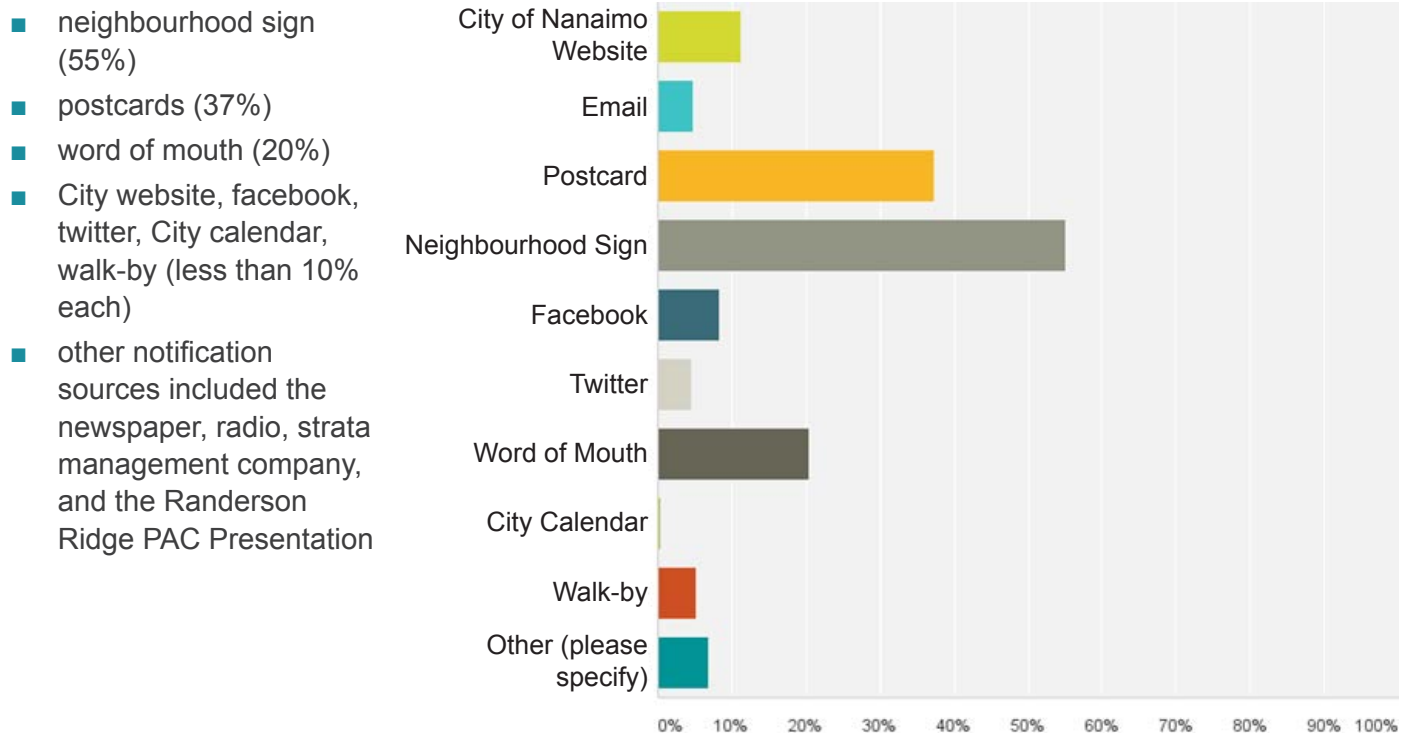


Figure 2: How respondents found out about the open house

Respondents were also asked what information they had reviewed before completing the survey; the majority reported attending the October 8th Open House (60%) and/or reviewing open house boards on-line (60%). Figure 3 outlines the following responses (note: respondents were asked to indicate all sources):

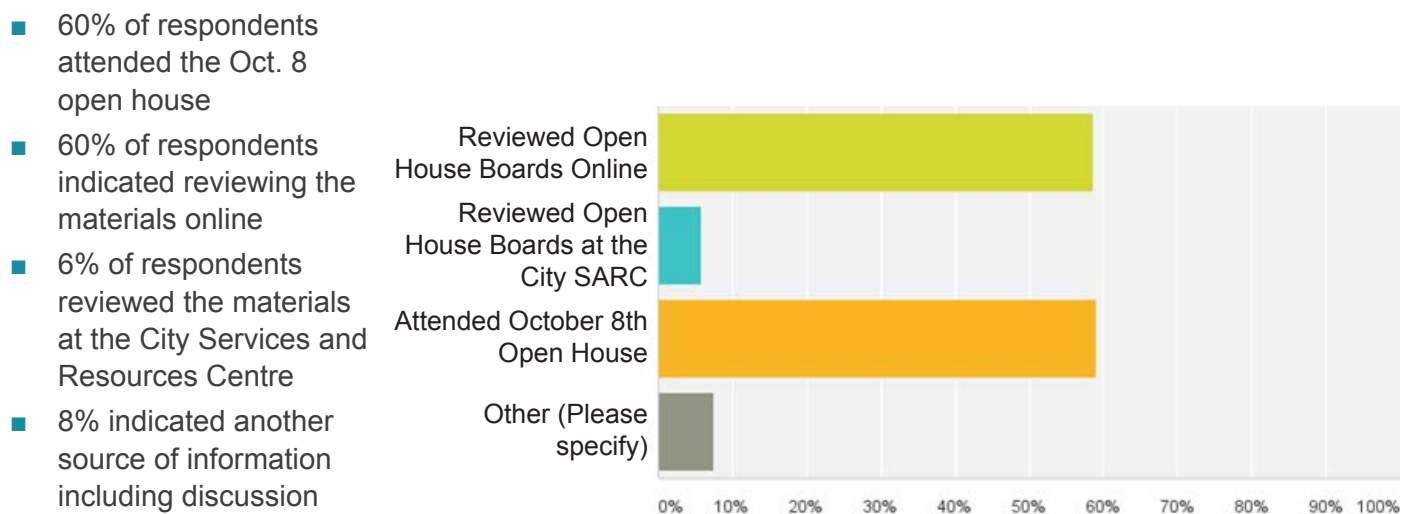


Figure 3: How respondents learned about the access options

2.0 NEIGHBOURHOOD ACCESS OPTIONS

Respondents were presented with two different neighbourhood access options shown in Figure 4 below:

- Option 1 would extend Linley Valley Drive from its current end point, turning west to meet Rutherford Road at Nelson Road. A roundabout or signalized intersection would be developed for access.
- Option 2 would utilize existing and future neighbourhood streets to provide access from Linley Valley West to Rutherford Road. Traffic could go north via Cascara-Altavista-Lost Lake-Vanderneuk with a new signal at Vanderneuk / Rutherford; or traffic could go south via a new local street connection at Glenmoor, then on existing streets via Colbourne-Fairbrook-Brookwood to Rutherford.



Figure 4: Neighbourhood Access Options

2.1 Participant Support for Options

In the response form, participants were asked to indicate their level of support for each option on a spectrum ranging from strongly supporting to strongly opposing.

Option 1 was rated as follows and shown in Figure 5:

- 80% of respondents either support or strongly support this option
- 16% of respondents oppose or strongly oppose this option
- 4% of respondents are neutral towards this option
- Feedback from the 13 email / written responses on Option 1: 9 supporting, 1 opposing, 3 did not indicate a position

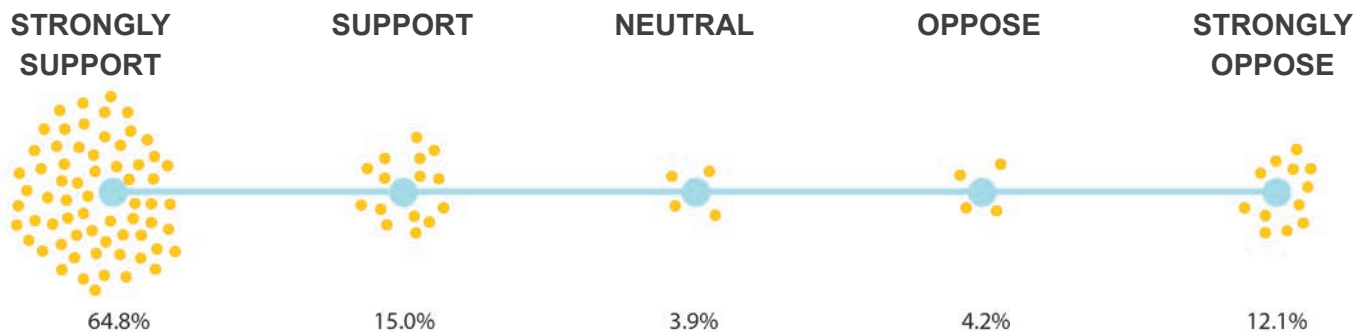


Figure 5: Support for Access Option 1 (from the response form)

Option 2 was rated as follows and shown in Figure 6:

- 21% of respondents either support or strongly support this option
- 71% if respondents either oppose or strongly oppose this option
- 8% of respondents are neutral towards this option
- Feedback from the 13 email / written responses on Option 2: 1 supporting, 11 opposing, 1 did not indicate a position

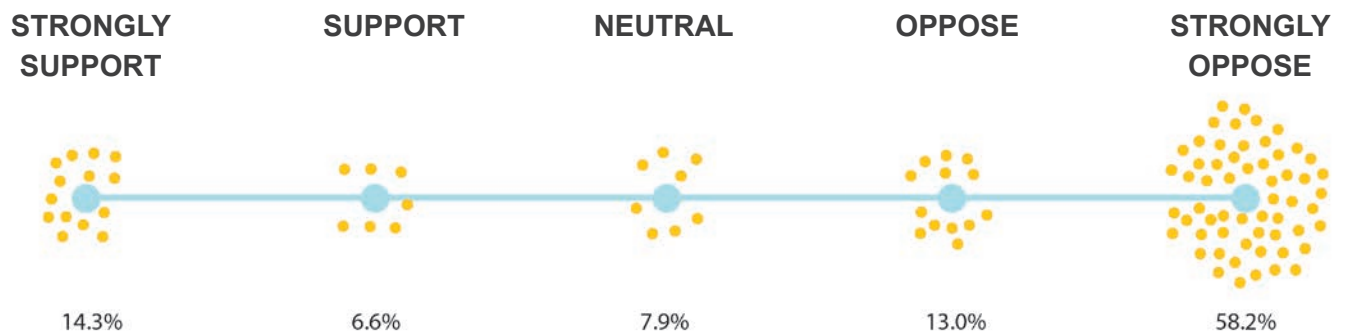


Figure 6: Support for Access Option 2 (from the response form)

2.2 General Comments about Access Option 1

Respondents documented reasons for supporting and concerns associated with Access Option 1. These are summarized in Table 1. A full list of comments is available in **Appendix B: Response Form Results**.

Table 1: Comments about Access Option 1

REASONS FOR SUPPORTING OPTION 1	CONCERNS WITH OPTION 1
<ul style="list-style-type: none"> ■ provides the most direct access to Linley Valley neighbourhood for residents and emergency vehicles ■ has the least impact on existing neighbourhoods ■ roundabout would reduce speeding on Rutherford Road ■ roundabout or intersection would enable improved left turn access from Nelson Road on/off Rutherford Road ■ creates an additional crossing point across Rutherford Road for people (including school children) 	<ul style="list-style-type: none"> ■ steep topography at the crest of Rutherford Road raises safety concerns related to fog, sight-lines, and winter road conditions ■ potential impacts to Nelson Road including: increased traffic flow during peak school pick-up/drop-off hours (8:30 am and 2:30 pm), and impacts on existing residents. ■ no improvement to Vanderneuk Road intersection, where there are current delays turning onto Rutherford Road during peak flow hours ■ potential congestion on Rutherford Road at new intersection

Other suggestions related to Option 1 included:

- consideration for connecting Linyard Road, rather than building a new road
- also providing traffic lights at Vandernuek / Rutherford (in addition to a roundabout at Nelson / Rutherford) to improve access to/from Rutherford Road, particularly in the morning.
- reducing the speed limit and considering traffic calming on Linley Valley Drive if the connection is made
- additional costs for this option should be shared between taxpayers and developers
- driver education if roundabout option pursued.

2.3 Comments on Access Option 2

Respondents documented reasons for supporting and concerns associated with Access Option 2. These are summarized in Table 2. A full list of comments is available in **Appendix B: Response Form Results**.

Table 2: Comments about Access Option 2

REASONS FOR SUPPORTING OPTION 2	CONCERNS WITH OPTION 2
<ul style="list-style-type: none"> ■ less expensive to implement as it utilizes existing infrastructure ■ can be implemented more quickly ■ enables Linley Valley West residents to access other nearby neighbourhoods ■ would not impact Nelson Road 	<ul style="list-style-type: none"> ■ increased traffic on existing roads would impact existing residents as they become busier, noisier, and potentially less safe for people living in the area ■ existing roads were not engineered for increased traffic flow and include steep slopes (notably on Colbourne), blind corners and narrow roadways ■ traffic signal at Vanderneuk and Rutherford Road may be difficult in winter due to steep hill and slippery roads, may have sight-line issues and may impact existing residences ■ provides indirect access to Linley Valley which will increase driving times for both residents and emergency services, and may be confusing to motorists ■ increased traffic at the Brookwood / Rutherford intersection which is already very busy during peak hours

Other suggestions related to Option 2 included:

- include traffic signal at Brookwood and Vanderneuk

3.0 NELSON / RUTHERFORD INTERSECTION (OPTION 1)

Respondents were asked to indicate whether they support a roundabout or a traffic signal at the intersection of Nelson Road and Rutherford Road if Access Option 1 were selected. Public responses were as follows and shown in Figure 7:

- 72% of respondents either support or strongly support a roundabout
- 18% either support or strongly support a traffic signal
- 10% are neutral between a roundabout or traffic signal
- Feedback from the 13 email / written responses on the Nelson / Rutherford Intersection: 3 supporting a roundabout, 1 opposing a traffic signal, 1 opposing both options, 8 did not indicate a position

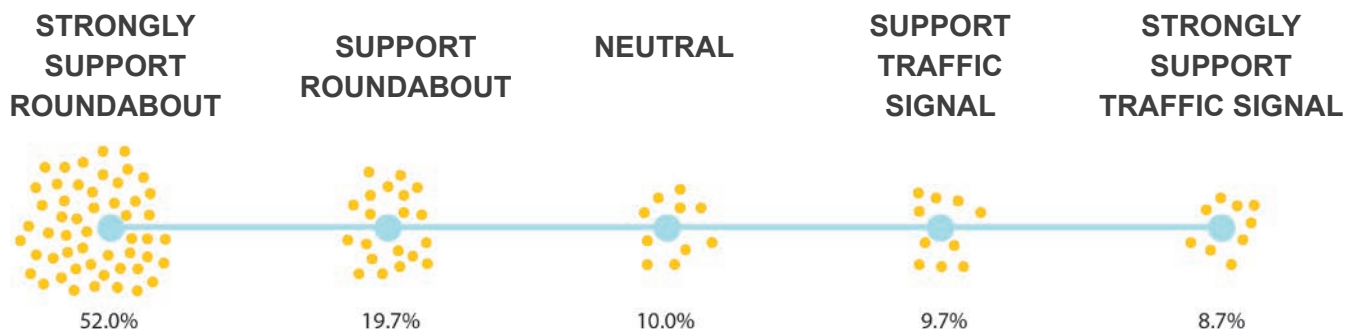


Figure 7: Public feedback on support for Roundabout or Traffic Signal at Nelson / Rutherford intersection in Option 1 (from the response form)

Table 3: Comments about the Intersection Options for Access Option 1

SUPPORT FOR ROUNDABOUT	CONCERNS ABOUT ROUNDABOUT
<ul style="list-style-type: none"> ■ may increase safety by reducing speeding ■ allows continuous traffic flow ■ reduces need to come to full stop, which may be better in winter conditions ■ less air pollution from idling vehicles ■ aesthetic value ■ potentially less costly to maintain 	<ul style="list-style-type: none"> ■ steepness at proposed intersection may be an issue for winter travel ■ potential sight-line issues ■ lack of driver familiarity with roundabouts
SUPPORT FOR TRAFFIC SIGNAL	CONCERNS ABOUT TRAFFIC SIGNAL
<ul style="list-style-type: none"> ■ potentially safer for motorists unfamiliar with roundabouts 	<ul style="list-style-type: none"> ■ steepness at proposed intersection may be an issue for winter travel ■ idling ■ less effective at slowing traffic

Common to either intersection type was safety concerns about winter conditions at the intersection. The steepness of Rutherford Road at the intersection location was commonly noted as a concern for sight-lines and driving during winter conditions.

4.0 TRAIL CONNECTIONS

Common for both options was a proposed east-west trail connection to improve connectivity across Rutherford Road for the trails along McGregor Creek. The route proposes a new mid-block crossing and trail link between two existing trails.



Figure 8: Proposed trail connection

4.1 Participant Support for Trail Connection

Respondents were asked whether they support or do not support the proposed trail connection across Rutherford Road. Public responses were as follows and shown in Figure 9:

- 81% either support or strongly support the improved trail connection
- 4% either oppose or strongly oppose improved trail connection
- 15% fell neutral towards this issue
- Feedback from the 13 email / written responses on trail connections: 1 supporting, 12 did not indicate a position

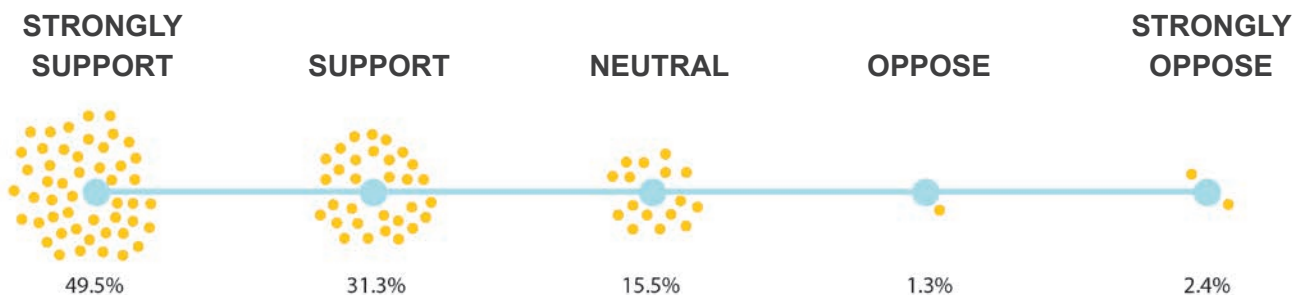


Figure 9: Public feedback on support for Trail Connection

4.2 Comments on Trail Connections

Feedback on the proposed trail connection is shown in Table 4.

Table 4: Comments about the Proposed Trail Connection

REASONS FOR SUPPORTING PROPOSED TRAIL CONNECTION	CONCERNS WITH PROPOSED TRAIL CONNECTION
<ul style="list-style-type: none"> ■ enables children to walk to school more safely ■ allows pedestrians to cross street without jaywalking; if not implemented, people will continue to jaywalk ■ existing trails are well-used and improvements will benefit the community 	<ul style="list-style-type: none"> ■ too many pedestrian crossings; there is already a pedestrian crossing at Kenwill ■ crossing location may create a traffic bottleneck when pedestrians are crossing

Other suggestions related to the proposed trail connection included:

- the trail could go along the south edge of the duck pond to be more direct
- as an alternative a pedestrian crossing could be combined with the proposed roundabout
- proposed crossing should include flashing yellow lights.

5.0 CRITERIA FOR SELECTING ACCESS OPTION

Response form respondents were asked to rank the importance of key criteria for determining the preferred access option. Criteria were ranked in the following order of importance:

1. Impacts on the neighbourhood - 268 respondents (72.6%) selected as top priority
2. Transportation performance - 79 respondents (21.4%) selected as top priority
3. Cost - 22 respondents (6.0%) selected as top priority

Of the 13 additional email responses: 1 respondent identified cost as the most important criteria, while 12 respondents did not indicate a position

5.1 Comments on Criteria

Comments on the criteria are shown in Table 5.

Table 5: Comments on Criteria

CRITERIA	COMMENTS
Impacts on Neighbourhoods	<ul style="list-style-type: none"> ■ safety should be a priority consideration of these impacts ■ aesthetics and atmosphere are an important motivation for people choosing to live in these neighbourhoods ■ changes to existing neighbourhoods should be minimized
Transportation Performance	<ul style="list-style-type: none"> ■ long-term traffic performance should be considered, so this issue does not need to be revisited as the neighbourhood grows
Cost	<ul style="list-style-type: none"> ■ more complex than just construction costs: maintenance, impacts on quality of life, impacts on property values should also be considered ■ concerned that improvements will get more costly over time, so should be addressed as soon as possible ■ concern about taxpayers paying for new road connections
Additional Criteria	<ul style="list-style-type: none"> ■ consider the impacts on natural areas including habitat value and aesthetics

6.0 ADDITIONAL COMMENTS

Common additional comments are summarized below. A full list of comments is available in **Appendix B: Response Form Results**.

- consider implementing both Options 1 and 2 to provide two access points
- reconsider the previous Linley Valley Drive extension location, even if it is a higher cost
- consider a tunnel to facilitate pedestrian crossing of Rutherford Rd
- ensure transit is considered as part of the road network planning
- move forward as quickly as possible
- continue trail network expansion and encourage park amenities for the area (e.g. playground)

**APPENDIX A:
PUBLIC CONSULTATION MATERIALS (DISPLAY
BOARDS AND RESPONSE FORM)**

1 Welcome

Linley Valley West Neighbourhood Access Options Open House

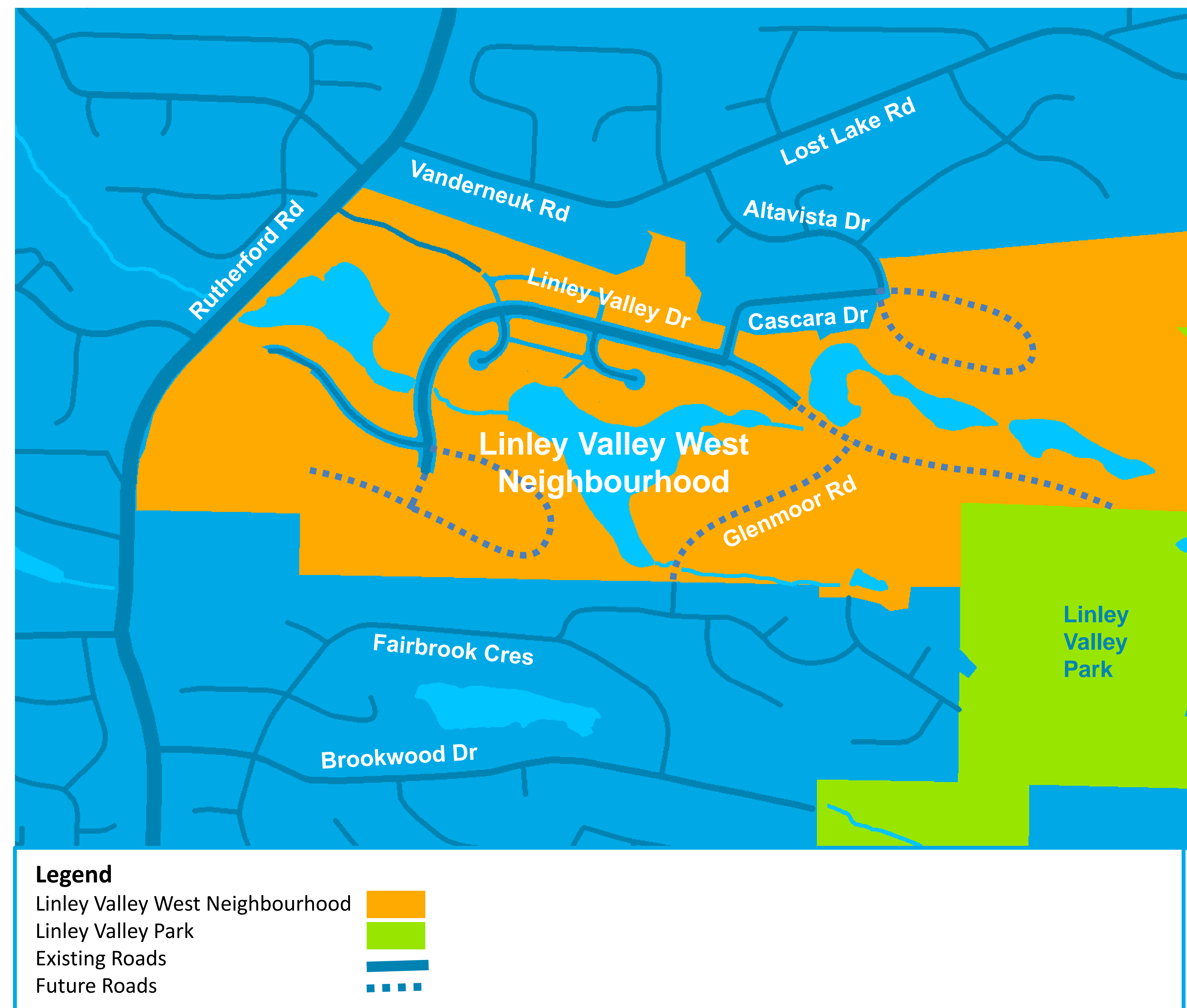
The City of Nanaimo is seeking feedback on access options for the new neighborhood currently being developed in Linley Valley West. This open house is your opportunity to provide feedback on access options for this neighbourhood.

How to Provide Feedback:

- Complete and return a response form here today
- Complete an online survey before Friday, October 16, 2015 at www.nanaimo.ca/goto/linleyvalleywest
- Ask questions or share your thoughts with City staff here tonight
- Contact us at any time at engineeringinfo@nanaimo.ca

Tonight's Open House will:

- provide an opportunity for you to learn more about future development within the Linley Valley West neighbourhood,
- outline proposed access options for the new neighbourhood, and
- provide an opportunity to give feedback on the options; your input will be presented to Council before they select a preferred access concept.



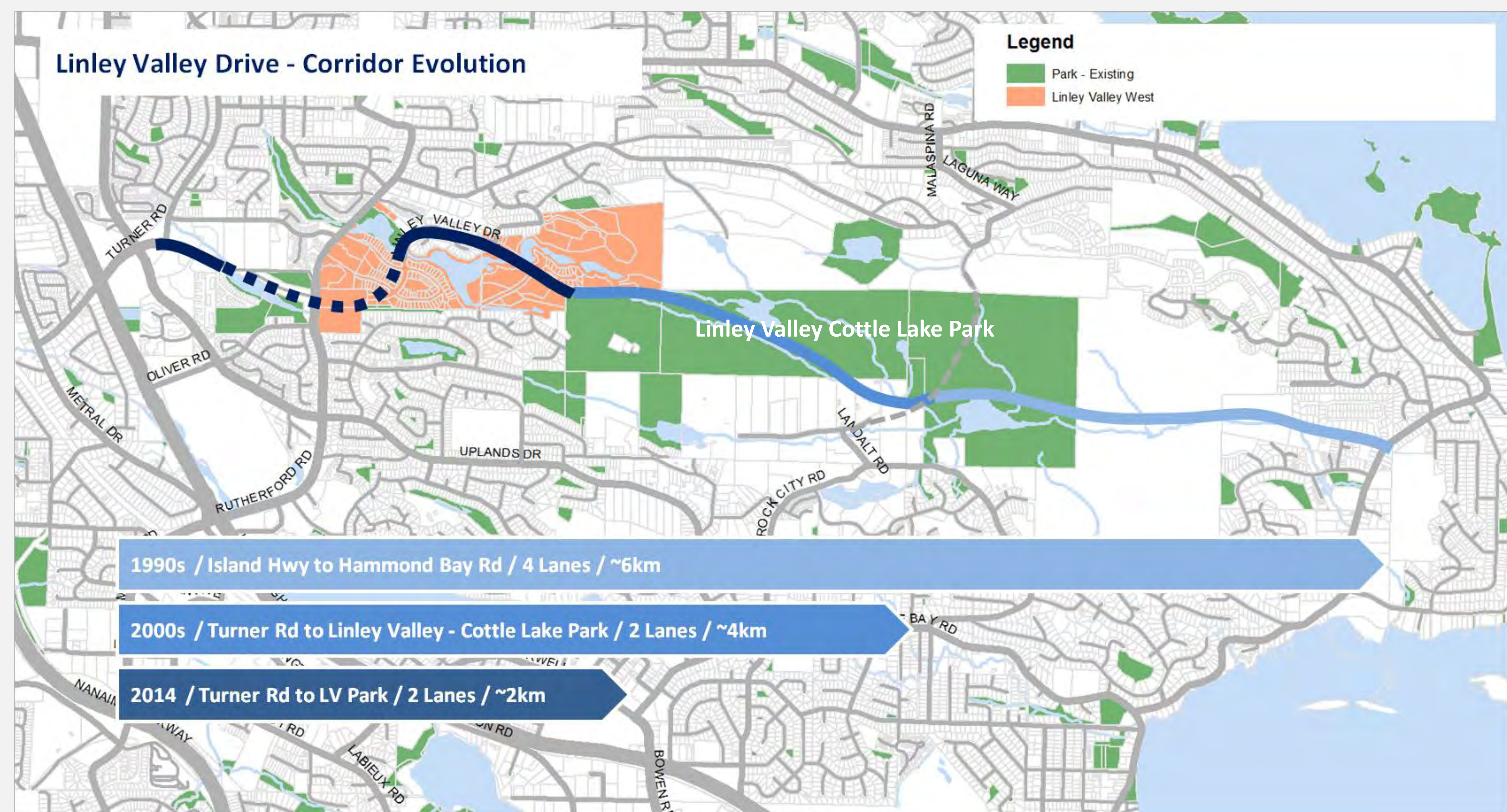
2 How did we get here?

Historic Development and Access Plans

Linley Valley was proposed as a development area in the 1980s. Plans for the area included a four lane east-west major road extending from Island Highway to Hammond Bay Road (6+ km); this road concept became Linley Valley Drive.

By 2008, as development concepts were refined and the scale of development was reduced, Linley Valley Drive was revised to a two lane major road from Turner Road to Cottle Lake Park, a distance of about 4 km.

In 2014 the City purchased the majority of remaining lands within Linley Valley to expand Linley Valley Cottle Lake Park. As a result, development areas accessed by Linley Valley Drive will now only include the western most portions of the valley (Linley Valley West), shortening the current road corridor to just over 2 km in length.



Development and access plans for the Linley Valley have evolved, together, over time.

Highlights of Linley Valley Drive's Evolution

- Linley Valley Drive was envisioned as the primary access for development in the Linley Valley in the 1980s.
- Over time land use plans have evolved to include more park space and reduced development.
- In response to land use changes, the concept for Linley Valley Drive has also changed to reflect new travel demands.

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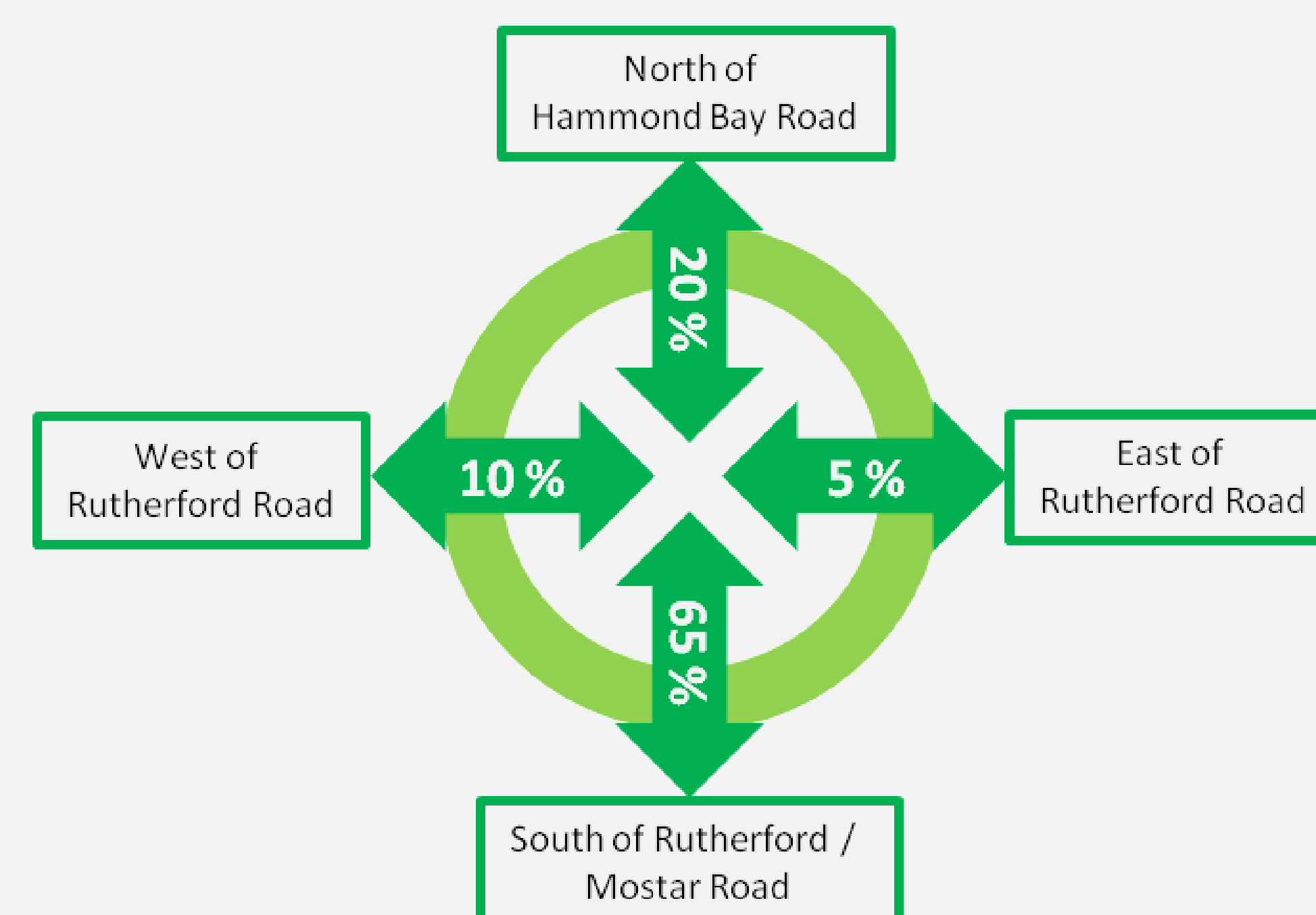
3 Why do we need an Access Plan?

Access in Linley Valley West

While land use changes have reduced the scale of proposed development within the Linley Valley, a significant amount of development has been previously approved and is under construction within Linley Valley West. New construction may add up to 600 new single and multi-family homes.

These new homes are expected to generate 4000-5000 vehicle trips per day. About 2/3 of these new trips are expected to travel to/from the south and the remaining traveling north or west.

Future Development Areas - Projected Trip Origins / Destinations

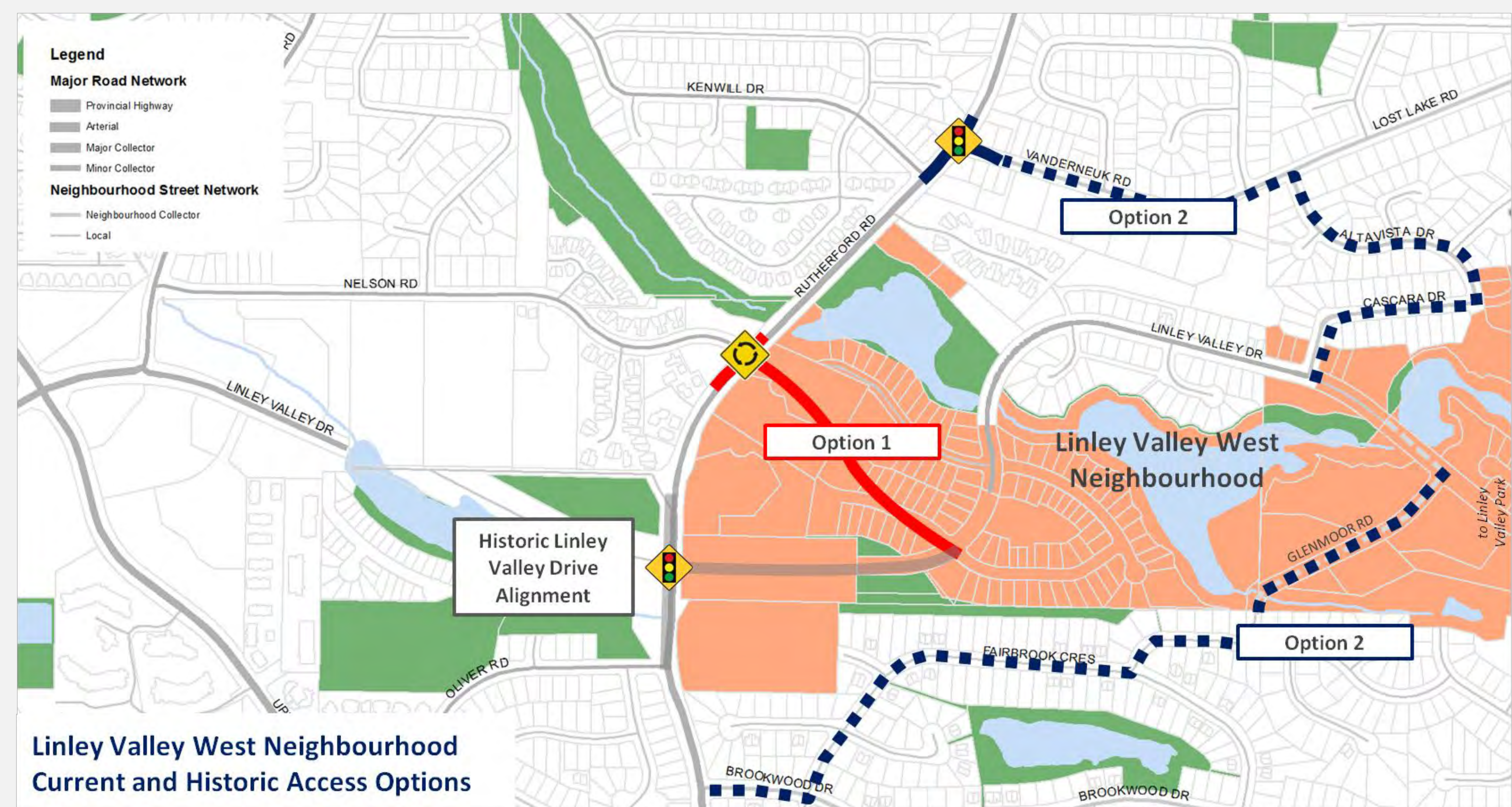


While smaller in scale than historical development plans, development within Linley Valley West is still significant and an Access Plan will guide the development of the future road, transit, cycling and pedestrian networks.

Considering both the smaller scale of development and construction costs of the

historic Linley Valley Drive alignment, in May 2015 Council directed staff to advance two alternative access options for Linley Valley West in preparation for public consultation.

Details of Options 1 and 2 are provided in subsequent boards.



Options 1 and 2 are being considered for access to the Linley Valley West neighbourhood

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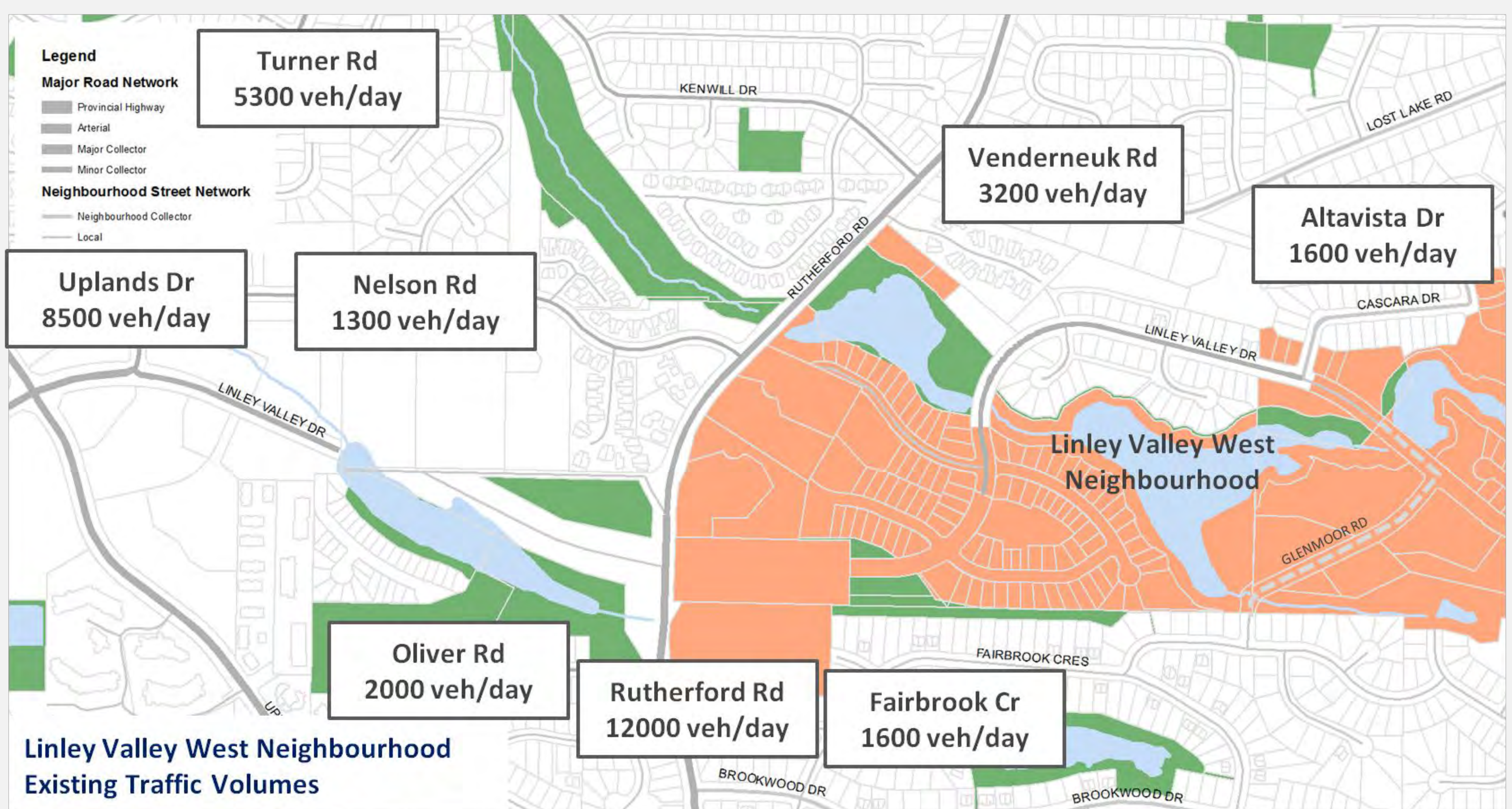
Linley Valley West – Neighbourhood Access Options

4

Traffic Conditions within the Existing Road Network

Existing Traffic Conditions

The traffic data presented below provides 24hr weekday traffic volumes at a number of locations on the road network within or near the Linley Valley West neighbourhood.



Current weekday traffic volumes at various locations within the road network.

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Linley Valley West – Neighbourhood Access Options



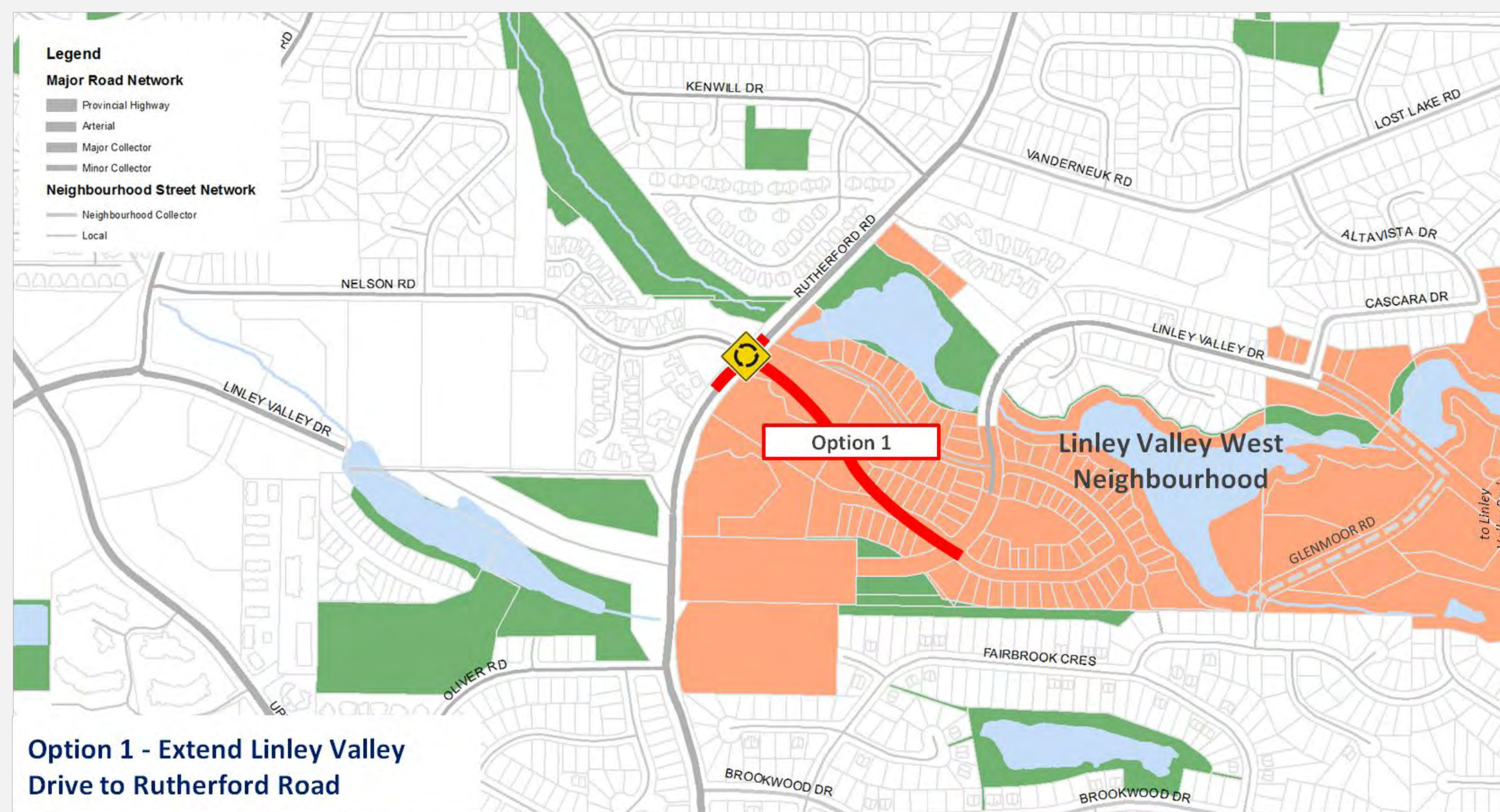
5

Option 1

Extend Linley Valley Drive to Rutherford Road

Concept

Option 1 would extend Linley Valley Road from its current end point, turning west to meet Rutherford Road at Nelson Road. A roundabout (or signalized intersection) would be developed for access.



A single lane roundabout at the intersection of Nelson and Rutherford roads would be similar to the one recently constructed at Linley Valley Dr. and Turner Rd .



A roundabout would provide safe and efficient access to Rutherford Road.

Transportation Performance

Option 1 would provide direct access to/from Rutherford Rd via the new access road while maintaining alternative access via Vanderneuk Rd and Brookwood Dr. For most future residents the new road connection would provide the most direct access to Rutherford Rd.

Cost / Funding

Estimated construction costs of Option 1 are \$3 million with funding for the project shared between the City and developers within Linley Valley West.

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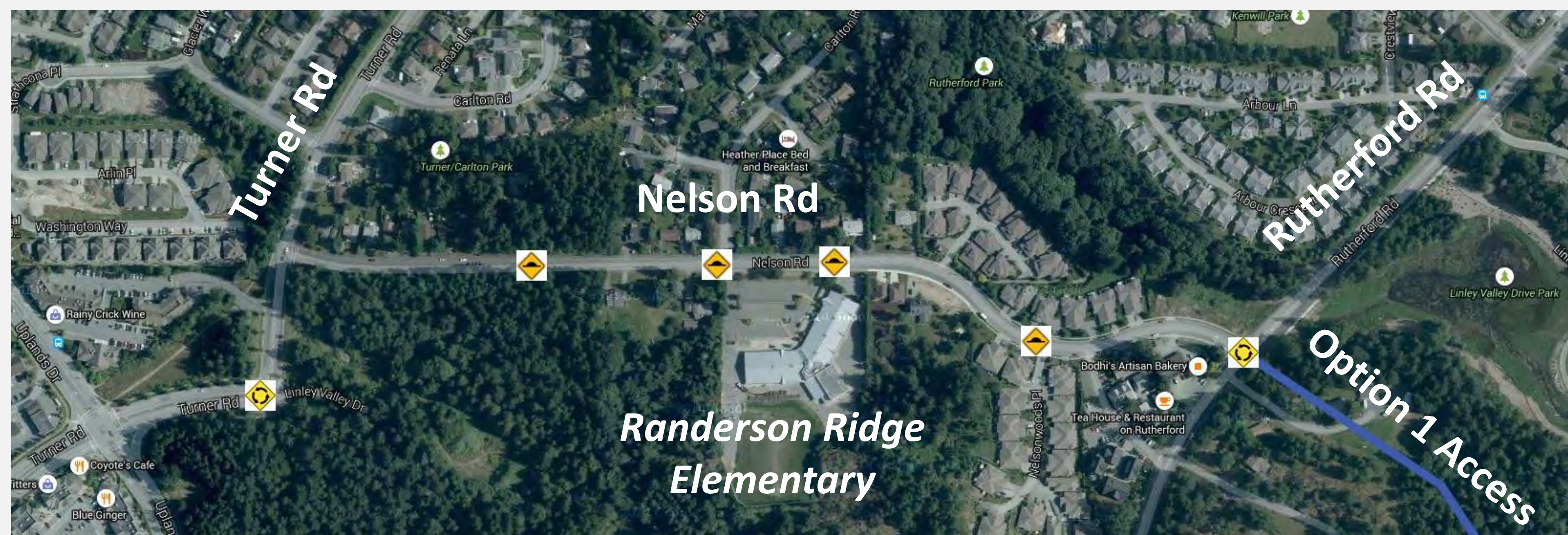
Linley Valley West – Neighbourhood Access Options



6 Option 1 Extend Linley Valley Drive to Rutherford Road

Mitigating Neighbourhood Impacts

Connecting across from Nelson Road could result in more traffic on this neighbourhood street. To mitigate this potential impact, traffic calming such as speed humps and/or raised crosswalks could be considered. Support from residents living along Nelson will be required before implementing traffic calming.



A potential traffic calming concept for Nelson Road using speed humps and raised crosswalks.



Visualization of what raised crosswalks on Nelson could look like.

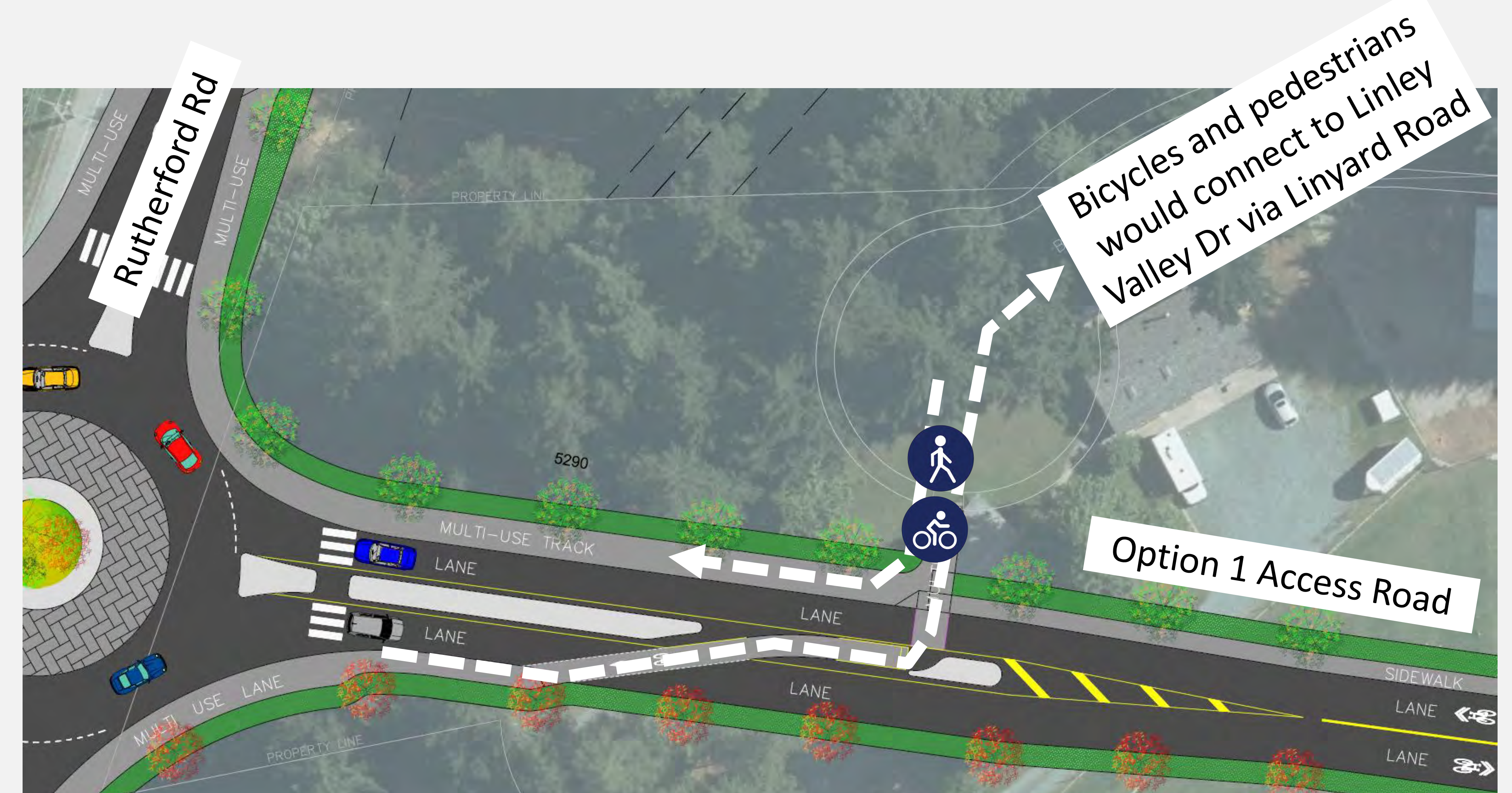
Transit, Cycling and Pedestrians



In the future, transit service may be added to Linley Valley West. Option 1 could facilitate a potential transit route via the Option 1 access road, Linley Valley Drive, Cascara, Altavista and Vanderneuk to service the neighbourhood.



Existing sections of Linley Valley Drive west of Glenmoor have been designed to accommodate bike lanes. To link Linley Valley Drive to Rutherford Road it is proposed that cyclists be routed to Linyard Rd - a local street - providing a more direct connection with gentler grades.



To avoid grades, cyclists would rerouted via Linyard Road

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Linley Valley West – Neighbourhood Access Options



7

Option 2 Rutherford Road via Neighbourhood Streets

Concept

Option 2 would utilize existing and future neighborhood streets to provide access from Linley Valley West to Rutherford Road.

Access from the north would be provided via Cascara-Altavista-Lost Lake - Vanderneuk with a new traffic signal at Vanderneuk/Rutherford. For trips to/from the south (estimated to be about 2/3 of trips), access would be via a new local street connection at Glenmoor Rd, then on existing streets Colbourne Dr, Fairbrook Cr and Brookwood Dr. Depending on the distribution of north-south travel; a signal at Brookwood Dr and Rutherford Rd may be required in the future.

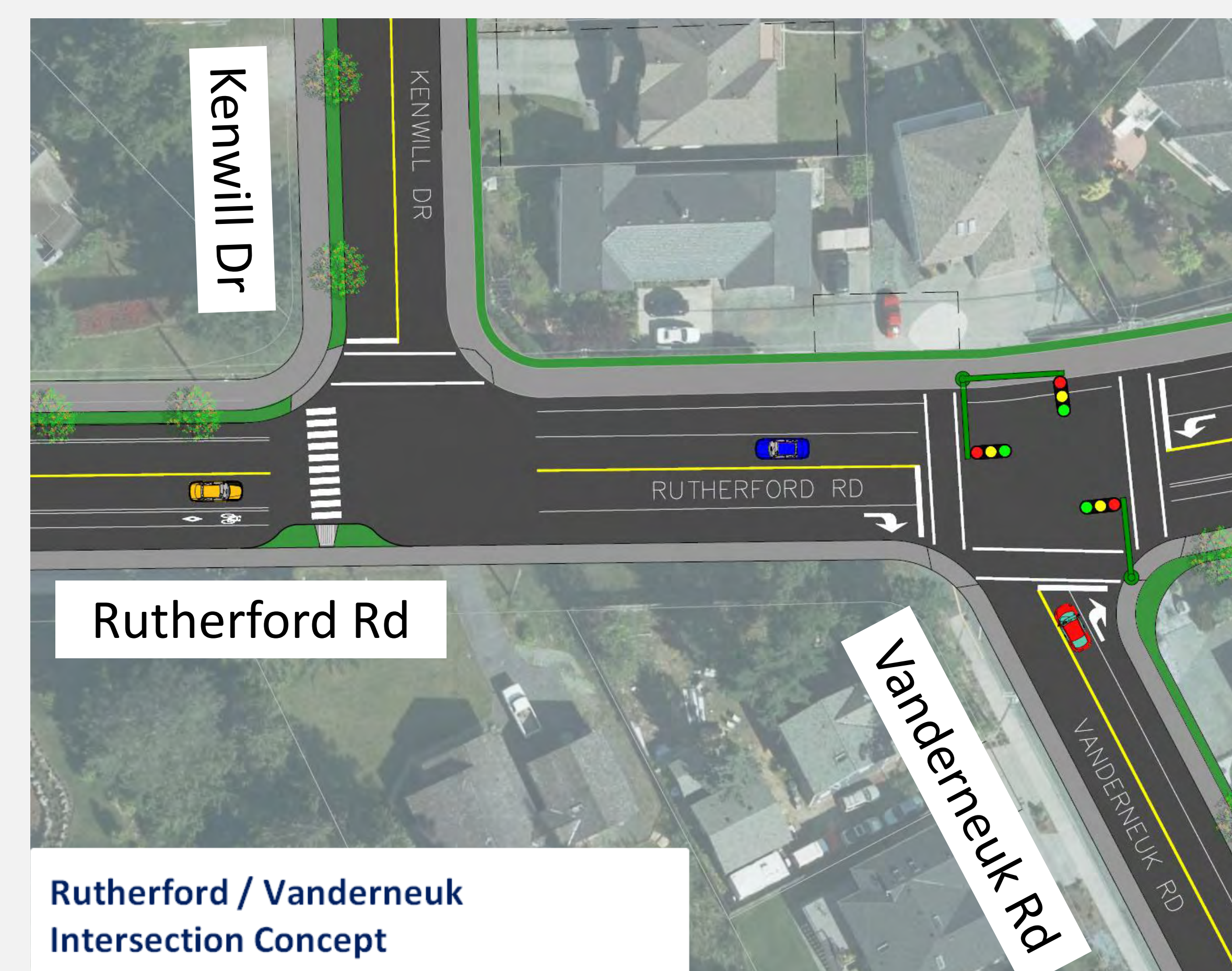
Changes along these local streets such as removing parking to improve visibility and marking of centrelines may be required to help these streets operate at higher traffic volumes.

Transportation Performance

Option 2 would be the only access to/from Rutherford Rd for future residents within Linley Valley West. For residents living west of Cascara Dr, trips would be longer as they would be required to first travel east to Cascara or Glenmoor before heading north or south.



Option 2 would use neighbourhood streets to access Rutherford Rd.



As part of Option 2, a new traffic signal at Rutherford and Vanderneuk roads would provide safe and efficient access to Rutherford Road.

8

Option 2

Rutherford Road via Neighbourhood Streets

Cost / Funding

Estimated construction costs of Option 2 are \$0.5 million with the majority of funding from developers within Linley Valley West.

Mitigating Neighbourhood Impacts

Streets used for access would see significant increases in traffic while traffic calming options would be limited as they form primary neighbourhood access, including for emergency services.

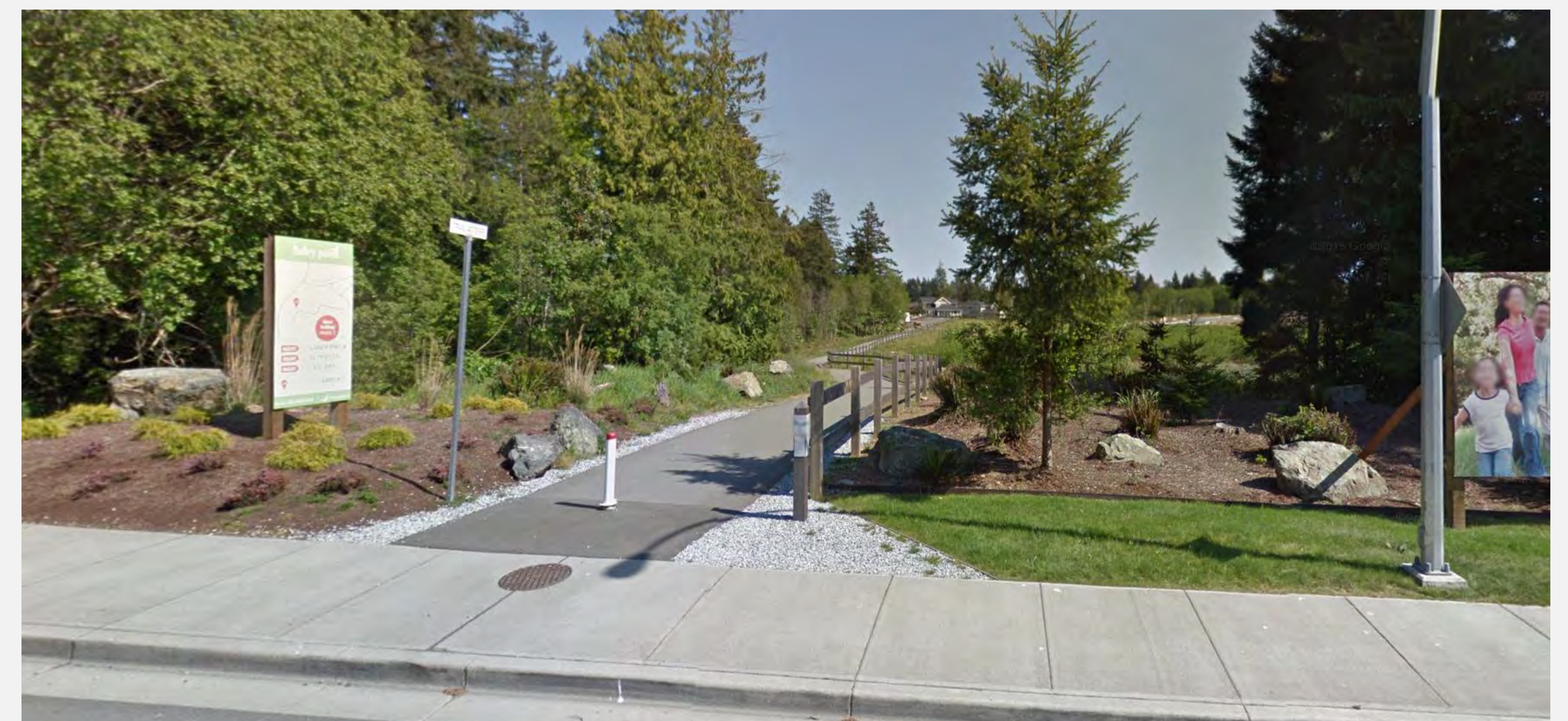
Transit, Cycling and Pedestrians



In the future transit service may be added to Linley Valley West. A potential transit route via Brookwood, Fairbrook, Colbourne, Glenmoor, Linley Valley Drive, Cascara, Altavista and Vanderneuk would provide good coverage for the neighbourhood but may face challenges due to steep grades, particularly along Glenmoor.



Existing sections of Linley Valley Drive west of Glenmoor have been designed to accommodate bike lanes. Linking these facilities with Rutherford Road would best be achieved via the existing multi-use trail along McGregor Creek.



Cyclists would access Linley Valley West using the existing multiuse trail network.

New trail crossing
of Rutherford

to Linley
Valley Park

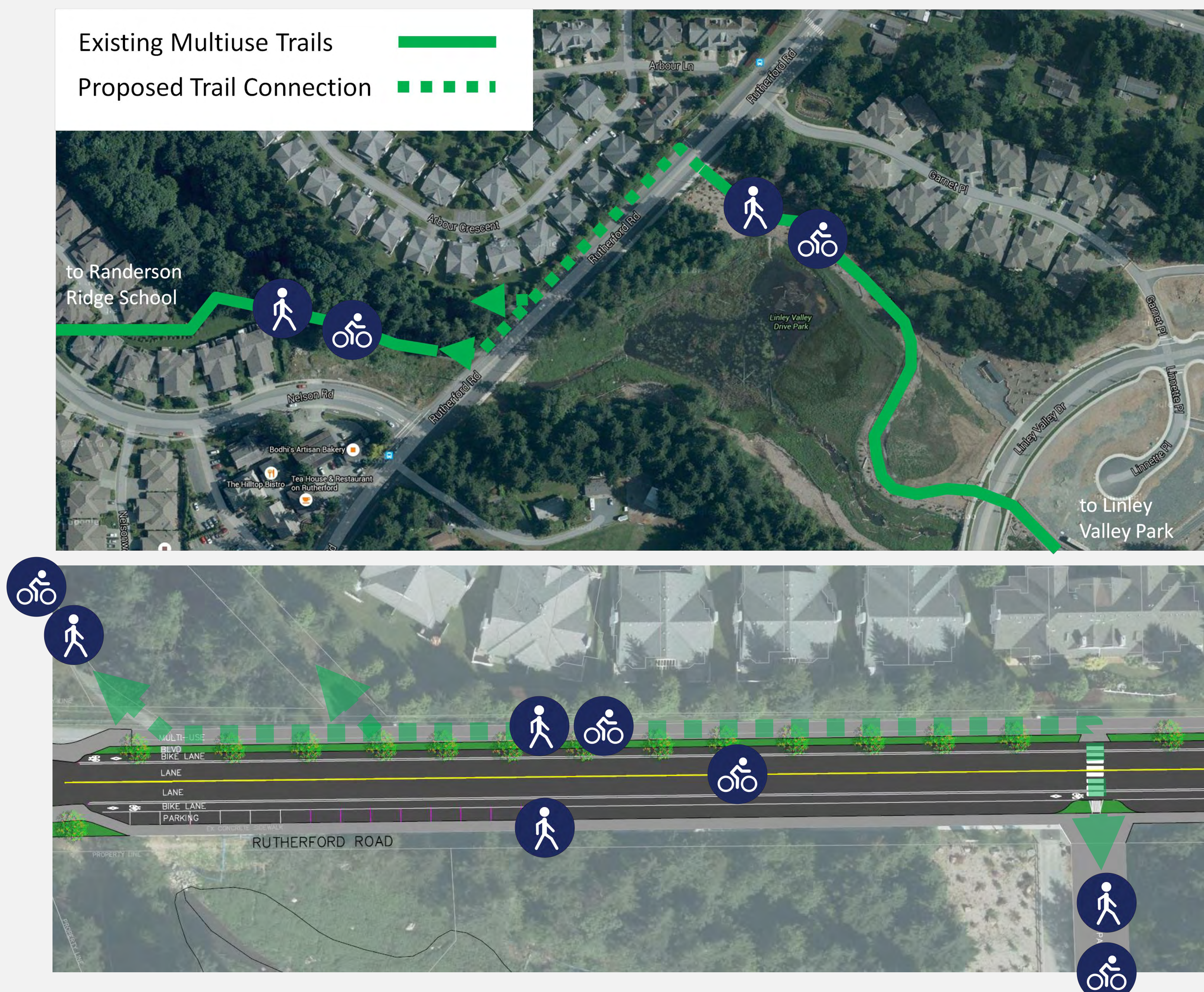
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9 Trail Connections Across Rutherford

Trail Connections

Trails along McGregor Creek run the length of Linley Valley West providing access within the neighbourhood and Linley Valley Park. To make it easier to cross Rutherford and link to paths on the west side of Rutherford a new mid-block crossing and trail link could be considered. Please provide feedback on your support for improved trail connections across Rutherford Rd.



An improved trail crossing could form part of a safer route to school.

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10

What happens next?



Information Online

A project website has been created and contains all of the materials you have seen tonight and a link to our online survey.

www.nanaimo.ca/goto/linleyvalleywest



Provide your Feedback

We are seeking your feedback on both access options. The survey can be completed here at the open house or any time online before Friday October 16th.



Next Steps

Once feedback is received staff will return to Council with results from the consultation process to inform the selection of a preferred access option.

Implementation of improvements will depend on the option selected and the timing of development within Linley Valley West. Based on historic trends, improvements could occur within the next 2-3 years.



Contact Us

Contact us at engineeringinfo@nanaimo.ca

Linley Valley West

Neighbourhood Access Options

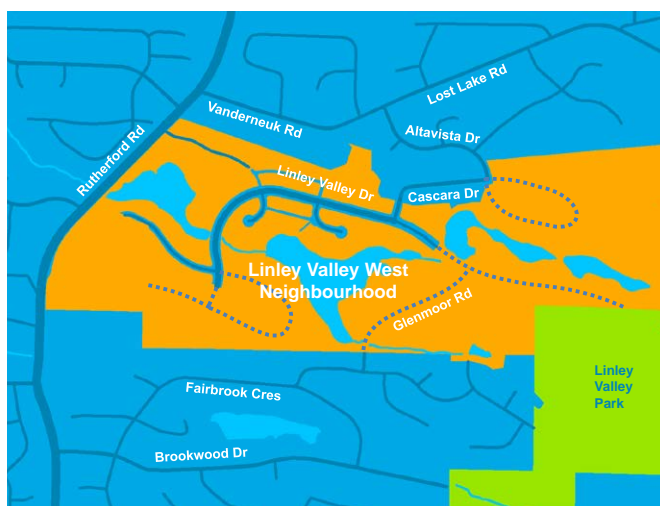
Thank you for taking the time to provide input on the Neighbourhood Access Options for the Linley Valley West Neighbourhood. This response form will take approximately **5 minutes** to complete.

How to Provide Feedback:

- ▶ Complete and return a response form at the Open House tonight
- ▶ Complete a response form online before **Friday, October 16, 2015** at nanaimo.ca/goto/linleyvalleywest

Linley Valley West is a new neighbourhood currently being developed between Rutherford Road and Linley Valley / Cottle Lake Park.

Due to recent changes to land use, parks and the future road network, a new multimodal access plan is required for this growing neighbourhood. With these changes, an important consideration will be access between Linley Valley West and Rutherford Road to accommodate vehicles, pedestrians and cyclists.



Two access options are being considered:

- ▶ **Option 1** - A new road from Linley Valley Drive to Rutherford Road at Nelson Road.
- ▶ **Option 2** - Utilizing existing neighbourhood streets to link to Rutherford Road at Vanderneuk Road and Brookwood Drive.



About You

1. To provide a general sense of where you live, please provide your **home postal code**:

We encourage everyone to review the **open house boards** presented at the Oliver Woods Community Centre on Thursday October 8 before completing this survey. If you missed the open house, these boards are available on the project web site at www.nanaimo.ca/goto/linleyvalleywest or at the 2nd floor reception counter at the City Services and Resources Centre (411 Dunsmuir Street – 2nd Floor) between now and October 16th.

2. Check all of the following options that apply to you.

- ☐ Reviewed the Open House Boards Online
- ☐ Reviewed the Open House Boards at the Services and Resources Centre (411 Dunsmuir Street – 2nd Floor Reception)
- ☐ Attended the October 8th Open House
- ☐ Other (please specify): _____

3. How did you hear about this event? *(Please check all that apply)*

- ☐ City of Nanaimo Website
- ☐ Email
- ☐ Postcard
- ☐ Neighbourhood Sign
- ☐ Facebook
- ☐ Twitter
- ☐ Word of Mouth
- ☐ City Calendar
- ☐ Walk-by
- ☐ Other (please specify): _____

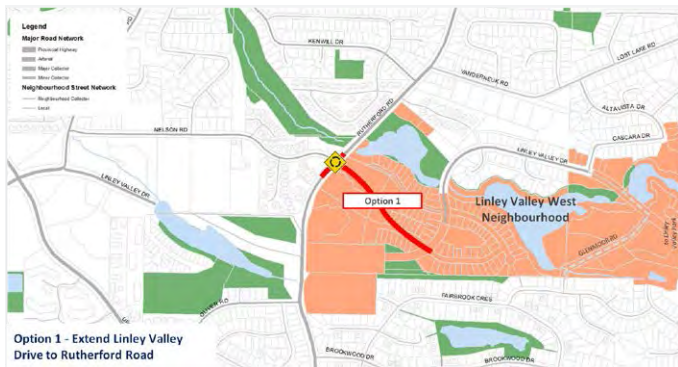
Feedback on Access Options

Option 1 - Extend Linley Valley Drive to Rutherford Road

Option 1 would extend Linley Valley Drive from its current end point, turning west to meet Rutherford at its intersection with Nelson Road where a roundabout (or traffic signal) would be developed.

Option 1 Alignment

A single-lane roundabout would provide safe and efficient access to Rutherford Road.



4. How strongly do you favour Access Option 1? (Please use a check mark to identify your choice)

Strongly Support	Support	Neutral	Oppose	Strongly Oppose

The City generally supports the use of roundabouts as an alternative to traffic signals as they tend to have: less crashes, less severe crashes, reduced delay, lower CO² emissions and lower long term operating costs. Unfortunately, roundabouts can be difficult to fit within existing intersections where development exists on all corners. In the case of the intersection of Nelson and Rutherford Roads, sufficient space exists to fit a roundabout.

5. If Option 1 is selected; how strongly do you favor a roundabout vs. traffic signal at the intersection of Nelson and Rutherford Roads?

Strongly Support Roundabout	Support Roundabout	Neutral	Support Traffic Signal	Strongly Support Traffic Signal

6. Additional comments about Option 1?

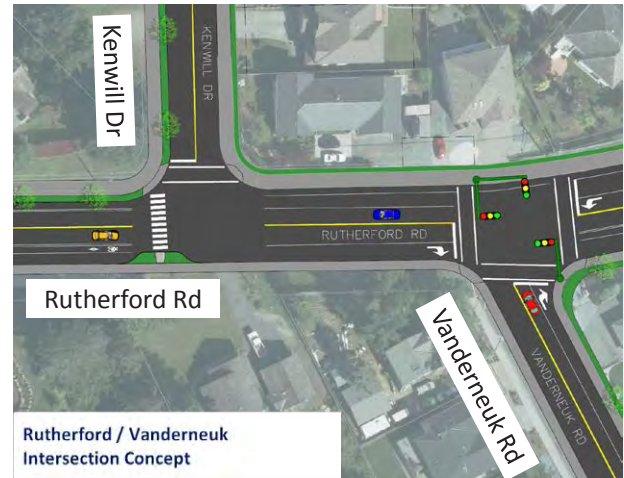
Feedback on Access Options

Option 2 - Connect Linley Valley Drive to Rutherford Road using existing and future neighbourhood streets

Option 2 would utilize existing and future neighborhood streets to provide access from Linley Valley West to Rutherford Road at Vanderneuk Road and Brookwood Drive. A new traffic signal would be installed at the intersection of Rutherford and Vanderneuk Roads as part of this option.

Option 2 Alignment

As part of Option 2, a new traffic signal at Rutherford and Vanderneuk roads would provide safe and efficient access to Rutherford Road.



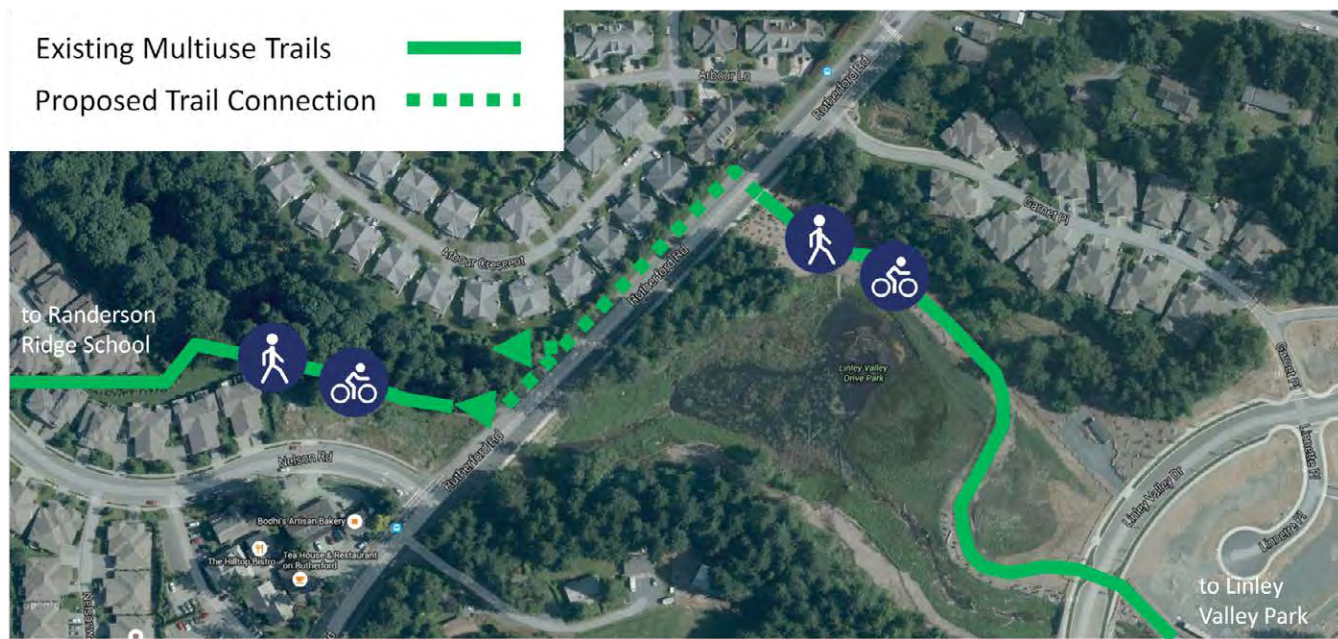
7. How strongly do you favour Access Option 2? (Please use a check mark to identify your choice)

Strongly Support	Support	Neutral	Oppose	Strongly Oppose

8. Additional comments about Option 2:

Trail Connections Across Rutherford

Trails along McGregor Creek run the length of Linley Valley West providing access within the neighbourhood and Linley Valley Park. To make it easier to cross Rutherford Road and link to paths on the west side of Rutherford Road, a new mid-block crossing and trail link could be considered as part of both Option 1 and 2.



9. How strongly do you favour improving trail connections across Rutherford Road?
(Please use a check mark to identify your choice)

Strongly Support	Support	Neutral	Oppose	Strongly Oppose

10. Additional comments on trail connections across Rutherford Road:

Access Option Preference

11. When considering the two access options, which criteria do you feel is the most important when selecting a preferred option? *(Rank the criteria from 1 – most important to 3 – least important)*

Criteria	Your Rank
Overall Cost	
Transportation Performance	
Impacts on Neighbourhoods	

12. Additional comments on the criteria in question 11?

Additional Comments

13. Do you have any other comments on the Linley Valley West – Neighbourhood Access Options at this time?

Thank You!

Thank you for completing the Response Form. Your comments and feedback will help City Council select a preferred Access Option.

Please put your completed form in the Response Form return box or give it to a project team member before you leave.

Once feedback is received, staff will return to Council in November with results from the consultation process to inform the selection of a preferred access option.

Implementation of improvements will depend on the option selected and the timing of development within Linley Valley West. Based on historic trends, improvements could occur within the next 2-3 years

Stay in Touch

- ▶ Keep up to date on the process by visiting the project website at www.nanaimo.ca/goto/linleyvalleywest
- ▶ Email us: engineeringinfo@nanaimo.ca



**APPENDIX B:
RESPONSE FORM RESULTS**

Q1 To provide a general sense of where you live, please provide your home postal code:

Answered: 377 Skipped: 28

#	Responses	Date
1	V9s 1y7	10/18/2015 7:05 PM
2	V9s 1y7	10/18/2015 6:57 PM
3	V9T 5G8	10/18/2015 6:44 PM
4	V9t 5E8	10/18/2015 9:57 AM
5	V9t 4s9	10/18/2015 1:24 AM
6	V9T0G5	10/17/2015 4:39 PM
7	V9t 6l6	10/17/2015 12:42 PM
8	v9t0g6	10/17/2015 12:42 PM
9	V9S3G2	10/17/2015 11:19 AM
10	V9T6k7	10/17/2015 11:14 AM
11	V9T5E9	10/17/2015 10:51 AM
12	V9t6r6	10/17/2015 9:19 AM
13	V9T 5R5	10/16/2015 9:37 PM
14	V9T5G9	10/16/2015 9:24 PM
15	v6t 6m6	10/16/2015 8:01 PM
16	V9T 0G6	10/16/2015 7:56 PM
17	V9T 0G6	10/16/2015 7:34 PM
18	V9T 0E4	10/16/2015 7:20 PM
19	V9T0E4	10/16/2015 6:52 PM
20	V9t6n5	10/16/2015 6:13 PM
21	V9V1T1	10/16/2015 5:51 PM
22	V9T OB5	10/16/2015 5:46 PM
23	V9T6R4	10/16/2015 5:03 PM
24	V9T 5S3	10/16/2015 4:58 PM
25	V9T 5G3	10/16/2015 4:02 PM
26	V9T0E4	10/16/2015 3:55 PM
27	V9T 6P6	10/16/2015 3:27 PM
28	V9T 6P6	10/16/2015 3:24 PM
29	V9T5N9	10/16/2015 3:21 PM
30	V9T 6P5	10/16/2015 3:21 PM
31	V9T 5P5	10/16/2015 3:19 PM
32	V9T 5G4	10/16/2015 3:15 PM
33	V9T 0E3	10/16/2015 3:12 PM
34	V9T 0E3	10/16/2015 2:56 PM

Linley Valley West – Neighbourhood Access Options

35	V9T 5N7	10/16/2015 2:50 PM
36	v9t5n9	10/16/2015 2:50 PM
37	V9T 6P6	10/16/2015 2:47 PM
38	V9T 0B4	10/16/2015 2:41 PM
39	V9T 5N9	10/16/2015 2:25 PM
40	V9T 5P6	10/16/2015 2:10 PM
41	V9T 5N7	10/16/2015 2:03 PM
42	V9T 5R6	10/16/2015 2:00 PM
43	V9T 5R6	10/16/2015 1:58 PM
44	V9T 6M6	10/16/2015 1:11 PM
45	v9t5h2	10/16/2015 12:16 PM
46	V9T 5W7	10/16/2015 11:34 AM
47	V9T5B8	10/16/2015 11:33 AM
48	V9t6m6	10/16/2015 11:19 AM
49	V9T5P2	10/16/2015 10:59 AM
50	V9T 6L6	10/16/2015 10:38 AM
51	V9T5S3	10/16/2015 9:54 AM
52	V9T 0G6	10/16/2015 9:48 AM
53	V9T 0G6	10/16/2015 9:39 AM
54	V9T 6R3	10/16/2015 9:32 AM
55	V9T 6R3	10/16/2015 9:26 AM
56	V9T 6L4	10/16/2015 9:23 AM
57	V9T 6L4	10/16/2015 9:23 AM
58	V9T 6M6	10/16/2015 9:14 AM
59	V9T 6N5	10/16/2015 9:06 AM
60	V9T 6R3	10/16/2015 9:01 AM
61	V9T 6R3	10/16/2015 8:57 AM
62	V9T 6C5	10/16/2015 8:35 AM
63	V9T6L6	10/16/2015 8:14 AM
64	v9t6l6	10/16/2015 6:18 AM
65	v9t6l6	10/16/2015 6:15 AM
66	V9T 0E3	10/15/2015 9:34 PM
67	V9t6l6	10/15/2015 8:15 PM
68	V9T6L6	10/15/2015 7:50 PM
69	V9t6N5	10/15/2015 7:46 PM
70	V9T 6J5	10/15/2015 7:43 PM
71	V9t6j5	10/15/2015 7:15 PM
72	v9x1x5	10/15/2015 6:27 PM
73	V9T6L6	10/15/2015 6:16 PM
74	V9T 5Z9	10/15/2015 6:14 PM
75	v9r6w3	10/15/2015 5:32 PM

Linley Valley West – Neighbourhood Access Options

76	V9T 6C5	10/15/2015 4:51 PM
77	v9t 6m6	10/15/2015 4:47 PM
78	v9t 6j5	10/15/2015 4:42 PM
79	V9T 6L6	10/15/2015 4:40 PM
80	v9t6a2	10/15/2015 2:44 PM
81	v9t 6m6	10/15/2015 2:28 PM
82	V9R0e6	10/15/2015 2:00 PM
83	v9t 5z7	10/15/2015 1:53 PM
84	V9T 6L7	10/15/2015 1:49 PM
85	V9T 6P6	10/15/2015 1:46 PM
86	V9t 6a1	10/15/2015 1:39 PM
87	V9T6C8	10/15/2015 1:37 PM
88	v9t0e4	10/15/2015 1:31 PM
89	v9t 6p6	10/15/2015 1:26 PM
90	V9T 5N4	10/15/2015 1:21 PM
91	V9T 5H3	10/15/2015 12:46 PM
92	V9T6L4	10/15/2015 12:33 PM
93	v9t6p4	10/15/2015 12:20 PM
94	V9T 5H1	10/15/2015 12:13 PM
95	V9T 5H1	10/15/2015 11:56 AM
96	V9T 5S3	10/15/2015 11:34 AM
97	V9T 6L6	10/15/2015 11:24 AM
98	V9T6L6	10/15/2015 11:07 AM
99	V9T 5Z6	10/15/2015 10:55 AM
100	V9T 6M6	10/15/2015 9:57 AM
101	V9T5E7	10/15/2015 9:56 AM
102	V9t6m6	10/15/2015 9:39 AM
103	V9T6L6	10/15/2015 9:16 AM
104	V9T 5Z4	10/15/2015 8:27 AM
105	V9T 6J5	10/15/2015 8:05 AM
106	v9t6j9	10/15/2015 7:33 AM
107	V9T5N6	10/15/2015 6:37 AM
108	v9t6m6	10/15/2015 1:43 AM
109	v9t 6m6	10/14/2015 11:53 PM
110	V9T 6M6	10/14/2015 10:35 PM
111	V9T 5Z6	10/14/2015 10:23 PM
112	V9t5s3	10/14/2015 10:16 PM
113	V9T 6L6	10/14/2015 10:10 PM
114	v9t 6l6	10/14/2015 9:29 PM
115	V9T 6M6	10/14/2015 8:44 PM
116	V9T5N7	10/14/2015 8:37 PM

Linley Valley West – Neighbourhood Access Options

117	V9T 6P6	10/14/2015 7:14 PM
118	V9t6n5	10/14/2015 7:11 PM
119	V9T 5N2	10/14/2015 6:46 PM
120	V9T6L6	10/14/2015 6:43 PM
121	v9t5z4	10/14/2015 6:14 PM
122	V9v 1h7	10/14/2015 6:14 PM
123	V9T6IL6	10/14/2015 5:49 PM
124	V9R 5H1	10/14/2015 5:40 PM
125	V9T6L6	10/14/2015 5:02 PM
126	V9T 5Z8	10/14/2015 4:30 PM
127	v9t 6l6	10/14/2015 4:27 PM
128	vgt 6m6	10/14/2015 3:45 PM
129	V9T6L6	10/14/2015 3:34 PM
130	v9t0g6	10/14/2015 3:27 PM
131	v9t6n5	10/14/2015 2:55 PM
132	V9T 6J5	10/14/2015 1:58 PM
133	V9T 6P3	10/14/2015 1:41 PM
134	V9T6M6	10/14/2015 1:14 PM
135	V9T6M6	10/14/2015 12:50 PM
136	V9T 6J5	10/14/2015 12:27 PM
137	V9T 5S3	10/14/2015 12:17 PM
138	v9t5h3	10/14/2015 12:04 PM
139	v9t5n7	10/14/2015 11:40 AM
140	V9T 6G2	10/14/2015 10:31 AM
141	V9t5h4	10/14/2015 10:20 AM
142	V9t 4t4	10/14/2015 9:53 AM
143	V9T 1G5	10/14/2015 9:00 AM
144	V9V 1R7	10/14/2015 8:59 AM
145	V9T 0B5	10/14/2015 8:05 AM
146	v9t 0b5	10/14/2015 8:01 AM
147	V9T5Z7	10/13/2015 5:26 PM
148	v9t 5e9	10/13/2015 3:51 PM
149	V9t 6s1	10/13/2015 1:36 PM
150	V9V 1T2	10/13/2015 11:18 AM
151	v9t	10/13/2015 10:00 AM
152	V9T 5P2	10/13/2015 9:59 AM
153	V9T 6R3	10/13/2015 9:57 AM
154	V9T 6L6	10/13/2015 9:54 AM
155	V9T 6L6	10/13/2015 9:51 AM
156	V9T 6N5	10/13/2015 9:46 AM
157	V9T 6L6	10/13/2015 9:40 AM

Linley Valley West – Neighbourhood Access Options

158	V9T 5P2	10/13/2015 9:32 AM
159	V9T 5R6	10/13/2015 9:29 AM
160	V9T 5H1	10/13/2015 9:20 AM
161	V9T 6P2	10/13/2015 9:16 AM
162	V9T 6J5	10/13/2015 9:14 AM
163	V9T 6S1	10/13/2015 9:11 AM
164	V9T 6R4	10/13/2015 9:09 AM
165	V9T 6R3	10/13/2015 9:05 AM
166	V9T 6P2	10/13/2015 9:02 AM
167	V9T 0C3	10/13/2015 9:01 AM
168	V9T 0E3	10/13/2015 8:55 AM
169	V9T 0E3	10/13/2015 8:53 AM
170	V9T 6R3	10/13/2015 8:51 AM
171	V9T 5G6	10/13/2015 8:50 AM
172	V9T 6S1	10/13/2015 8:49 AM
173	V9T 6M6	10/13/2015 8:37 AM
174	V9T 6P4	10/13/2015 8:36 AM
175	V9T 6L6	10/13/2015 8:34 AM
176	V9T 5N7	10/13/2015 8:31 AM
177	v9v1s1	10/12/2015 10:18 PM
178	V9V 1L2	10/12/2015 10:01 PM
179	V9T 6N5	10/12/2015 9:43 PM
180	V9T 6B2	10/12/2015 8:23 PM
181	V9t5e7	10/12/2015 7:56 PM
182	V9T 6N5	10/12/2015 7:33 PM
183	V9t6m6	10/12/2015 6:14 PM
184	V9t4p2	10/12/2015 6:13 PM
185	V9T 0G5	10/12/2015 4:41 PM
186	V9T 6N6	10/12/2015 4:37 PM
187	V9T 0E4	10/12/2015 3:57 PM
188	V9T 6S1	10/12/2015 1:40 PM
189	V9T6C5	10/12/2015 1:05 PM
190	v9t4r7	10/12/2015 11:47 AM
191	V9T 6P5	10/12/2015 11:43 AM
192	V9S 2V2	10/12/2015 10:08 AM
193	v9t0e4	10/12/2015 9:11 AM
194	v9t0e4	10/12/2015 9:00 AM
195	V9T0G6	10/12/2015 7:01 AM
196	V9s2j8	10/12/2015 2:42 AM
197	V9t4k9	10/11/2015 11:06 PM
198	v9r 5w6	10/11/2015 10:46 PM

Linley Valley West – Neighbourhood Access Options

199	v9v 1k5	10/11/2015 10:00 PM
200	v9r 4k8	10/11/2015 9:25 PM
201	V9t 6p4	10/11/2015 7:06 PM
202	v9t 1w6	10/11/2015 6:59 PM
203	V9T 6P6	10/11/2015 5:45 PM
204	V9t6k7	10/11/2015 4:25 PM
205	V9T 6K7	10/11/2015 4:20 PM
206	V9T0C1	10/11/2015 4:12 PM
207	V9T 6M6	10/11/2015 4:10 PM
208	V9T 6N6	10/11/2015 3:59 PM
209	v9t4l3	10/11/2015 3:38 PM
210	V9x1a6	10/11/2015 3:10 PM
211	V9T 5E3	10/11/2015 2:55 PM
212	V9T 6E5	10/11/2015 2:47 PM
213	V9T 6J3	10/11/2015 2:38 PM
214	V9x1y3	10/11/2015 1:58 PM
215	v9t5g3	10/11/2015 1:36 PM
216	V9T3R4	10/11/2015 1:25 PM
217	V9T 6L4	10/11/2015 12:11 PM
218	V9T5P3	10/11/2015 12:07 PM
219	V9t0g5	10/11/2015 11:22 AM
220	V9T 6M6	10/10/2015 4:45 PM
221	V9T 6N5	10/10/2015 4:10 PM
222	V9S 4R9	10/10/2015 3:50 PM
223	V9t 6a5	10/10/2015 2:59 PM
224	V9T 6S1	10/10/2015 2:33 PM
225	V9T 4R7	10/10/2015 2:15 PM
226	v9t5z9	10/10/2015 1:22 PM
227	V9t6l4	10/10/2015 12:36 PM
228	V9T 6S1	10/10/2015 11:59 AM
229	V9v1h2	10/10/2015 11:53 AM
230	V9T 5E3	10/10/2015 11:34 AM
231	V9T 6N5	10/10/2015 9:54 AM
232	V9t6r1	10/10/2015 9:17 AM
233	V9r 7b1	10/9/2015 11:32 PM
234	V9T 0E3	10/9/2015 11:19 PM
235	V9T6P4	10/9/2015 8:35 PM
236	V0T 6P4	10/9/2015 7:28 PM
237	V9T6P6	10/9/2015 6:09 PM
238	V9T 6P3	10/9/2015 5:22 PM
239	V9r2h6	10/9/2015 5:13 PM

Linley Valley West – Neighbourhood Access Options

240	V9v 1v2	10/9/2015 5:03 PM
241	V9T6G1	10/9/2015 4:51 PM
242	v9t6p6	10/9/2015 4:46 PM
243	V9r4b7	10/9/2015 4:29 PM
244	V9T5G4	10/9/2015 4:28 PM
245	V9v1t3	10/9/2015 4:26 PM
246	V9T 6L4	10/9/2015 4:17 PM
247	V9T 6R3	10/9/2015 4:16 PM
248	V9T 6R3	10/9/2015 4:14 PM
249	V9T 0G5	10/9/2015 4:11 PM
250	V9T 4R3	10/9/2015 4:08 PM
251	v9t5h2	10/9/2015 4:05 PM
252	V9T 6S1	10/9/2015 4:04 PM
253	V9T 6S1	10/9/2015 4:03 PM
254	V9T 6S1	10/9/2015 3:58 PM
255	V9T 0E3	10/9/2015 3:58 PM
256	V9T 6P2	10/9/2015 3:56 PM
257	V9T 6E5	10/9/2015 3:54 PM
258	V9T 6S1	10/9/2015 3:53 PM
259	V9T 6S1	10/9/2015 3:50 PM
260	V9T 5Z9	10/9/2015 3:49 PM
261	V9T 6R6	10/9/2015 3:47 PM
262	V9T 5H4	10/9/2015 3:43 PM
263	V9T 5H4	10/9/2015 3:41 PM
264	V9T 6P3	10/9/2015 3:38 PM
265	V9T 6P3	10/9/2015 3:37 PM
266	V9r2a2	10/9/2015 3:35 PM
267	V9T 5H4	10/9/2015 3:33 PM
268	V9T 5H4	10/9/2015 3:32 PM
269	V9T 6L6	10/9/2015 3:30 PM
270	V9t 6m6	10/9/2015 3:30 PM
271	V9T 6m6	10/9/2015 3:26 PM
272	V9T 5N7	10/9/2015 3:25 PM
273	v9t5g3	10/9/2015 3:04 PM
274	V9T 0G5	10/9/2015 2:58 PM
275	V9T0G6	10/9/2015 2:58 PM
276	V9T 6S1	10/9/2015 2:56 PM
277	V9T 6S1	10/9/2015 2:55 PM
278	V9T 6N5	10/9/2015 2:49 PM
279	V9T 6N5	10/9/2015 2:48 PM
280	V9T 6P2	10/9/2015 2:45 PM

Linley Valley West – Neighbourhood Access Options

281	V9T 6L6	10/9/2015 2:39 PM
282	V9T 6L6	10/9/2015 2:36 PM
283	V9T 5H3	10/9/2015 2:27 PM
284	V9T 6S1	10/9/2015 2:19 PM
285	V9T 0E4	10/9/2015 2:16 PM
286	V9T 0E3	10/9/2015 2:15 PM
287	V9T 6R6	10/9/2015 2:14 PM
288	V9T 6P3	10/9/2015 2:11 PM
289	V9T 8P2	10/9/2015 2:07 PM
290	V9T 6P6	10/9/2015 2:02 PM
291	V9T 6P6	10/9/2015 2:00 PM
292	V9T 6M6	10/9/2015 1:59 PM
293	V9T 6M6	10/9/2015 1:58 PM
294	V9T 5P3	10/9/2015 1:57 PM
295	V9T 0G5	10/9/2015 1:56 PM
296	V9T 6P5	10/9/2015 1:52 PM
297	V9T 0G5	10/9/2015 1:51 PM
298	V9T 6P6	10/9/2015 1:49 PM
299	V9T 0E3	10/9/2015 1:47 PM
300	V9T 6M6	10/9/2015 1:45 PM
301	V9T 6A4	10/9/2015 1:38 PM
302	V9T 6E5	10/9/2015 1:33 PM
303	V9T 6S1	10/9/2015 1:31 PM
304	V9T 0E3	10/9/2015 1:30 PM
305	V9T 5H3	10/9/2015 1:27 PM
306	V9V 1T1	10/9/2015 1:25 PM
307	V9T 0E3	10/9/2015 1:24 PM
308	V9T 6P6	10/9/2015 1:23 PM
309	V9T6N5	10/9/2015 1:18 PM
310	V9T 6P6	10/9/2015 1:16 PM
311	V9T 0E3	10/9/2015 1:12 PM
312	V9T 6P5	10/9/2015 1:08 PM
313	V9T 6L4	10/9/2015 1:06 PM
314	V9T 6L4	10/9/2015 1:04 PM
315	V9T 6R3	10/9/2015 1:01 PM
316	v9T5Z8	10/9/2015 12:50 PM
317	V9T 5G6	10/9/2015 12:27 PM
318	V9T 0B4	10/9/2015 12:23 PM
319	V9T 6S1	10/9/2015 12:20 PM
320	V9jjT 6P6	10/9/2015 12:19 PM
321	V9T 0G5	10/9/2015 12:18 PM

Linley Valley West – Neighbourhood Access Options

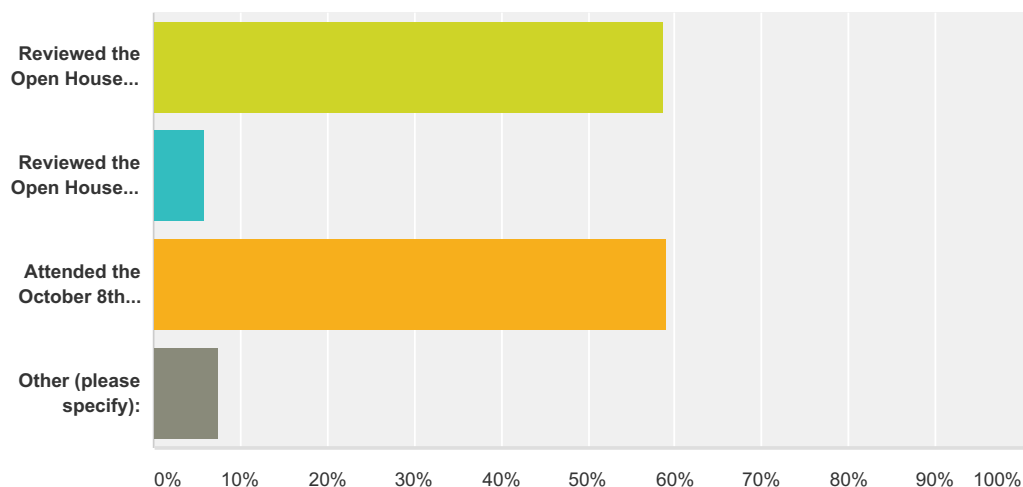
322	V9T 6E5	10/9/2015 12:14 PM
323	V9T 6S1	10/9/2015 12:13 PM
324	V9T 6S1	10/9/2015 12:11 PM
325	V9T 5H1	10/9/2015 12:09 PM
326	V9J 6J7	10/9/2015 12:02 PM
327	V9T 6J5	10/9/2015 12:00 PM
328	V9T 6L7	10/9/2015 11:50 AM
329	V9T 6L7	10/9/2015 11:48 AM
330	V9T 6L7	10/9/2015 11:44 AM
331	V9T 6J5	10/9/2015 11:43 AM
332	V9T 6K7	10/9/2015 11:38 AM
333	v9t5r6	10/9/2015 11:37 AM
334	V9T 6K7	10/9/2015 11:34 AM
335	V9T 5E4	10/9/2015 11:27 AM
336	V9T 6P4	10/9/2015 11:27 AM
337	V9T 0G5	10/9/2015 11:25 AM
338	v9t6r3	10/9/2015 11:17 AM
339	V9T6P6	10/9/2015 10:45 AM
340	V9T6S1	10/9/2015 10:35 AM
341	V9t 0e4	10/9/2015 10:20 AM
342	V9T 5E3	10/9/2015 9:55 AM
343	v9v1r2	10/9/2015 9:53 AM
344	V9v 1w7	10/9/2015 9:43 AM
345	v9t 5g3	10/9/2015 9:30 AM
346	v9t5g4	10/9/2015 9:19 AM
347	V9T 6P6	10/9/2015 8:47 AM
348	V9t6j5	10/9/2015 7:41 AM
349	V9T 6E5	10/9/2015 5:06 AM
350	V9T6C3	10/8/2015 10:29 PM
351	V9v 1w7	10/8/2015 10:27 PM
352	V9T 4R5	10/8/2015 10:06 PM
353	V9t 6j5	10/8/2015 9:52 PM
354	V9t5w1	10/8/2015 9:49 PM
355	V9t5w1	10/8/2015 9:40 PM
356	V9t 6j5	10/8/2015 9:40 PM
357	V9T5S3	10/8/2015 9:34 PM
358	V9t 6j5	10/8/2015 9:21 PM
359	V9T 6N6	10/8/2015 9:16 PM
360	V9T 5P2	10/8/2015 8:52 PM
361	V9T0A2	10/8/2015 8:46 PM
362	V9t6l4	10/8/2015 8:31 PM

Linley Valley West – Neighbourhood Access Options

363	v9t5h3	10/8/2015 8:26 PM
364	V9t0g6	10/8/2015 8:20 PM
365	V9t 5n1	10/8/2015 8:10 PM
366	V9T 5Y8	10/8/2015 7:26 PM
367	V9T 5H2	10/8/2015 7:25 PM
368	V9T6M6	10/8/2015 7:23 PM
369	V9T 6N5	10/8/2015 6:54 PM
370	V9t 6p3	10/8/2015 6:17 PM
371	V9T6L6	10/8/2015 5:50 PM
372	V9t 6l6	10/8/2015 5:38 PM
373	V9T 0B8	10/8/2015 5:37 PM
374	V9t 6R6	10/8/2015 5:30 PM
375	V9T 6L7	10/8/2015 5:10 PM

Q2 Check all of the following options that apply to you.

Answered: 382 Skipped: 23



Answer Choices	Responses
Reviewed the Open House Boards Online	58.64% 224
Reviewed the Open House Boards at the Services and Resources Centre (411 Dunsmuir Street – 2nd Floor Reception)	5.76% 22
Attended the October 8th Open House	59.16% 226
Other (please specify):	7.59% 29
Total Respondents: 382	

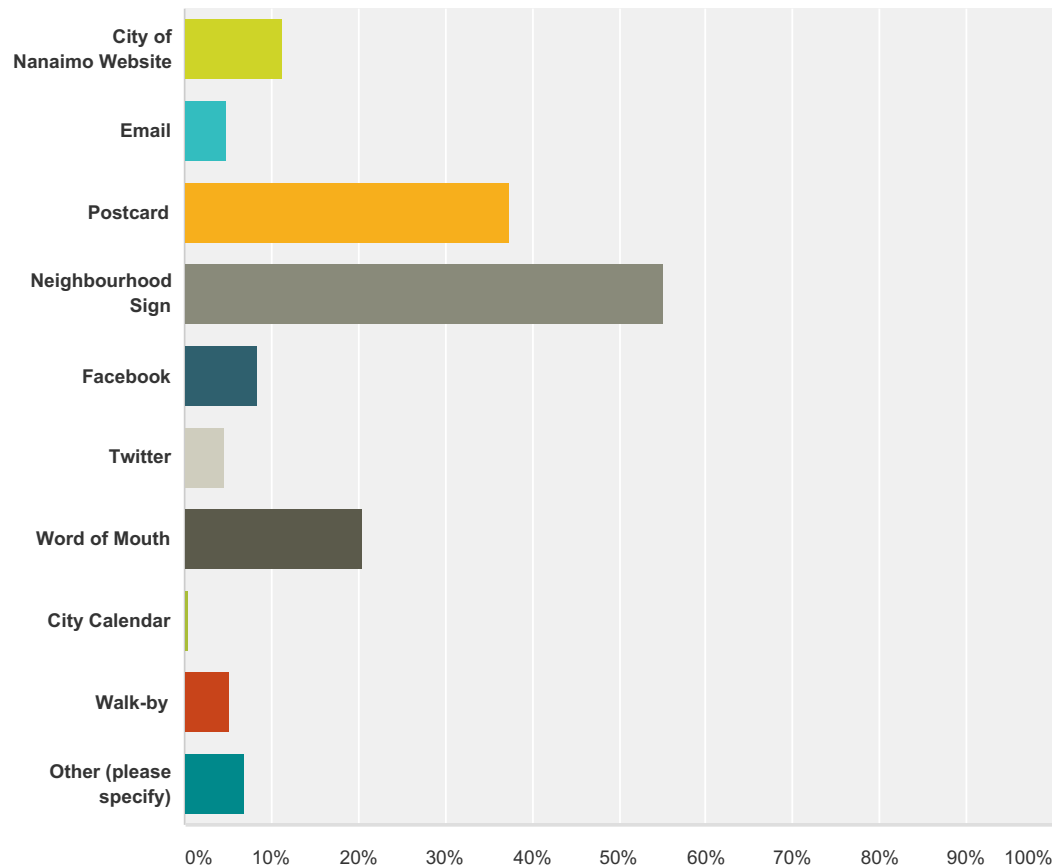
#	Other (please specify):	Date
1	Some one visited our home	10/16/2015 4:58 PM
2	not able to attend open house due to employment out of town	10/16/2015 10:59 AM
3	Reviewed documentations outlining options	10/15/2015 7:50 PM
4	neighborhood discussions	10/15/2015 4:47 PM
5	view o line	10/15/2015 1:46 PM
6	none of the above	10/15/2015 12:20 PM
7	in my mail box	10/14/2015 9:29 PM
8	Talked to neighbours	10/14/2015 7:11 PM
9	randerson ridge pac	10/14/2015 6:14 PM
10	Watched when it was initially brought forward to Council	10/14/2015 4:30 PM
11	Postcard	10/14/2015 1:58 PM
12	We didn' know this until my friends told us.	10/14/2015 12:50 PM
13	Read survey sheet	10/14/2015 12:17 PM
14	I live, drive & walk this entire area	10/13/2015 3:51 PM
15	Attended the Randerson PAC meeting with the presentation from the city	10/12/2015 8:23 PM

Linley Valley West – Neighbourhood Access Options

16	presentation to PAC	10/12/2015 7:56 PM
17	Have been following plans for this development since is beginning through visits to City Hall	10/12/2015 7:33 PM
18	Talked to people who live in the affected neighbourhoods.	10/12/2015 1:05 PM
19	facebook and locals.	10/11/2015 10:46 PM
20	Drove around through each area	10/9/2015 8:35 PM
21	Special Presentation at Randerson PAC Meeting	10/9/2015 2:27 PM
22	PAC Presentation at Randerson Ridge Elementary	10/9/2015 1:08 PM
23	Attended PAC Meeting at Randerson Ridge where City of nanaimo made presentation	10/9/2015 12:50 PM
24	Billboard / mail	10/9/2015 12:00 PM
25	Saw the sign and talked to several neighbours that attended the meeting	10/9/2015 11:27 AM
26	friend attended on my behalf	10/9/2015 5:06 AM
27	Flyer to house	10/8/2015 9:34 PM
28	spoke to council about bylaw change at council meeting	10/8/2015 8:26 PM

Q3 How did you hear about this event?
(please check all that apply)

Answered: 396 Skipped: 9



Answer Choices	Responses
City of Nanaimo Website	11.36%45
Email	4.80%19
Postcard	37.37%148
Neighbourhood Sign	55.05%218
Facebook	8.33%33
Twitter	4.55%18
Word of Mouth	20.45%81
City Calendar	0.51%2
Walk-by	5.30%21
Other (please specify)	6.82%27
Total Respondents: 396	

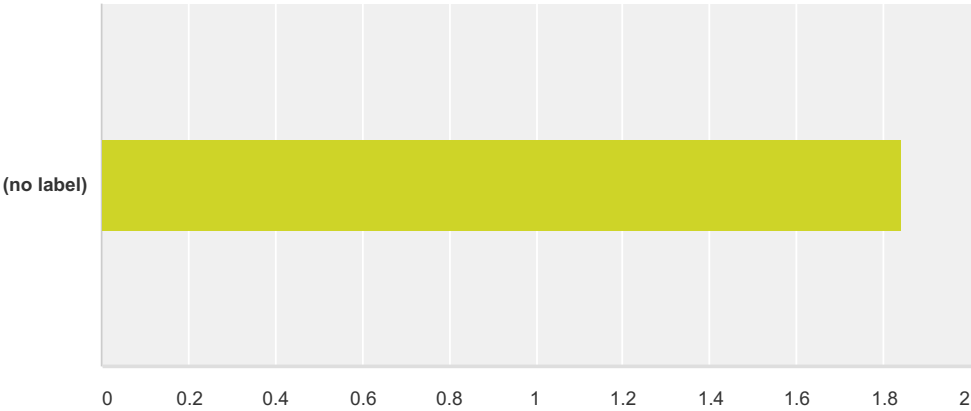
#	Other (please specify)	Date
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Linley Valley West – Neighbourhood Access Options

1	Newspaper	10/17/2015 10:51 AM
2	Newspaper	10/16/2015 9:37 PM
3	A flyer	10/16/2015 4:58 PM
4	RADIO	10/16/2015 4:02 PM
5	Strata Management	10/16/2015 3:27 PM
6	Strata management email	10/16/2015 2:47 PM
7	Nanaimo News Bulletin news article Oct 15 page 19	10/16/2015 10:59 AM
8	Sign on Brookwood/Rutherford	10/16/2015 9:06 AM
9	Letter dropped off at house	10/15/2015 7:15 PM
10	News Release	10/15/2015 1:21 PM
11	Randerson Ridge School newsletter	10/15/2015 11:34 AM
12	flyer at door	10/15/2015 9:16 AM
13	Neighbors	10/15/2015 8:05 AM
14	radio	10/15/2015 7:33 AM
15	in my mail box	10/14/2015 9:29 PM
16	flyers at my door	10/14/2015 12:27 PM
17	radio	10/14/2015 12:04 PM
18	How could you miss what was going to come to accomadate the new housing and tax dollars????	10/13/2015 3:51 PM
19	Radio	10/13/2015 8:34 AM
20	Kris told me	10/13/2015 8:31 AM
21	Stratamanagment	10/9/2015 6:09 PM
22	Randerson Ridge PAC Presentation	10/9/2015 1:08 PM
23	Friend	10/9/2015 9:43 AM
24	Friend	10/8/2015 10:27 PM
25	Friend	10/8/2015 9:49 PM
26	Nanaimo Business News online	10/8/2015 8:52 PM

Q4 How strongly do you favour Access Option 1?

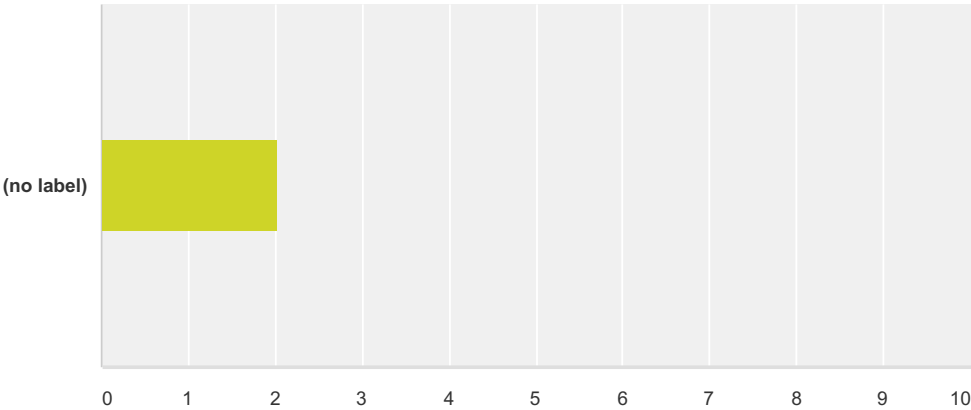
Answered: 381 Skipped: 24



	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Total	Weighted Average
(no label)	64.83% 247	14.96% 57	3.94% 15	4.20% 16	12.07% 46	381	1.84

Q5 If Option 1 is selected, how strongly do you favor a roundabout vs traffic signal at the intersection of Nelson and Rutherford Roads?

Answered: 381 Skipped: 24



	Strongly Support Roundabout	Support Roundabout	Neutral	Support Traffic Signal	Strongly Support Traffic Signal	Total	Weighted Average
(no label)	51.97% 198	19.69% 75	9.97% 38	9.71% 37	8.66% 33	381	2.03

Q6 Additional Comments about Option 1?

Answered: 177 Skipped: 228

#	Responses	Date
1	Like that a Roundabout is proposed. Also want hiking access to Linley Valley preserved, and prefer whichever options minimize road noise in Linley valley/Cottle Lake parks	10/18/2015 7:49 PM
2	Given vicinity to schools, a light would be needed there. It will also help facilitate safety in the walk to school better than the current layout.	10/18/2015 5:08 PM
3	Rutherford Rd. is steep at the point where either a traffic signal or roundabout is proposed. This is a MAJOR concern in the winter with snow and ice!!!! I have lived in this area for 40 years.	10/18/2015 10:23 AM
4	I think that both options are ridiculous.We have lived in this area for 40 years and we have seen developments take place in this area that have not taken the into account the substandard road conditions that already exist-case in point Lost Lake Rd. itself. In previous winters Rutherford hill has been a nightmare .Why wasn't this thought through for access prior to now?I could go on and on about this but what is the point at this stage.	10/18/2015 10:16 AM
5	Having a roundabout or a traffic light on the Rutherford hump will cause serious accidents	10/17/2015 4:42 PM
6	This seems the most direct route for the majority of new homes in this subdivision. Having a roundabout will slow traffic down on Rutherford a bit which is only a good thing.	10/17/2015 12:43 PM
7	Kids attending Randerson Ridge need a safe crossing of Rutherford.	10/17/2015 9:21 AM
8	This option will create a very significant safety hazard. Eastbound cars typical mount the hill at speed and the traffic is already heavy, exacerbad by the lights at the highway and at Uplands. Flow is in heavy pulses and will backup to the crest of the hill, hidden from view of approaching traffic. Winter conditions at the 535ft elevation are far different to the rest of Nanaimo with impassable snow conditions on the Rutherford hill frequently. To mount this hill during snowfall, even with a 4x4 car, requires maximum speed, and there will be insufficient distance to react to a backup at the Nelson intersection. This will create a very high accident rate. Existing backups are frequent already at the Vandernook intersection due to traffic that uses Lost Lake rd as a shortcut Traffic on Lost Lk has increased, as has speeding, in the past few years unproportional to the increase in new housing that drains onto it.	10/16/2015 9:40 PM
9	Rutherford is becoming a very busy street. Our priority would be to have the focus be on public/pedestrian safety and making pedestrians more visible when crossing in cross-walks and slowing down vehicle traffic. We have witnessed a couple near misses where drivers do not see pedestrians. This area of Nanaimo tends to get a lot of fog and better visibility when crossing Rutherford is required.	10/16/2015 8:00 PM
10	Rutherford is turning into be a very busy street, and cars tend to travel at relatively high rates of speed. With the amounts of kids walking to and from school in the area, my fear is the safety of these kids. Whatever actions are taken I feel that the focus should be on public safety and slowing down the traffic. Also, I would like to see the cross-walks be more visible (lighting etc.) when in use. We have already witnessed a couple near misses with distracted drivers not seeing the crossing pedestrians. Fog and poor visibility tends to be an issue in this area of Nanaimo.	10/16/2015 7:40 PM
11	Roundabouts are great for traffic flow and they beautify the neighborhood too!	10/16/2015 6:14 PM
12	There would be too much traffic heading directly down Nelson Road. The school children would be at risk with all the additional traffic. (we also need more roundabout's)	10/16/2015 5:53 PM
13	I lived in Abbotsford where they have installed roundabouts in a number of locations. They worked out well.	10/16/2015 4:59 PM
14	I understand that if you do a road to Nelson, that a traffic circle would be more safe, BUT you are not addressing the amount of traffic that will be coming up the road to Vanderneuk. It is difficult at times to get out as it is. If you had a traffic light, it would offer those at Vanderneuk more of a chance to get out onto Rutherford Road, especially when they want to make a left hand turn onto Rutherford. It would be also prudent to have another access out of the subdivision just for timeliness and also for emergency purposes.	10/16/2015 4:25 PM
15	30 km/hr from Rutherford to Turner with speed bumps/or have a one way street on Nelson Rd/Only local traffic on Nelson Rd/ No parking on Nelson Rd. When parents picking up kids from school/danger for kids with more traffic.	10/16/2015 3:29 PM
16	Much more clear and easier for school kids (so many in this area) to cross the street. It forces the traffic to stop.	10/16/2015 3:27 PM
17	The school traffic is already so congested and unsafe for children.	10/16/2015 3:25 PM
18	Any possibility in connecting with the existing dead end road just behind the new option 1 road?	10/16/2015 3:22 PM

Linley Valley West – Neighbourhood Access Options

19	This will make peak time traffic flow a nightmare if this happens. Please reconsider!	10/16/2015 3:16 PM
20	Elementary school, seniors, small neighborhood community will become a major thoroughfare - not only traffic calming required but the Nelson Rd/Turner Rd intersection would need traffic lights/3 way stop signs. High elevation at this point - more traffic in icy winter conditions - no stopping on a hill at this point. Put the original plan back on the table - Linley Valley Dr to Linley Valley Drive to Turner Rd	10/16/2015 2:52 PM
21	Nelson Rd - Randerson Ridget School. Traffic at school is already super busy and crowded every morning and afternoon with picking up and dropping off children. This is a dangerous option for increasing traffic.	10/16/2015 2:48 PM
22	Slow traffic down, going down Rutherford towards Hammond Bay. It is a race track now.	10/16/2015 2:14 PM
23	Roundabout would improve safety of existing intersection (Nelson/Rutherford). Negative for Nelson residents could be an increased traffic. Therefore, traffic bumps (as suggested) would be helpful.	10/16/2015 2:11 PM
24	Diminish the neighborhood of Nelson Rd and school as Nelson would become an arterial. Increase in traffic on Nelson Rd and to the school. Not just about speed, but volume. Bad sight lines at the intersection. Safety for the school - issues due to increase of traffic. During snow events Rutherford hill can become a parking lot, as people can't get up the hill. A roundabout/signal at Nelson could make this worse.	10/16/2015 2:06 PM
25	Safer - keeps traffic moving	10/16/2015 1:58 PM
26	Option 1 is clearly the best option. Four reasons are presented below: 1)best traffic flow design, 2)provides Linley Valley west with options for north and south access, 3)avoids increasing traffic on unsafe and steep curving hills, 4)conserves land use and provides quiet residential neighbourhoods. 1)Direct access to a major road (Rutherford) for potentially 600 households of Linley Valley West. Providing the most efficient and effective access. Taking the opportunity to design this new access road to safely handle the expected traffic flow. 2)Providing access options to head north to Woodgrove mall via Nelson, which has only possibly a dozen or so houses with driveways directly entering Nelson. It seems appropriate to allow increases to traffic flow on Nelson. School traffic control is effective on other streets such as Uplands, and can be done on Nelson. Further, Turner is partially upgraded already to handle increased traffic. 3)Reducing potential traffic at a steep unsafe location on Colburne as it turns south and downhill for a junction with Fairbrook. I frequently walk here, and even now the traffic is heavy enough with approximately 82 households using this road that I worry about safety. May I request that a city engineer survey this junction carefully for road slope and width at the junction if there is any possibility of Glenmoor being connected. A further location where current traffic speed is higher than the safe speed due to a steep curving hill, is Fairbrook Crescent as it turns south approaching Arcadia place. The existing steep sections of road on Fairbrook and Colburne were not originally engineered for increased traffic flow. Because of these road design and safety concerns, may I question why Glenmoor needs to be connected at all with the new Linley Valley West development? Glenmoor itself would be rather steep too. 4)Demonstrating best land management practice by following a topographic logical route to provide access to Linley Valley West. Routing traffic on this route provides the least disturbance to the least number of households by far over option 2. Disturbance in the form of traffic noise would be significant from vehicles climbing the hills to Linley Valley West if option 2 were chosen. Quiet enjoyment of residential life would be significantly diminished for about 200 households presently resident in the Sunshine Ridge development on Fairbrook Crescent, Brookwood Drive, Arcadia Place, Bullrush Place, Broughton Place, Colburne Crescent, and Woodwinds Crescent.	10/16/2015 12:04 PM
27	What makes the more sense is OPTION #1 These are established communities and we do not want to see more traffic coming through Option #2 areas as this will cause house market values lower and risk safety of our current neighborhoods. I'm strongly AGAINST Option #2. When the Linley Valley area was recently developed, the developers should of put into the equation proper road options. We are already experiencing a larger than usual traffic through our Fairbrook Cres road and because of its condensed, up/down hill shape its been hazardous with the large amount of vehicles that speed through our street. OPTION #1 is the best route and most logical. The infrastructure can not handle a larger volume in Option #2 area. Updates should also be made in Option #2 areas as the population has grown and more vehicles per household has increased. Speed signs and speed bumps should also be put in place in Option #2 areas. Please make a note of this as many of the residence are very concerned and have had near misses in collision. We do NOT want to be polluted with CO2 emissions or be put in the risk of sever crashes in our streets. We have a combination of elderly and children in Option #2 areas and do not want more vehicle traffic.	10/16/2015 10:55 AM
28	A costly proposal but probably most worthy.	10/16/2015 9:51 AM
29	Is the land available for development? Good for turning onto Nelson for school.	10/16/2015 9:33 AM
30	It seems like a no brainer, why route so much traffic through neighborhoods??	10/16/2015 9:24 AM
31	Makes the most sense - the development would have easy access to Rutherford Rd and should be responsible for it.	10/16/2015 9:15 AM
32	The only option to reduce traffic on surrounding neighborhood streets.	10/16/2015 9:01 AM
33	Nelson Rd - very busy when school kids start the day and head home - need safe and easy left turns etc from Nelson onto Rutherford.	10/16/2015 8:58 AM
34	Roundabouts also slow the traffic down.	10/16/2015 8:36 AM

Linley Valley West – Neighbourhood Access Options

35	Option 1 makes the most sense - its the most direct access. As other options impact already developed communities.	10/15/2015 7:52 PM
36	A roundabout would slow traffic. That is a good thing for Rutherford Road.	10/15/2015 6:18 PM
37	Fairbrook already has to much traffic. There is no additional capacity at this time. With people parking in the street it is dangerous enough.	10/15/2015 4:51 PM
38	roundabout at Nelson makes sense anyway. It makes left turn exit from Nelson safer, since this is the crest of a hill (poor visibility) and many drivers currently exceed the speed limit here.	10/15/2015 2:48 PM
39	This intersection is quite congested at school times, and there is limited visibility at times as well. A traffic light would be the safest option.	10/15/2015 1:38 PM
40	roundabouts need better signage for users, Nanaimo drivers are not used to concept of yielding right of way.. The location of this roundabout at the crest of Rutherford road hill will require drivers to slow down from their 75 km plus speeds so will need signage to warn them of this new installation or there will be some excitement for all	10/15/2015 1:32 PM
41	Option 1 allows for easier access from Nelson onto Rutherford, slows excessively fast traffic on Rutherford, provides more crosswalks toward school & neighbourhoods, quick/easy/equal opportunity intersection. Out of both options, has least impact on local neighbourhoods.	10/15/2015 12:51 PM
42	roundabouts are good options but signage needs to assist driver's to understand yield to those in roundabout .will be hard to see as you reach top of rutherford because of hill . could cause issues in snow	10/15/2015 12:22 PM
43	The roundabout is a great idea. It is a nightmare turning left off Nelson onto Rutherford. Good work City Staff in coming up with this plan.	10/15/2015 12:22 PM
44	I think option 1 is ideal for traffic coming from Randerson Ridge school currently trying to turn left onto Rutherford Rd. I think the traffic circle is a fabulous solution without stopping traffic with a light.	10/15/2015 11:09 AM
45	the. City of Nanaimo should never. Put up another traffic signal ever again. Except on the highways it should be roundabouts everywhere	10/15/2015 7:35 AM
46	A roundabout would also tame the traffic at the top of the hill on Rutherford (Quilted Duck side)	10/15/2015 6:38 AM
47	Roundabouts may be better but given the number of older residents who are unfamiliar with them-stick to what people understand. Also, if Option 1 is chosen, the need to develop Glenmoor Road would be minimal.	10/14/2015 11:58 PM
48	this is the most direct access to Rutherford Rd from this new development	10/14/2015 10:37 PM
49	Roundabouts work well, I believe, where moderate speeds and traffic volumes are involved. As Rutherford Road carries a very significant volume of traffic at present (much higher than would emanate from either Nelson Road or Linley Valley Drive) and as most of that traffic is travelling at speeds of 60 - 80 km/h, or well in excess of the posted limit of 50 km/h, I firmly believe that a roundabout would most likely be a more dangerous intersection control option than a traffic signal.	10/14/2015 10:29 PM
50	-Increase of traffic volume to Nelson Road community -Increase of traffic volume by elementary school (safety issue) - Bad sight lines as intersection on slope of hill (would be worse when it snows and traffic is backed up on the hill) - Decrease the neighbourhood/community feel of Nelson Rd	10/14/2015 8:46 PM
51	If there is a roundabout at Rutherford & Nelson it is likely to encourage more traffic down Nelson and past the already traffic heavy Randerson Ridge school. Exit to Turner does not connect directly to the roundabout there.	10/14/2015 7:17 PM
52	It is needed to route traffic on a purpose built major road rather than through regular streets. The original Linley Valley drive from Turner should still be an option. Option 1 is safer for regular traffic and others, and also provides better emergency access. Stop lights at the top of Rutherford hill could be dangerous in winter conditions.	10/14/2015 6:55 PM
53	Best for current neighbourhoods, traffic flow and residential safety	10/14/2015 5:50 PM
54	Maintain natural environment as far as possible	10/14/2015 3:50 PM
55	Just for future reference re: design of website and info. It would be beneficial if fonts could be larger. For someone like me who is new to the area I don't know all the streets, and find it is difficult to read the names of streets even with reading glasses!	10/14/2015 3:39 PM
56	what happened to the original location previously sighted online?	10/14/2015 3:28 PM
57	Generally, I like roundabouts but I think that a traffic signal in this particular location will be safer	10/14/2015 1:43 PM
58	This is best choice for this area.	10/14/2015 1:14 PM
59	I feel that it's very important to create a system which will control traffic flow, minimizing its invasiveness to keep the area safe for children, older pedestrians and cyclists.	10/14/2015 12:30 PM

Linley Valley West – Neighbourhood Access Options

60	Traffic lights are horrible. The round about would be much less maintenance over time saving us money. they also self regulate traffic. they have less(none) light polution. And you can steel wire from a traffic circle	10/14/2015 12:07 PM
61	Please ensure that cyclist safety is considered in the design of the roundabout	10/14/2015 9:54 AM
62	Winter conditions & sight lines make Rutherford dangerous from Hammond Bay up/over/& onto another steep hill to Oliver Woods Rd. And of course, going the Oliver Woods start up the hill then down to Hammond Bay produce the same nightmare Stop lights are not the answer as no vehicle can "hold" its place when the temperatures drop. We are just trying to make it up or down one of those hills without stopping or sliding out of control. There are school children and many walkers/hikers who use this entire area. The altitude provides a perfect climate for the dangers of ice, slush and snow. Downtown and many other areas of Nanaimo do not even see snow when we are covered & frozen. As the valley is now under construction and so much more to come, let their access/exits be via Glenmore/Fairbanks. That gravel road area has had hydrants and work done on it for many years as it appeared to be the entrance/exit road for the building that was to come. Finish off the road and provide a safer access to the area. IF, and I mean IF, something has to go from the Rutherford end, use the roundabout NOT, stop lights.	10/13/2015 4:06 PM
63	Slow down traffic that is never in check	10/13/2015 1:37 PM
64	A roundabout keeps traffic flowing as opposed to a traffic light.	10/13/2015 11:20 AM
65	Can a one-lane roundabout handle the volume?	10/13/2015 10:03 AM
66	Most direct access in or out of development. Suggest developer pays their share of cost.	10/13/2015 10:00 AM
67	Best option for flow of traffic from Linley Valley and Mt Benson developments.	10/13/2015 9:40 AM
68	Would provide more direct access to the subdivision for emergency vehicles. Is the option with the least amount of grade. New road would be properly sized for the traffic volume expected. Would improve access to Rutherford Road with fewer side effects than a traffic light at the apex of a hill.	10/13/2015 9:33 AM
69	Education is needed regarding accessing & exiting roundabouts! Who has right-of-way & use of signals by drivers. Rutherford hill is notoriously dangerous in ice and snow.	10/13/2015 9:30 AM
70	Should have been in place before subdivision was allowed to go ahead.	10/13/2015 9:20 AM
71	Feel this is the best option as it should take some of the heavy traffic off of Altavista Drive.	10/13/2015 9:17 AM
72	1. Change Rutherford in a 4 lane. 2. Use a traffic light instead of the roundabout. 3. Make the intersection at the same height of Nelson Rd (prior to joining Rutherford).	10/13/2015 9:12 AM
73	The only reason I support a signal is because I see all the traffic going down our street now and it will only get worse. Please put the original plans option for us to consider as it was the one we had to look at when we purchased our home, and it makes the most sense.	10/13/2015 8:56 AM
74	A roundabout would slow traffic on Rutherford. There is a tendency for folks to speed just because they can.	10/13/2015 8:51 AM
75	Best direction of traffic to main artery (Rutherford) versus Option 2.	10/13/2015 8:37 AM
76	Nelson Road is a quiet residential street and because of the 3 commercial stratas at Nelson/Rutherford, there is a huge parking issue on Nelson already near this corner.	10/13/2015 8:32 AM
77	I use this intersection every day in my commute. During rush hour traffic flow it is already dangerous. You have room to choose this lower risk option here. Rutherford already experiences heavy, excessively fast traffic at rush hours and many T-bone accidents at the pedestrian & intersection lights already in place on Rutherford. Please take this opportunity to choose the roundabout option that promotes safety and improves traffic flow. 600 more tax payers will over the years more than pay for this safer access to their homes and greater safety for us their neighbours.	10/12/2015 7:33 PM
78	Seems like the only option considering the sunshine ridge area is not suitable for more traffic than it already gets. Also, I would think the new development would want the most direct road to get out of subdivision which would be option 1.	10/12/2015 6:19 PM
79	We feel this option is the very best for the residents of the Linley Valley West Neighbourhood. It would be a shorter access to move out of the area. Less car pollution in the area. Rutherford Road is a direct route north, south and west. Drivers need to understand how roundabouts function. We have a large cross-section of drivers. We feel a traffic signal would be the best option.	10/12/2015 4:41 PM
80	Linyard Road already exists and just needs to be extended a bit further in order to reach Rutherford Road. It could be connected to roundabout proposed in Option 1. OR, a road could be put in along existing walking trail connecting Rutherford Road and Linley Valley Drive. Any of these options should be put in place in year 2016 to alleviate the heavy traffic along Vanderneuk Rd, Lost Lake Rd, Altavista Dr and Cascara Drive.	10/12/2015 4:05 PM
81	A roundabout would likely have a traffic calming effect on Rutherford Road which in my opinion would be a very good thing	10/12/2015 1:43 PM

Linley Valley West – Neighbourhood Access Options

82	the sightlines for people coming off Nelson and having to go left onto Rutherford are bad because it is at the top of the hill.	10/12/2015 1:08 PM
83	I would prefer the residents of Linley Valley to have their own entrance and exit to their neighborhood rather than their traffic increasing traffic in already busy neighborhoods ie) Alta Vista, Vanderneuk. The increase in traffic is a safety concern for families already living in these locations.	10/12/2015 11:46 AM
84	This option is inadequate. It should have been implemented when Linyard Rd was built saving time and money. It still could be implemented by placing a roundabout at the intersection and making the a Linyard Rd extension (about 50 m) one-way inbound into LVW. This would reduce traffic on the existing Vanderneuk-Altavista-Cascara route by at least 25%, be cheaper and quicker to install than option 1, impact fewer lots and existing properties and eliminate building a second road within metres of an existing one. Upgrading Linyard to two-way would cost more (but less than building a new road) and be quicker to implement. Another drawback is the new roundabout would be placed below the peak of Rutherford road creating a potential traffic hazard due to poor line-of-sight. Option 1 also does nothing to reduce traffic flow up Rutherford hill which will become heavier as development progresses with no alternate route.	10/12/2015 9:25 AM
85	I think it is by far the best option.	10/12/2015 9:01 AM
86	I don't support this option. Therefore I can not comfortably answer this question as it suggest I do support it.	10/12/2015 3:27 AM
87	I travel Rutherford regularly and a traffic circle is the only thing that makes sense to me. It slows traffic while still providing the best flow of traffic.	10/11/2015 11:09 PM
88	Our most recent roundabout on Brickyard was not built to standards set for most roundabouts specifically the apron. If this one is planned to the same standards, put in a fourway stop.	10/11/2015 10:02 PM
89	Who is paying for this? And why is it not the developers?	10/11/2015 9:26 PM
90	Reasons not to increase traffic on Nelson Road: - elementary school location - parking on both sides of street by commercial employees/clients is already causing congestion - curving nature of Nelson Road combined with varied elevation and parking issues cause lack of oncoming traffic visibility.	10/11/2015 5:53 PM
91	this intersection is in the wrong place considering potential traffic increases unless option 2 is completed with it too	10/11/2015 4:14 PM
92	My wife and I prefer roundabouts but there may be a problem in the early morning when traffic exiting from Linley Valley West will have right of way. Rutherford has a lot of southbound traffic that could be blocked. Traffic lights may need to be added to the roundabout in the future. This is often done in England.	10/11/2015 4:10 PM
93	This option makes more sense instead of having all of the traffic routes through existing neighbourhoods and avoids large circuitous routes to arrive at destinations.	10/11/2015 3:11 PM
94	ve. I would still like to see a light at Vandernuek & Rutherford.	10/11/2015 2:54 PM
95	Is a roundabout or traffic light necessary? I don't think there would be enough traffic to justify the cost for either.	10/11/2015 2:40 PM
96	access road should have been built at start of project	10/11/2015 1:38 PM
97	I like this option; not only does it minimize increased traffic on neighbourhood roads, but it increases accessibility for the retail area that has Hilltop Bistro, etc that doesn't currently allow northbound left turns.	10/11/2015 1:29 PM
98	Neither option will reduce traffic on Vanderneuk/Lost Lake Rd. The infrastructure of roads to move traffic in and out of Linley Valley should have been addressed long before housing construction and subsequent traffic congestion had started.	10/10/2015 3:05 PM
99	please keep speed limit on linley valley drive to 30Km/Hr and road humps for keeping the linley valley drive safe for kids as there are houses on both sides of this street.	10/10/2015 1:26 PM
100	Reduce traffic through the subdivisions. Developer needs to cover cost of roundabout.	10/10/2015 12:46 PM
101	Would disturb least neighborhood as it would be far more direct to Rutherford.	10/10/2015 10:00 AM
102	The round about will help slow traffic, sometimes in excess of 70km/80km up & down Rutherford hill. Also with the new road it will ease the traffic flow from Altavista to Vandernook	10/9/2015 8:40 PM
103	1. The roundabout would slow down the crazy drivers who drive up the Rutherford Hill at an unsafe speed. 2. The roundabout would slow down the crazy drivers who drive down the Rutherford Hill at an unsafe speed especially in the winter time when they have taken a run at the ski jump-type Rutherford Hill. 3. It would allow vehicles to take the short cut to Linley Valley without taking the long cut in order to get to the area. 4. The roundabout requires less maintenance and does not malfunction in a power outage.	10/9/2015 7:54 PM
104	Have Speedbumps on Nelson Rd./ Have a 30 km SpeedZone on Nelson Rd. all the Way down!	10/9/2015 6:16 PM
105	Poor choice due to limited driver sight lines, curved rising roadway to crest of hill, close to primary school with traffic congestion during morning children "drop-off" by parents -and pickup later in day.	10/9/2015 4:57 PM

Linley Valley West – Neighbourhood Access Options

106	Considering the traffic on Vanderneuk and difficulty to make a turn onto Rutherford during peak times, a traffic light is also needed. The speed on Lost Lake Road is also a concern as is the speeding on Nelson especially in the Randerson Ridge school zone.	10/9/2015 4:30 PM
107	Given the inability of local drivers to understand how to use a four way stop, never mind a roundabout, traffic signal would be a necessity.	10/9/2015 4:30 PM
108	Prefer Option 1 over Option 2. Lights would reduce the speed of vehicles travelling through Rutherford. Add a connection directly from development in Option 1 to Glenmoor near Colbourne.	10/9/2015 3:59 PM
109	Will slow vehicles.	10/9/2015 3:54 PM
110	Lights @ Vanderneuk also would help in addition to a roundabout. This would keep traffic moving at a reasonable speed whereas they speed from Hammond Bay and from the other end up the hill.	10/9/2015 3:51 PM
111	No traffic lights at Vanderneuk & Rutherford. The hill coming up Rutherford from Hammond Bay would be horrible in winter.	10/9/2015 3:43 PM
112	Need crosswalks for students attending Randerson Ridge.	10/9/2015 3:41 PM
113	Access to this huge development should have been off Rutherford right from the start. I live on Altavista Drive and the number of trucks lumbering up our street every day is appalling.	10/9/2015 3:39 PM
114	Seems cheaper	10/9/2015 3:34 PM
115	Traffic is already way too heavy on Nelson Road. It will become a shortcut for those going North. The junction already in place gets icy and dangerous in the winter months due to its elevation. Traffic already speeds through Nelson Road despite the elementary school that is there. Turning right or left at Nelson and Turner is already a nightmare with current traffic let alone the increased traffic a new road would bring.	10/9/2015 3:27 PM
116	exit road should have been put in place before housing construction began	10/9/2015 3:06 PM
117	PLEASE - we have 3 kids at Randerson and there needs to be a SAFE crossing access for the kids to cross Rutherford Road with clear visibility for cars coming in both directions.	10/9/2015 2:59 PM
118	A traffic circle will help to calm traffic on Rutherford Road. Many people speed through there at present.	10/9/2015 2:59 PM
119	Seems to be the most direct route that absorbs the increased traffic to Rutherford Road within the neighbourhoods that are recently or currently being created. Less impact on neighbourhoods like Fairbrook, Colbourne, Brookwood that have already been established and are not major thoroughfares that could support this amt of traffic volume. Streets are too narrow.	10/9/2015 2:51 PM
120	The high percentage of traffic flow south to downtown makes Option 1 the more logical choice for safely moving traffic in and out of Linley Valley.	10/9/2015 2:46 PM
121	Option one will not increase traffic density within already existing neighbourhood streets such as Fairbrook Cres. Rutherford Road is already a major thoroughfare and as such I feel that it can handle the increased traffic. Increased traffic density on existing neighbourhood roads will place our children who play in front yards at risk.	10/9/2015 2:41 PM
122	This option does not destroy existing subdivisions. Option 2 will put too much traffic down Fairbrook ultimately destroying the subdivision and putting children at risk. To me Option 1 is the only option.	10/9/2015 2:37 PM
123	Roundabout would slow traffic on Rutherford (needed!) & make turning left onto Rutherford from Nelson quicker/easier. Worries about additional traffic onto Nelson are unfounded. There are already a lot of traffic calming features & a school zone people avoid.	10/9/2015 2:28 PM
124	I feel the contractor should pay all the expense & not get the tax payer to pay for them to make a profit off our backs.	10/9/2015 2:18 PM
125	Any more traffic diverted to Fairbrook would cause much congestion such as Fairbrook duplexes have a lot of vehicles on the street.	10/9/2015 2:14 PM
126	Urgent need to relieve the intense traffic of Vanderneuk & Altavista Road. Concerns about the road condition with this intense truck traffic - over all these 6 years of exposure - please make this happen soon -	10/9/2015 2:08 PM
127	This will cause Nelson Road to become the equivalent of Uplands. We live right on Nelson Road. We would never have bought a home in the situation as planned for Option 1. I investigated the plans for Linley Valley access regularly, but saw no indication of this problem.	10/9/2015 2:03 PM
128	Nelson Road's traffic will increase. There is a school! Small children walk alone frequently. If Nelson becomes a through road, speed will also increase especially over weekends and evenings.	10/9/2015 2:01 PM
129	We need a relief from the traffic, trucks, semis, cement trucks etc. If an emergency vehicle is needed it could be a time concerning thing.	10/9/2015 1:53 PM

Linley Valley West – Neighbourhood Access Options

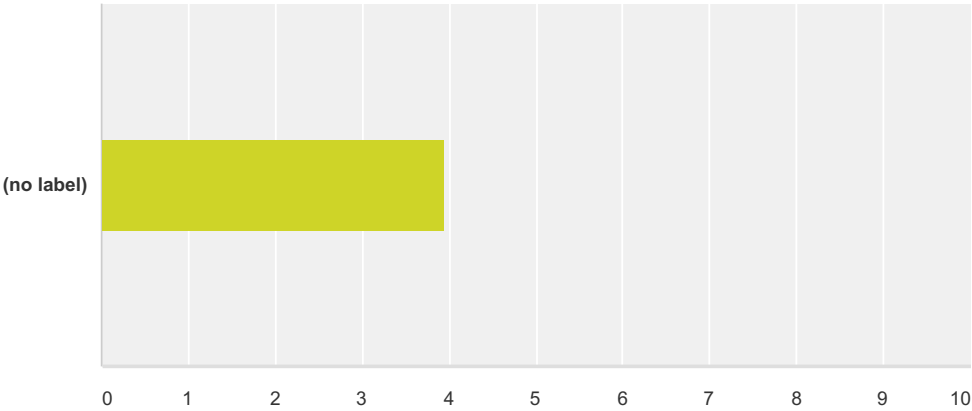
130	Cost \$3 M.	10/9/2015 1:51 PM
131	Nelson Road is currently blocked by parents from Randerson Ridge school twice/day. Any increase in traffic would exacerbate this current problem.	10/9/2015 1:50 PM
132	Go back to original design with a 3rd option.	10/9/2015 1:48 PM
133	More expensive but less disruption of neighbourhoods. Will slow traffic coming up the hill. But much education will be needed on the correct use of roundabouts. Like the environmental effects - much better than traffic signals.	10/9/2015 1:43 PM
134	For residents on Cascara we strongly support Option #1. When is construction expected to start. And when will large trucks stop using Cascara Dr?	10/9/2015 1:41 PM
135	Worry about congestion around this intersection with tourists & others not familiar with area trying to get to area stores & becoming confused possibly causing more traffic accidents.	10/9/2015 1:39 PM
136	Wise move to not impact Duck Pond. We need to keep such peaceful areas for us and for wildlife.	10/9/2015 1:36 PM
137	Option 1 would not inhibit drivers who drive up Rutherford Road from Hammond Bay from speeding down Rutherford Road at 70 - 80 kph most of the time!	10/9/2015 1:34 PM
138	As a walker this is the one.	10/9/2015 1:25 PM
139	Option 1 is a superior choice. It will provide a short, direct route to an arterial road designed for the increased traffic capacity. It will keep traffic off of community streets and reduce the likely hood pedestrian accidents.	10/9/2015 1:23 PM
140	Problem with school on Nelson Road.	10/9/2015 1:23 PM
141	Additional traffic on Nelson will be problematic. Right now there are a lot of parents dropping off/picking up children at the school & daycare 3 times a day - morning, noon and afternoon. Nelson Road narrows at school - at these times traffic is often squeezed into 1 lane. People park on both sides of Nelson, especially around the stopping area - again, traffic is squeezed into one lane.	10/9/2015 1:18 PM
142	Option 1 is the only option to go with - with a traffic signal. Option 2 is too convoluted and will not be used much - except for the people in the immediate vicinity of option 2 road. A roundabout will cause too many problems on busy Rutherford Road.	10/9/2015 1:13 PM
143	It makes sense for the Linley subdivision to have their own entrance/exit rather than having their traffic win the atmosphere of other neighbourhoods. Increased traffic in other neighbourhoods is a safety risk for families.	10/9/2015 1:10 PM
144	I have concerns about increased traffic on Nelson as it has an elementary school. Would the City install speed humps on Nelson?	10/9/2015 12:56 PM
145	A small one might be sufficient.	10/9/2015 12:28 PM
146	With the school pick up and delivery, as well as the shopping area there is currently a lot of street parking on Nelson. At times it is difficult to even do a drive through. Thus a roundabout allowing more traffic access does not make sense to me.	10/9/2015 12:26 PM
147	Option one is the only way to go.	10/9/2015 12:25 PM
148	The roundabout will keep traffic moving yet slow it down from the speed people/cars travel now.	10/9/2015 12:20 PM
149	A general sense of concern that Linley Valley Drive would become a major thoroughfare/too much traffic.	10/9/2015 12:18 PM
150	Option 1 is the only way to go.	10/9/2015 12:04 PM
151	Traffic lights very important.	10/9/2015 11:51 AM
152	Connecting Linley Valley and Sunshine Ridge would still be a great option.	10/9/2015 11:38 AM
153	Rutherford road traffic is too fast. Brookwood also needs a light or roundabout. Visibility turning left off Rutherford to Brookwood is too restricted by the shrubs on the median.	10/9/2015 11:35 AM
154	I've lived on Lost Lake Road for four years. The traffic has increased significantly in that time. The road is narrow and loaded with deer. I think it would be dangerous to increase the traffic on this road.	10/9/2015 11:30 AM
155	Connecting the 2 neighbourhoods - Sunshine Ridge and Linley stuff would be very nice (for car traffic, walking & biking)	10/9/2015 11:28 AM
156	Directing additional traffic down Nelson is a very poor choice. There is already congestion on the street with the shopping area right at the corner. And there is a school zone which at 8:30 and 2:30 reaches near gridlock as parents are dropping off and picking up their children. Traffic calming speed bumps will in no way alleviate the volume of vehicles. Your picture shows a truck or two parked at the side - try visiting the school zone during these busy times and taking another picture.	10/9/2015 10:48 AM

Linley Valley West – Neighbourhood Access Options

157	This would also alleviate the traffic conditions that make Rutherford a speed way at present.	10/9/2015 10:37 AM
158	We purchased in this area of half million dollar homes based on the original plan! There is still 600 plus multi family dwellings that need the original proposed access point put it back on the table	10/9/2015 10:22 AM
159	There seems to be increasing traffic on Rutherford Rd connecting the Old Island Hwy to Hammond Bay Rd with increasing number of cars using Rutherford Rd to connect to Hammond Bay and turning right on Hammond Bay. This also occurs from eastern points of Hammond Bay coming up Rutherford Rd. This is increasing risk of accidents along this road as coming out from Vanderneuk is dangerous as you can hardly sees car coming from the Hammond Bay Rd area until the last minute and they are already speeding by then. Rarely do you find a vehicle going the posted speed limit of 50 kph. I've even had cars cross the line to pass me as I am readying to turn onto Vanderneuk. Very dangerous in my opinion as they are in the oncoming lane and can't see cars until the last minute. I'd be in favour of an additional light at Vanderneuk as well as the traffic circle on Nelson.	10/9/2015 10:03 AM
160	Rutherford is a very steep road. When it's icy people would have a hard time getting all the way up it if they are slowed down too much. Would need something done to "roughen" up the roads (grouping of mini speed bumps?) just before and after the roundabout/lights to avoid the string of cars crashing into each other during the winter conditions.	10/9/2015 9:36 AM
161	Linley Valley west needs it's own exit access. It is unfair to burden existing established neighbourhoods with all of their traffic.	10/9/2015 9:23 AM
162	Why are developments allowed to be built prior to developing an access plan?	10/9/2015 8:56 AM
163	Great idea	10/9/2015 7:41 AM
164	This seems he most efficient option for access	10/9/2015 5:08 AM
165	Love the idea!!!	10/8/2015 9:40 PM
166	Would be excellent as my daughter attends Randerson school and it is so hard to turn left	10/8/2015 9:23 PM
167	This section of road tends to be a bit of a racetrack and a roundabout will provide access from the new housing area plus provide a bit of needed traffic calming.	10/8/2015 9:18 PM
168	We would strongly prefer the original Linley Valley Drive connection near Oliver Road. Will there be pedestrian lights on the roundabout? We have a 6month old, 3 yr old, and 5 yr old. We have walked from Linley point to Randerson everyday so far this school year. We are very concerned with the safety of our children and our neighbourhood children trying to get to school.	10/8/2015 8:38 PM
169	this is byfar the better plan in my mind. -It will take some of the heavy traffic off Vanderneuk. - It will help slow traffic on Rutherford(some people do 80kmh) - It will add crosswalks that are nesecary to get to Randerson ridge school.	10/8/2015 8:30 PM
170	Combine options 1 & 2. Cheaper to do both now.	10/8/2015 7:29 PM
171	driving this road in the winter will be very tricky because of going uphill in slippery conditions when you stop or slow down you may not be able to move ahead again	10/8/2015 7:27 PM
172	Fairbrook Crescent is narrow and with a lot of on street parking creating a traffic hazzard.	10/8/2015 7:25 PM
173	This option does not affect existing neighbourhoods. This option makes total sense and will be the best for traffic flow.	10/8/2015 5:51 PM
174	This option provides the most direct route to the new development and has the least amount of impact on pre-existing neighbourhoods. It's the obvious choice.	10/8/2015 5:31 PM
175	Rutherford road is already used as a main connecting road thus opinion one only increases volume it does not change how it is used. This option has less impact on residential areas in comparison to option two.	10/8/2015 5:13 PM
176	The idea of a roundabout will also calm the speed of traffic along that route, plus the plantings in the roundabouts add a lot of beauty and this can act as a landmark gateway to the new park areas	10/8/2015 1:43 PM

Q7 How strongly do you favour Access Option 2?

Answered: 378 Skipped: 27



	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Total	Weighted Average
(no label)	14.29% 54	6.61% 25	7.94% 30	12.96% 49	58.20% 220	378	3.94

Q8 Additional Comments about Option 2?

Answered: 202 Skipped: 203

#	Responses	Date
1	Again, please do what can be done to minimize traffic noise in Linley Valley/Cottle Lake park	10/18/2015 7:52 PM
2	Feels this is the long way around.	10/18/2015 5:09 PM
3	Lost Lake Rd. is substandard to the point where it DOESN'T T EVEN HAVE A SIDEWALK!!! This option would put more stress than there already is with the development which is currently underway. The Rutherford Rd. and Vanderneuk Rd. intersection is a farce. It has a great deal of traffic particularly in the mornings and around supper time. Why weren't Kenwell Dr. and Vanderneuk Rds. an intersection to start with??? The problem has been compounded even in it's present state even if the Broowood option is elected.	10/18/2015 10:31 AM
4	This option provides more access to many surrounding areas	10/17/2015 4:42 PM
5	To much traffic is adjacent neighbourhoods,	10/17/2015 12:44 PM
6	I cant see many people winding their way through Brookwood. they will continue to go out through vanderneuk	10/17/2015 12:43 PM
7	Lost Lake traffic is already excessive. It has increased very substantially over the past few years. Increase is not in proportion egress by new housing. This road was not designed as a major thoroughfare. It is narrow, has many blind spots and has poor and unsafe driveway access between Big Whale Lookout and Vandernook. Adding a light at Rutherford will result in even more traffic backup than exists (see comments option 1) on Rutherford. This will create a hazard to Westbound traffic which, due to the extreme slope, crests the hill at Vandernook at speed. There is insufficient distance/time for cars to react and reduce speed. Excessive speed is inevitable because full throttle is required to mount the hill, followed by a blind corner and then a traffic backup created by the new light. During snow conditions (see comments on option 1) the above hazard will be far worse.	10/16/2015 9:54 PM
8	We like this option as it utilizes existing infrastructure and should be cheaper to construct. Please make the focus on pedestrian/public safety and slowing down vehicle traffic.	10/16/2015 8:01 PM
9	Likely a more cost effective option. Like I said before we would like the focus to be on public (pedestrian) safety, rather than ensuring efficient vehicle transportation routes. Whatever actions are taken I feel that the focus should be on public safety and slowing down the traffic. Also, I would like to see the cross-walks be more visible (lighting etc.) when in use. We have already witnessed a couple near misses with distracted drivers not seeing the crossing pedestrians. Fog and poor visibility tends to be an issue in this area of Nanaimo.	10/16/2015 7:43 PM
10	This is not an option the current traffic flow through this route is already at a extremely high flow rate, and the subdivision is not even 1/2 way completed. When the subdivision reaches completion traffic channeled through existing roads will be at a ridiculous level, making the streets unsafe for young families to live on. There are too many twists and turns on option 2 leaving blind corners and high flow traffic with children playing on the boulevard. Who's child needs to be injured to see this was a bad idea.	10/16/2015 7:00 PM
11	The roads on Brookwood are too small and crowded, plus their slope makes for dangerous conditions during the winter months.	10/16/2015 6:16 PM
12	The Brookwood Drive connector is really asking for GlenCraig Drive a very narrow and winding street to take on traffic it is not physically designed to handle. A lot of traffic bypass the connection of Brookwood and Rutherford and travel through GlenCraig. It is very narrow especially at the Uplands connection. Pushing more traffic through that small funnel will cause liability issues for the city in the event of traffic accidents. If that route is chosen a feasibility study should be done BEFORE.	10/16/2015 5:07 PM
13	using existing roads makes more fiscal sense.....less expensive and part of option 2 already exists.	10/16/2015 5:05 PM
14	If a stop light is not going to be offered at Nelson, then a stop light at Vanderneuk would be helpful. My only concern would be some back up of traffic on Rutherford coming from Hammond Bay Rd. Option two doesn't address movement of traffic in a timely manner and has too much traffic going through the neighbourhoods.	10/16/2015 4:33 PM
15	There is already too much traffic and heavily populated with lots of children in both areas that would be available to exit the area.	10/16/2015 3:29 PM
16	These residential streets were never designed to support these traffic options. Should remain quiet family streets	10/16/2015 3:16 PM
17	Again, community neighborhoods are becoming major thoroughfares. The original plan should be put back on the table. Linley Valley Drive to meet up with Linley Valley Drive to Turner Rd.	10/16/2015 2:53 PM

Linley Valley West – Neighbourhood Access Options

18	Impact on neighborhoods	10/16/2015 2:48 PM
19	Option 2 doesn't make sense plowing a road from one development into another neighborhood.	10/16/2015 2:42 PM
20	Corner of Vanderneuk & Rutherford in the winter is a disaster.	10/16/2015 2:15 PM
21	I support this option ONLY because it would make an already tricky left turn onto Rutherford Road safe and easier. But this would mean using neighborhood roads for a large number and growing number of motor vehicles.	10/16/2015 1:59 PM
22	Option 2 is 1)unsafe and 2)destroys existing quiet neighbourhoods. 1)Traffic must not be increased at a steep unsafe location on Colburne as it turns south and downhill for a junction with Fairbrook. I frequently walk here, and even now the traffic is heavy enough with approximately 82 households using this road that I worry about safety. May I request that a city engineer survey this junction carefully for road slope and width at the junction if there is any possibility of Glenmoor being connected. A further location where current traffic speed is higher than the safe speed due to a steep curving hill, is Fairbrook Crescent as it turns south approaching Arcadia place. The existing steep sections of road on Fairbrook and Colburne were not originally engineered for increased traffic flow. Because of these road design and safety concerns, may I question why Glenmoor needs to be connected at all with the new Linley Valley West development? Glenmoor itself would be rather steep too. 2)Disturbance in the form of traffic noise would be significant from vehicles climbing the hills to Linley Valley West if option 2 were chosen. Quiet enjoyment of residential life would be significantly diminished for about 200 households presently resident in the Sunshine Ridge development on Fairbrook Crescent, Brookwood Drive, Arcadia Place, Bullrush Place, Broughton Place, Colburne Crescent, and Woodwinds Crescent.	10/16/2015 12:12 PM
23	A traffic light at Rutherford and Vanderneuk is long overdue irregardless. As a resident of the area, entering Rutherford from Vanderneuk is often a nightmare.	10/16/2015 11:34 AM
24	Please see comments in Option #1 We strongly oppose this coming through our area. this is not the right choice as Option #2 would cause a high danger risk as people are already driving at high speeds through Option #2 We already have a high traffic volume and do not want 4500-5000 vehicles coming through our streets. These are established neighborhoods and would upset the balance and will cause rage in the community.	10/16/2015 11:00 AM
25	Cost effective but has potential to negatively impact traffic flow on Rutherford, i.e., traffic light at top of hill.	10/16/2015 9:53 AM
26	This does not provide any additional access points or reduce congestion in neighborhoods.	10/16/2015 9:40 AM
27	Line of sight issues for Vanderneuk & Brookwood. Alta Vista not designed to be main thoroughfare. There is also a lack of sidewalks on Lost Lake Road already and fast moving traffic & deer. Sidewalks for safety on Lost Lake please!!	10/16/2015 9:34 AM
28	Line of site issues along Vanderneuk, Brookwood and Alta Vista. Also no non-rollover curb on Alta Vista.	10/16/2015 9:30 AM
29	This will lead to excessive speeding and traffic through our neighborhoods, putting us and our children at risk of personal injury.	10/16/2015 9:24 AM
30	Re-routing traffic along Fairbrook etc, is circuitous and will cause congestion on an already busy residential street.	10/16/2015 9:19 AM
31	Fairbrook is already a cluster of cars that cramp the road to one way and it is only a matter of time before there is a head on collision or child run over. It is too busy already. I have already called the City about this and was told that it was the developer's fault and nothing can be done.	10/16/2015 9:11 AM
32	This will just mean 2 convoluted ways of accessing this neighborhood. The Vanderneuk/Altavista route is already extremely busy and now you propose to do this to Brookwood?!!	10/16/2015 9:02 AM
33	The high amount of traffic and speed are already an issue in this area. Directing more traffic through the area would make it unsafe for children. As it is, speed bumps are a necessary addition.	10/15/2015 8:20 PM
34	Its still the 'long way' around Access should be off Rutherford.	10/15/2015 7:53 PM
35	Way too much traffic for a very young neighbor hood, streets not configured for that much traffic, people will fly down the hills and children will get hurt or killed!	10/15/2015 7:20 PM
36	Fairbrook already has to much traffic. There is no additional capacity at this time. With people parking in the street it is dangerous enough.	10/15/2015 4:51 PM
37	This will disrupt many residences. Option 1 is routed off a main road (Rutherford) and doesn't impose on the winding roads of Fairbrook, Brookwood and Coulbourne.	10/15/2015 1:52 PM
38	I like not having so much traffic at Nelson Road. It is a busy time at school times, and having a new road would increase that traffic. I would rather have a new traffic light at Vanderneuk.	10/15/2015 1:39 PM
39	This route would seem to put a large amount of traffic thru residential areas as the Linley project expands. If I were to live on this route I would be very unhappy with the increased traffic flow sure to come	10/15/2015 1:35 PM

Linley Valley West – Neighbourhood Access Options

40	Option 2 is a poorly thought out, inferior option. 1st, since City has said traffic onto Rutherford is heavily weighted Southbound, most traffic will be going through the Brookwood neighbourhood (which I'm sure local residents would not appreciate). Out of both options, option 2 has the most impact on local neighbourhoods, very negative ones. 2nd, Option 2 includes a traffic light @Vanderneuk & Rutherford intersection, which is an exceedingly bad idea! A traffic light would unnecessarily back up traffic, increase congestion & idling, cause traffic to back up down Rutherford hill toward Hammond Bay (dangerous all year due to steepness of hill, but especially so in Winter), drivers would have to stop suddenly for red light coming up hill without notice, traffic light would block ocean views & bring down property values of adjacent properties, & cause light pollution not only outside but also within bedroom windows at night. A traffic light would negatively affect traffic flow in the area, which is the very reason it's being considered. An option with a traffic light in the Vanderneuk/Rutherford intersection is not a viable option!	10/15/2015 1:03 PM
41	Currently relatively high traffic at Brookwood and Rutherford intersection. Downhill traffic on Fairbrook is quite often fast and dangerous.	10/15/2015 12:37 PM
42	Still could cause driving issues in snow as well as timing as you come up hill from Hammond bay to be stopped as you hit top. At present the crosswalk signal just a little further on has this issue as well as the fact as a pedestrian you have no idea if the signal is active without stepping onto road way to look, how about a buzzer or some thing Still will have same issues for existing homes with more traffic	10/15/2015 12:23 PM
43	A traffic signal at Rutherford and Vanderneuk isn't great. Mostly oppose this option as option 1 is so much better.	10/15/2015 12:23 PM
44	our traffic is heavy enough without adding any additional traffic. It would surely endanger our children, pets, and disabled persons. As it is now we require speed bumps because of excessive speeders.	10/15/2015 11:43 AM
45	I think putting a light at Vanderneuk Rd. is not a good idea for winter driving. I don't think it's a good idea to stop traffic on Rutherford road at that point. I also disagree with the increase in traffic in all of these neighbourhoods in option 2. We live on Fairbrook, and there is already a lot of traffic. We have inquired with the city in the past about getting speed bumps installed because drivers speed down and up Fairbrook, but were told that it's not possible. An increase in traffic will only make those matters worse. Also, there are many families with young children living in these neighbourhoods, who purchased their homes with the understanding that we weren't living on a 'main' connector road. I am strongly against option 2 for many reasons.	10/15/2015 11:14 AM
46	A traffic light at R'Ford and VanNk will back up traffic coming up R'Ford on a semi blind hill (heading S) and accessing a new community by driving thru other communitys is not a viable option	10/15/2015 10:04 AM
47	The Sunshine Ridge subdivision is heavy with traffic as it is. Bringing more into the area will be an extremely negative situation for the whole subdivision which has many families with young children.	10/15/2015 9:19 AM
48	Do everything in option 2 except the traffic signals	10/15/2015 7:36 AM
49	I see huge potential for vehicle-to-pedestrian accidents, particularly in winter driving, when these steep roads are very slippery. I foresee the destruction of this friendly and peaceful-feeling neighborhood. This choice would be disastrous for all concerned.	10/15/2015 1:47 AM
50	Seems very convoluted and inefficient for people that would be living in the Linley Valley West neighbourhood to get to their homes, more driving, more pollution, less patience and then more speeding!	10/15/2015 12:03 AM
51	a very roundabout route out of the development..doesn't make sense to direct traffic through an existing neighbourhood	10/14/2015 10:40 PM
52	I very much support the installation of a traffic signal at Rutherford and Vanderneuk. In fact, I would like to see another signal installed at either Nelson Road or Oliver Road in order to effect traffic calming and an overall reduction of the usual speeds now seen on the Uplands to Hammond Bay segment of Rutherford. There has been a noticeable increase in both speed and volume of traffic in the past 5 years as surrounding neighbourhoods have been developed, and traffic on Rutherford has gotten completely out of hand with very little enforcement evident.	10/14/2015 10:34 PM
53	Connection with brookwood will send traffic down glencraig as an easy escape to uplands. I live on an blind corner with parked cars on the road which already has a problem with the existing traffic.	10/14/2015 10:21 PM
54	Runs through too many dense neighbourhoods	10/14/2015 10:11 PM
55	Cheaper option Faster to implement	10/14/2015 8:49 PM
56	This is a non starter and no solution. Build a new neighbour hood and provide no new access except through regular city neighbourhood streets? These streets are already congested with all the new traffic and Linley Valley hasn't even been built out.	10/14/2015 6:59 PM
57	Ruin existing neighbourhoods, force excessive traffic down residential streets not built for this, de-valuing homes, putting kids at risk safety wise. Fairbrook is bad enough with all of the street parking and the current level of traffic. Tripling plus the traffic will destroy this neighbourhood. Option one is the only option in my view.	10/14/2015 5:53 PM

Linley Valley West – Neighbourhood Access Options

58	This options would greatly disrupt the neighbourhoods where options 1 does not. Don't make it about the \$\$ make it about the people.	10/14/2015 5:04 PM
59	It will cause very crowded, more traffics and potential security risks to the people who live around here, specail to the kids and elder people.	10/14/2015 3:59 PM
60	I live on Fairbrook Cr and would not want to see increased traffic in that area. Traffic that does come down Fairbrook usually exceeds the speed limit. This is dangerous for those of us who live on this street when we attempt to access the street from our properties, and the possibility of accidents also has an impact upon the area as well.	10/14/2015 3:41 PM
61	We have a lot of traffic driving too fast down the hill. In snow the hill up Colbourne Dr. becomes filled with cars that can not make it up. Option #2 is a Bad option.	10/14/2015 2:58 PM
62	will impact neighbourhood for sure.	10/14/2015 1:16 PM
63	When we bought our house 5 years ago, nobody told us the traffic situation like this. Otherwise, we didn't want to buy this house.	10/14/2015 12:54 PM
64	This is a very invasive and unsafe proposal. There are a lot of families with young children and teenagers in these neighbourhoods who will certainly be exposed to the major increase in traffic flow. This is not a safe option at all.	10/14/2015 12:32 PM
65	Traffic lights at this intersection is a horrible idea. They would create traffic jams going up the rutherford hill. They would lead to more emissions and light/noise polution. They would cost alot more to maitnain and people could steal wire from them. They would also block the wonderful view of the winchelase islands loowering property values. Would they City have to compensate residents who paid extra for a now compromised view?	10/14/2015 12:10 PM
66	Lights at vanderneuk would result in crashes as people speed up Rutherford hill. Especially in winter when roads are slippery	10/14/2015 10:22 AM
67	Increased traffic on quiet roads is a problem. Keep that traffic on Rutherford.	10/14/2015 9:55 AM
68	Rutherford Rd is too steep to have a stoplight at Vanderneuck. It is already crazy with 2 lanes backed up trying to get onto Rutherford during peak times. Divert that traffic via Glenmore/Brookwood In addition, Vanderneuck, Lost Lake & Dewar Rd already have huge increases in traffic, many using that route as a time saver by cutting out Hammond Bay Rd. And, they can drive faster!!!	10/13/2015 4:17 PM
69	We use Rutherford Road quite often and do not like the idea of a traffic light at VanderNeuk corner. You will have southbound traffic backing up down the hill - what will that be like in winter?	10/13/2015 11:23 AM
70	Prefer a roundabout to a traffic light (or two)	10/13/2015 10:04 AM
71	Not very direct entrance/exit. Too many multi family dwellings already on Brookwood. Intersection at Rutherford & Brookwood is busy at 7:45 am & 4:45 pm, probably would require adding a light to control traffic.	10/13/2015 10:01 AM
72	Would prefer direct exit for new development instead of increasing traffic thru existing neighbourhoods.	10/13/2015 9:58 AM
73	The roads thru & down Fairbrook Drive are too narrow to accommodate any more traffic.	10/13/2015 9:55 AM
74	Current traffic is heavy already - narrow streets (because of parking on both sides of road - visibility poor especially at night).	10/13/2015 9:47 AM
75	Fairbrook Crescent can not support any more traffic flow onto Rutherford. Fairview Crescent is too narrow a street and the traffic speeds through this narrow street. Cars are parked on both sides of the street and only one car can pass at these bottle neck areas. This street is very dangerous now with traffic speeding down the street, afraid to back out of my driveway.	10/13/2015 9:41 AM
76	Is an indirect route into the new area, increasing time of response for emergency vehicles. With the legalization of suites the majority of homes on the proposed access route are using the street for parking, street width is reduced & would be problematic with increased traffic. During winter months the accumulation of snow on the proposed access roads is substantial and will reduce the width of the road. The grade of the proposed access roads is substantial & could be problematic in winter months with increased traffic, snow removal in the area has been delayed in some years past.	10/13/2015 9:35 AM
77	Stopping traffic at the top of Rutherford hill (coming from Hammond Bay) would cause chaos. Leave it as it currently is!	10/13/2015 9:30 AM
78	It is the only access now & puts all the traffic (trucks etc) on Vanderneuk & Lost Lake. Way too busy now should not be a permanent option.	10/13/2015 9:21 AM
79	Traffic light at Rutherford and Vanderneuk would help during the rush hours.	10/13/2015 9:13 AM

Linley Valley West – Neighbourhood Access Options

80	Traffic volume on Vanderneuk is already high & having another route into this area is preferable. Using the existing roads is minimally feasible now & with the guaranteed increase in the number of vehicles, it will soon become clear this is NOT the best choice. On a side note I can not imagine what it would be like to have a traffic light here in the winter, with cars stopped on the very steep section down Rutherford towards Hammond Bay.	10/13/2015 9:07 AM
81	Will not eliminate traffic into subdivision on Linley Valley Drive. Waste of money and will not eliminate traffic on AltaVista Drive.	10/13/2015 9:03 AM
82	Far too many vehicles going down "neighbourhood" streets. As it is now cars and trucks (commercial vehicles) are travelling way too fast, making Cascara Drive a safety issue. It will also have the same effect on Brookwood Drive. Put the original option back up as it makes the most sense.	10/13/2015 8:57 AM
83	I actually support both options. A traffic signal at Vanderneuk is necessary no matter what else happens. There is too much traffic and visibility is poor. I also support the road opening at Glenmoor/Brookwood as it spreads the traffic around so there is not so much impact on any one road or area.	10/13/2015 8:54 AM
84	This, IMO, takes the stress off Nelson (school traffic) (business mall traffic).	10/13/2015 8:52 AM
85	Fairbrook has high density of suites & duplexes. Traffic already crawls along when cars parked on both sides. Motorists already ignore stop signs at Colbourne/Fairbrook. Even if Option 1 chosen in these areas, traffic calming is needed.	10/13/2015 8:39 AM
86	Use the original plan off Turner. No other route makes sense.	10/13/2015 8:32 AM
87	Living on Colbourne Drive adjacent to the Brookwood/Fairbrook intersection, the traffic pattern, along with the numerous cars parked along the roads, it is obvious that it would be very difficult for all concerned (including the owners of properties yet to be built) to add to the existing traffic from the proposed development. Moreover, a traffic light is already needed at the access from Brookwood to Rutherford.	10/12/2015 9:52 PM
88	I would be very concerned about cars stopped on the hill on Rutherford road during the winter losing traction.	10/12/2015 8:24 PM
89	Both Vanderneuk and Brookwood routes make use of residential roads that were not designed as ,and were never intended to be, major access routes for an additional 600 residences; new areas that the city has estimated will generate 4000 to 5000 additional vehicle trips per day. These two routes using existing residential roads are inadequate to the task of providing the major access to this substantial new development. The additional option 1 major route is also required for adequate, safe access to the new developments and to promote safe road conditions in the existing neighbourhoods. In the past 10 years road monitoring surveys conducted on Colbourne Drive have already confirmed that excessive speed is an issue on this street. This was determined before development of Owlstone was complete. Colbourne is already dangerous now because of excessive speed, in combination with the steepness of the incline and the significant curve in the road itself. In winter driving conditions it is frequently already difficult to negotiate Colbourne and Fairbrook to reach the intersection of Fairbrook and Brookwood. Where Fairbrook joins the Rutherford end of Brookwood the incline on Brookwood often causes vehicles to become stuck in icy road conditions. As a result, it is often already difficult to exit from the existing neighbourhood using the Colbourne Drive/ Brookwood route which is now being considered for substantially greater traffic flow. Although the problem of excessive speed on Colbourne has already been documented in the traffic surveys conducted in the past 10 years, no traffic calming installations have been put in place to slow traffic. During this time more houses have been added on upper Colbourne and Owlstone and the overall number of children in the area has noticeably increased. When this issue was raised at the open house a representative of the city explained that speed reduction measures are not generally put in place on major access roads since traffic calming measures can not be applied to major routes. Therefore, while speed is already a measurable issue on these streets, if the Brookwood/Colbourne route is made into one of the two major access routes for the new development speed control will not be an option while traffic flow will be greatly increased. The existing intersection of Brookwood and Rutherford Road is already a location where many collisions occur. The accident rate at this location is already high due to heavy traffic, excessive speed and poor visibility and the nature of the intersection. Collisions already occur here frequently and we choose to avoid this intersection, using Glencraig to join Uplands instead. Traffic routed out of the new development via Glenmore will join Rutherford at this already dangerous intersection. There are no plans outlined to add lights to this junction which is already functioning poorly with a much lower traffic flow than is anticipated here in the City's Option 2 road plan. While these existing residential route will need connecting to the new developments it is vital that they function only as secondary routes with the major route being provided by Option 1. Even then additional traffic calming measures are likely to be required on Colbourne to deal with the speed issue already identified by monitoring the existing traffic flow on the Brookwood route.	10/12/2015 7:33 PM
90	The traffic coming down Fairbrook is already busy and the road is narrow. Option 2 would be detrimental to all living in our area and change the entire feel of the neighbourhood for the worse. There are many young families and people that walk their dogs as well as deer. People already drive fast down this road and it is not equipped for more traffic!	10/12/2015 6:23 PM
91	seems to be the most localized solution with least effect to the drivers who do not require access to the Linley Valley neighbourhood	10/12/2015 4:52 PM

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92	The Brookwood Drive option would not be an easy access because Colbourne Drive is extremely steep and curved. In winter conditions this road is horrendous to descend. There would be numerous accident possibilities.	10/12/2015 4:48 PM
93	This should NOT be considered an option. The stop light would be on a steep hill which is slippery when wet, snowy or icy. This option does NOTHING to alleviate the heavy traffic flow along Vanderneuk and Lost Lakes Roads, Altavista and Cascara Drives. Fairbrook Crescent is a steep, narrow residential street and can't handle any additional traffic. All of the street mentioned are residential streets and shouldn't have heavy volume of traffic (not to mention the heavy equipment that thunders by daily).	10/12/2015 4:11 PM
94	If you do not put a traffic light at Brookwood as well, you create a problem of people trying to make left hand turns. Most people coming out on Brookwood will be turning left. As the volume builds so will frustration making it dangerous. Also this option makes for long distances for most folks.	10/12/2015 1:47 PM
95	I would also suggest a traffic circle or lights at Brookside since it is already difficult to make a left turn onto Rutherford. That would also negate the habit many drivers have of speeding along so they can get a good start up the hill starting at Oliver Rd. It might also serve to slow down drivers who come flying down the Rutherford hill toward Uplands.	10/12/2015 1:12 PM
96	This option totally increases the traffic on existing residential streets and I'm sure these people didn't by in that area to have increased traffic though their neighbourhood	10/12/2015 11:50 AM
97	This is a non-option since it already exists (the northern portion) or will be installed as development of LVW progresses (southern portion). The proposed traffic light at Rutherford does nothing to alleviate traffic volume onto Vanderneuk-Altavista-Cascara which is the primary issue. In fact, installing a light at the Rutherford/Vanderneuk junction creates a hazard for traffic coming up the hill because of the slope to the north. Imagine heavy truck or other vehicles having to stop mid-slope or negotiate this when roads are icy. Even if the Brookwood connection is installed it does nothing to reduce traffic since the grades up Fairbrook and Colbourne are too steep for construction traffic or, in the future, transit buses (especially in winter). This is a light vehicle alternative only and, even so, is completely inadequate because it funnels traffic onto narrow, steep residential streets with tight corners and insufficient room for two-lane traffic and parking. Eliminating parking does not solve the issue since many of the residences are zoned for secondary suites and street parking is therefore essential. This option is cheap but very unsatisfactory and dramatically highlights a lack of vision in city planning.	10/12/2015 9:43 AM
98	Rutherford drive at brookwood would become increasingly dangerous. It is a wide road with significant speeding. A traffic light at vander also seems like a large traffic delay at Vander a great location for accidents with people running red lights from Vander that are too impatient to wait for the light.	10/11/2015 11:14 PM
99	I would approve this ONLY if a proper roundabout is installed at the top of Linley Valley Drive and Glenmoor Road. Traffic calming devices would also be required on ALL roads in this project with the cost coming out of the neighbourhoods on a 50/50 cost sharing with the City of Nanaimo.	10/11/2015 10:05 PM
100	This is just more of the same problem of indirect traffic routes that plague Nanaimo. (confusing and slow)	10/11/2015 7:00 PM
101	Coming down brookwood would completely alter this quieter neighborhood. The traffic is already an issue as the intersection of fairbook and brookwood is high and the visibility is poor when approaching from glencraig. Also the brookwood \rutherford intersection is already unsafe with poor visibility when making a left and high volumes	10/11/2015 4:30 PM
102	i think your traffic numbers are low for vanderhoek... in the last few months there has been a dramatic increase... also very dangerous making a left turn onto rutherford from vanderhoek due to very limited sight line looking to right from vanderhoek... cars come speeding up rutherford hill...it appears clear when u go to turn out only to find a car coming up rutherford toward vanderhoek is upon you... also significant more traffic coming from island hwy down rutherford... this further impedes turning left off vanderhoek considering the increases in traffic and visibility the roundabout should be placed on vanderhoek and rutherford	10/11/2015 4:23 PM
103	Most of these roads already exist except for traffic from the new lots that will exit via Glenmoor onto Colborne. Exiting from Brookwood onto Rutherford is already a problem during morning and evening rush hours and traffic lights should be considered. Exiting by Glen Craig onto Uplands is an option sometimes.	10/11/2015 4:16 PM
104	Rutherford Road is used as a high speed connector road from 19A to Hammond Bay Road. The installation of lights at the Van Der Neuk intersection would be an asset for either option.	10/11/2015 2:59 PM
105	too much traffic for existing streets	10/11/2015 1:40 PM
106	This option increases traffic on residential streets, and likely presents higher emergency response times.	10/11/2015 1:30 PM
107	This option seems to provide better coverage for transit service.	10/10/2015 3:59 PM
108	A light at the top of Rutherford Rd hill would be a mistake. In inclement weather, snow for example, the amount of potential accidents would likely increase. The light would increase more congestion on Vanderneuk/Lost Lake Rd. These roads have turned into freeways with speeding dump trucks and contractors.	10/10/2015 3:11 PM

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109	This option would cause a lot of disruption to an existing neighbourhood. Roads are not wide enough for the additional traffic.	10/10/2015 2:18 PM
110	Please have both the options available as there will be lot of traffic. Having 2 or more than 2 accesses will help in smooth movement of traffic	10/10/2015 1:27 PM
111	Bad idea. Safety issue. Some one will get killed. The traffic flow down fairbrook is so busy now.	10/10/2015 12:48 PM
112	A far longer route through a neighbourhood with steep hills. There would also be a requirement for many stops therefore making less effective. (THINK GREEN). I notice no mention of a traffic light at Fairbrook, an area where it is now often difficult to exit unto Rutherford.	10/10/2015 10:11 AM
113	Only would agree once the construction is complete and we still need to ease the traffic flow through Vandernook.	10/9/2015 8:44 PM
114	The neighborhoods do need more connections to allow alternative routes for access such as when there is a power outage or road work being done. Option 2 would utilize existing and future neighborhood streets to provide access from Linley Valley West to Rutherford Road at Vanderneuk Road and Brookwood Drive. A new traffic signal would be installed at the intersection of Rutherford and Vanderneuk Roads as part of this option.	10/9/2015 7:57 PM
115	Lights at that location would be detrimental to the flow of traffic up Rutherford hill	10/9/2015 5:04 PM
116	Option 2 allows two choices for entry/exit, so overall traffic flow should be less restricted, and both connections -with traffic signals to Rutherford Rd. have unrestricted sight lines for driver/pedestrian safety.	10/9/2015 5:03 PM
117	I don't support this project at all	10/9/2015 4:53 PM
118	The neighbourhood has been impacted tremendously by the increased traffic on Lost Lake Road. The development of Dewar Road has also added to this. There are no sidewalks on Lost Lake Road and one wonders when tax dollars will be used to provide these. Furthermore, where will traffic go if the development of the bluffs behind Tanja Drive goes ahead. Having lived here for 40 years, I can only say that any attempts to calm traffic and provide safety for pedestrians would be welcome indeed.	10/9/2015 4:35 PM
119	Poor ability for emergency vehicles to respond. Overloading on residential roads. Impact of life span of residential roads with higher ADDT. Service vehicles/heavy traffic.	10/9/2015 4:18 PM
120	Fairbrook Crescent cannot handle an increase in traffic. There are numerous secondary suites in the homes which increases the on-street parking creating limited visibility and narrow roads. If this option goes forward there would also be a need to review the safety at the intersection of Brookwood and Uplands	10/9/2015 4:16 PM
121	Too much traffic to route through Cascara & Altavista. There are no playgrounds in the area and hockey nets for street hockey will be going up on the streets soon.	10/9/2015 4:00 PM
122	If option 2 proceeds, I strongly recommend the implementation of traffic calming measures (ie. speed bumps) along Altavista Drive. Traffic is already excessively heavy & fast.	10/9/2015 3:56 PM
123	Fairbrook Drive is mostly rental duplexes each with 2 cars, 4 cars per unit. Most park on street. I live on top of Colbourne coming up & down Fairbrook is impossible with it being basically a single lane road.	10/9/2015 3:48 PM
124	Because of the hill on Rutherford Road, a light would [INCOMPLETE]	10/9/2015 3:44 PM
125	This is located at the summit & in the winter a light would create chaos for Rutherford Road traffic.	10/9/2015 3:42 PM
126	Should reconsider the access next to the pond. Option removed by council vote.	10/9/2015 3:33 PM
127	This would appear to be the safer and logical solution. Providing 2 exits, traffic signal (safer as most drivers do not know how to negotiate a roundabout. It appears changes to the original plan have been made to accommodate developers.	10/9/2015 3:28 PM
128	People bought homes on these routes with the intention they would not be on a main road or "feeder road" Children walk and play near these roads- more traffic makes this more dangerous	10/9/2015 3:27 PM
129	currently adding excessive traffic to streets that were not designed for major traffic	10/9/2015 3:09 PM
130	We need both Option 1 and Option 2....2 access points.	10/9/2015 2:59 PM
131	Too far through residential area.	10/9/2015 2:59 PM
132	To push the traffic from the new Linley Point neighbourhoods into Colbourne, Fairbrook is a poor option. These streets are too narrow & will not accommodate all this traffic, from an efficiency and safety standpoint. Also a much longer route than Option 1. Would be for getting people/cars onto major roadways like Rutherford and Turner.	10/9/2015 2:52 PM
133	Colbourne, Fairbrook and Brookwood already require changes to roadside parking, as access is problematic now. Limiting parking to one side of the roads would help, but more intervention would be necessary before allowing BC Transit to use these roads to service the area.	10/9/2015 2:49 PM

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134	Traffic lights at Rutherford/Vanderneuk could cause mayhem on winter roads during peak periods on the steep hill down to Hammond Bay. Uphill traffic, if stopped by a red light at the top, may not be able to restart on slippery surface.	10/9/2015 2:47 PM
135	The increased traffic density on neighbourhood roads will increase the risk of neighbourhood children playing in the streets and will increase noise levels. I feel that this option will destroy the sense of community that is within the already established neighbourhoods.	10/9/2015 2:42 PM
136	This option will destroy existing neighbourhoods. This is too much traffic. Option 1 sends the traffic out not affecting current subdivisions. This option if considered will force me to move.	10/9/2015 2:38 PM
137	Way too much traffic would funnel through Brookwood (traffic is heavily weighted Southbound). The traffic light @ Vandereuk & Rutherford is a horrible idea! This would increase noise, idling & congestion, be dangerous at all times coming up Rutherford hill from Hammond Bay, especially in winter! Traffic light more expensive to maintain than roundabout in Option 1. Traffic light would be in front of my house & block ocean view, destroy my property value, would greatly restrict me getting out of my driveway being on a corner.	10/9/2015 2:30 PM
138	Make the contractor pay for all of it.	10/9/2015 2:18 PM
139	Too much traffic flow towards quiet neighbourhood on Altavista Drive with this option. I have kids that already can't go out and play in the neighbourhood without watching carefully for trucks, cars etc.	10/9/2015 2:12 PM
140	Noisy & speed too many cars on Fairbrook. Required speed bumps.	10/9/2015 2:06 PM
141	Cheaper option with existing roads already in use.	10/9/2015 2:01 PM
142	Only as back-up for traffic.	10/9/2015 1:56 PM
143	It doesn't alter the fact that we still have only one exit in case of emergency.	10/9/2015 1:55 PM
144	Cost .5 M. Traffic light is required on Rutherford in any event.	10/9/2015 1:52 PM
145	No impact on R. R. school.	10/9/2015 1:50 PM
146	The best of either option but still not good enough. Put the original plan back on the table as 3rd option.	10/9/2015 1:48 PM
147	Fairbrook and Colbourne are residential roads only 33 ft/10 m wide. There is an elevation drop of 150 ft. so to make it easy for traffic from Linley Valley you propose to take away parking from these roads.	10/9/2015 1:46 PM
148	Don't much care for 2 new sets of traffic lights on Rutherford Road. but like this option better than all traffic going thru Nelson.	10/9/2015 1:39 PM
149	Like the idea of using existing streets to provide access.	10/9/2015 1:37 PM
150	Option 2 would slow traffic and permit drivers coming from Vanderneuk and Kenwill, and also exiting Rocklands (?) a safer turn.	10/9/2015 1:34 PM
151	Cost should not be a huge consideration. Over years traffic ease and safety should be uppermost in the end choice.	10/9/2015 1:32 PM
152	Option 2 is plagued by issues. As addressed by the presentation up to 2/3 of travel will be south which will instigate significant travel on the Brookwood connector. The Brookwood/Rutherford intersection is currently very unsafe with poor site lines and it is complicated with a pedestrian crosswalk. Additionally much of the current commuter traffic travels over Glencraig Drive to Uplands to use the light controlled intersection at Rutherford which is not addressed in the options provided.	10/9/2015 1:31 PM
153	Light at top of hill? Visibility? Higher traffic volumes at Vanderneuk more traffic through Alta Vista & Cascara which is already becoming heavy traffic at peak times.	10/9/2015 1:30 PM
154	A traffic light at Vanderneuk and Rutherford Road would make stopping on Rutherford hill in snowy conditions very dangerous.	10/9/2015 1:28 PM
155	Horrific traffic increases an very residential, established roads.	10/9/2015 1:26 PM
156	This would be less disruptive to the Nelson Woods area. Most of road is already in place. Lights would be helpful to slow traffic down.	10/9/2015 1:18 PM
157	Too convoluted, will not get that much use compared to Option 1.	10/9/2015 1:13 PM
158	I oppose this option as Altavista has already seen an increase in traffic and more homes in the Linley Valley subdivision will just further increase traffic & traffic congestion. People already speed along this corridor now and I was told that there is no option for speed bumps on Alta Vista. This is a SAFETY concern for families in the area.	10/9/2015 1:11 PM
159	It will bring too much traffic into a quiet residential area.	10/9/2015 1:05 PM

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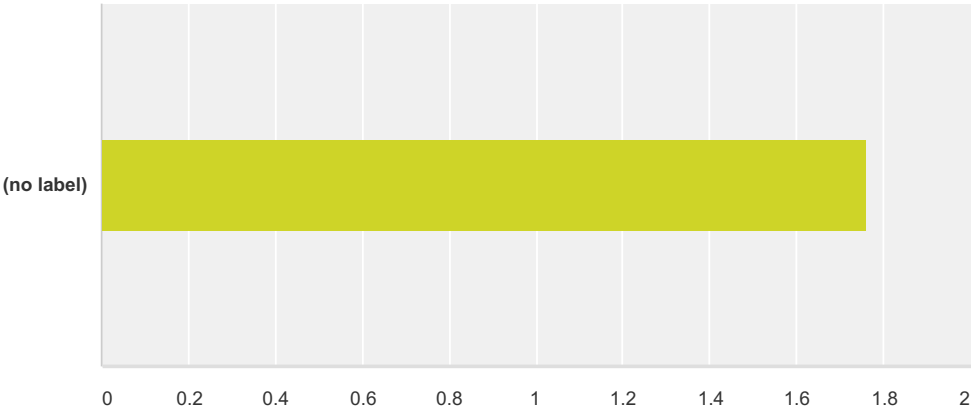
160	From Hammond Bay up Rutherford hill during winter month presents a major safety hazard. Back-up of Vanderneuk Drive during high traffic time.	10/9/2015 1:02 PM
161	To remove street parking in these residential areas would be very inconvenient for households. If chosen a stop and go light would be necessary on the Vanderneuk and AltaVista junction.	10/9/2015 12:29 PM
162	Concerned traffic light at Vanderneuk will cause problems in the winter for cars stopping on the steep windy hill coming up from Hammond Bay Road.	10/9/2015 12:21 PM
163	It's pretty much already in place so a lot less to do.	10/9/2015 12:19 PM
164	I can see having both option as it will eventually be in need.	10/9/2015 12:13 PM
165	Could actually see both option 1 & 2 being done to provide better access for all residents.	10/9/2015 12:11 PM
166	Would like to see traffic lights on Rutherford & Brookwood. Left turns onto Rutherford extremely dangerous. Poor visibility. Left onto Brookwood poor visibility also.	10/9/2015 11:49 AM
167	We would like to see traffic lights on the intersection of Brookwood and Rutherford. Left hand turns are difficult now with more traffic. It will become even higher risk of accidents. The left hand turning onto Brookwood you can not see due to trees obscuring view.	10/9/2015 11:45 AM
168	The light is fine, but this doesn't address traffic issues at all in getting people to Rutherford road by alternative means.	10/9/2015 11:39 AM
169	It would be good to connect them, but it would be imperative to have a light in Brookwood. As it is, the visibility is limited because of the shrubs, specially for shorter vehicles.	10/9/2015 11:39 AM
170	The hill that starts at Rutherford and Vanderneuk is steep and it is difficult to see the cars coming up this hill. The cars coming up the hill are driving fast. It's busy enough already. Adding more traffic to this location doesn't seem like a good idea	10/9/2015 11:36 AM
171	Vanderneuk traffic is too busy. It may need a signal anyways.	10/9/2015 11:36 AM
172	Mostly to connect the 2 neighbourhood	10/9/2015 11:28 AM
173	We moved from Fairbrook cres to Cliffside rd because there is too much traffic on Fairbrook. Option 1 is the only right option.	10/9/2015 11:17 AM
174	Why not a roundabout here for the very reasons given for option one?	10/9/2015 10:49 AM
175	Perhaps both options should be completed??	10/9/2015 10:38 AM
176	Currently this area has over 1600 daily traffic. This is not considering the 600 new multi family dwellings to be constructed go back to the original plan. All of us who live in this area purchased homes based on the original exit route to keep traffic at a minimum now it will become a freeway	10/9/2015 10:25 AM
177	It would increase traffic on neighbourhood streets and greatly increase the number of cars that would have to make the left hand turn onto Lost Lake Rd	10/9/2015 10:07 AM
178	We can't handle more traffic coming thru Vanderneuk, Brookwood Drive would be way too congested too. Plus this would put a strain on the safety of residents walking kids/pets. Just way too much traffic for a family neighbourhood. Plus, a light at the top of the hill would, again, cause traffic to come to a stop on a very steep hill, which will cause traffic accidents in the winter when it gets icy. Perhaps 3 way stop signs at that intersection may be a better solution?	10/9/2015 9:42 AM
179	Rutherford at Vanderneuk needs traffic lights now, regardless which option is utilized.	10/9/2015 9:25 AM
180	Why are developments allowed to be built prior to developing an access plan?	10/9/2015 8:56 AM
181	Will not help the traffic flow	10/9/2015 7:42 AM
182	not as efficient an option	10/9/2015 5:10 AM
183	There is already some serious speeding and reckless driving happening on brook wood and roads that link through to littleford and Fairview behind uplands school, where there is no school zone and no sidewalks at all.... In addition (on stronach) there is a crosswalk where it meets Fairview and school zone "starts", that in my 7 years of living here I've seen 6 VERY near misses of elements school kids walking to and from classes... So disturbing- traffic is cutting through brook wood and up behind already to avoid uplands school zone and endangering everyone. Option #2 will be a disaster.	10/8/2015 10:11 PM
184	Brookwood drive is already very busy. Drivers travel too fast. Adding traffic regardless of lights would be too dangerous	10/8/2015 9:54 PM
185	It will cause too much traffic in our neighbourhood	10/8/2015 9:41 PM
186	I live on brookwood drive and I am struggling to pull out of my driveway with the current traffic we already have	10/8/2015 9:25 PM

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187	I think the connection at glenmore should be connected even if option one is provided.	10/8/2015 9:20 PM
188	Increased traffic noise in our house location, and all across the valley surrounding Brookwood park. This is an established residential neighbourhood with families & children, not suitable for through traffic to Brookwood. Safety an issue with children on streets.	10/8/2015 8:55 PM
189	This is a horrible idea to put street lights at the corner of Vanderneuk and Rutherford - It will create more accidents - It will take away from the neighbourhood feel - it will cause more emission's from stopped vehicles - The street lights will block a fabulous view that residence paid extra for. The street lights will devalue property's close by. will the City compensate property owners at this corner? I think the turn lane should be put on northbound Rutherford turning right on to Vanderneuk. It would help the flow of traffic on Rutherford and lessen honking and the chance of a rear ender accident. I also think the conector "Glenmoore rd" should be completed even if the option 1 roundabout is selected.	10/8/2015 8:40 PM
190	We would like to see both options happen. With 600 residents several exits will be needed	10/8/2015 8:39 PM
191	Fairbrook cres is not wide enough, 2 cars can barely pass safe or have to make it a no parking zone	10/8/2015 8:34 PM
192	Vanderneuk and Rutherford is a horrible location for a traffic light! Especially those coming up Rutherford hill from Hammond Bay	10/8/2015 8:12 PM
193	Combine options 1 & 2. Cheaper to do both now.	10/8/2015 7:31 PM
194	Winter driving conditions will be very hard to get up the hills when you are stopped. I see this as a mistake that you should have thought out ahead of building homes in that area	10/8/2015 7:30 PM
195	see option #1 comments	10/8/2015 7:26 PM
196	This will destroy neighbourhoods. Fairbrook crew is not built to withstand this type of traffic flow. There will be accidents and children will be put at risk. Neighbourhoods will be ruined.	10/8/2015 5:52 PM
197	Living on Fairbrook, we already struggle with traffic driving too quickly. Most of this traffic is traveling to/from cougar ridge, the neighborhood beyond our neighbourhood. It's actually quite surprising how unsafe our road has become with the development of cougar ridge. We already fear for the safety of the neighborhood children when they cross the street to play with friends or walk to school. I believe this option would bring an overflow of traffic to an already unsafe situation.	10/8/2015 5:48 PM
198	With vehicles parked on both sides of Brookwood, the street is not wide enough to accommodate more traffic. In addition, I understand that the houses in Linley Park North will be zoned for legal suites. This would potentially double the amount of traffic on residential streets in option 2.	10/8/2015 5:40 PM
199	A large number of houses on Fairbrook and Brookwood have families with young children, don't increase their chance of traffic injury. Also a number of these houses have suites that help home owners pay their mortgages. Regulating street parking now may make it difficult to rent those suites.	10/8/2015 5:34 PM
200	On any given day one can drive through the roads in option 2 that are being proposed to connect and one will see kids walking the streets, riding their bikes and throwing balls back and forth. Increasing traffic will dramatically alter the neighbourhood because it is less likely children will be allowed to play outside.	10/8/2015 5:17 PM
201	Those streets are narrow and with cars parked on both sides, it makes for a serious congestion problem. Traffic often backs up at both areas plotted in option 2. The added traffic coming to the park will add to these issues and cause even further problems.	10/8/2015 1:45 PM

Q9 How strongly do you favour improving trail connections across Rutherford Road?

Answered: 380 Skipped: 25



	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Total	Weighted Average
(no label)	49.47% 188	31.32% 119	15.53% 59	1.32% 5	2.37% 9	380	1.76

Q10 Additional comments about trail connections across Rutherford?

Answered: 111 Skipped: 294

#	Responses	Date
1	Any of these options are an accident waiting to happen. There are too many stops and starts along Rutherford Rd. particulaly in snowy or icy road conditions.	10/18/2015 10:34 AM
2	This is highly needed here as there are so many deer on this road and also it will slow people down!	10/18/2015 1:28 AM
3	anything that encourages walkers and cyclists is good	10/17/2015 12:44 PM
4	This is a great option. Rutherford Road is crazily busy at times, and there are lots of pedestrians needing to cross on a regular basis.	10/17/2015 9:23 AM
5	The Rutherford pedestrian crossing will create a worsened safety for yonge kids at Randerson Ridge school. Rutherford traffic is already heavy and will increase with both option 1 and 2. Better planning for provision of a safe crossing is required and should be planned into either option 1 or 2, not create a third bottle neck on Rutherford.	10/16/2015 9:58 PM
6	Pedestrian visibility/safety needs to be the #1 priority wherever cross-walks are established on Rutherford. Traffic control measures to slow down drivers would be appreciated.	10/16/2015 8:03 PM
7	Rutherford is turning into be a very busy street, and cars tend to travel at relatively high rates of speed. With the amounts of kids walking to and from school in the area, my fear is the safety of these kids. Whatever actions are taken I feel that the focus should be on public safety and slowing down the traffic. Also, I would like to see the cross-walks be more visible (lighting etc.) when in use. We have already witnessed a couple near misses with distracted drivers not seeing the crossing pedestrians. Fog and poor visibility tends to be an issue in this area of Nanaimo. PLEASE MAKE PEDESTRIAN SAFETY (KIDS) THE #1 PRIORITY OVER AND ABOVE VEHICLE TRANSPORTATION EFFICIENCIES! Thank you.	10/16/2015 7:45 PM
8	It makes sense.	10/16/2015 5:57 PM
9	I can't see why there would be a problem. Go Green!	10/16/2015 5:08 PM
10	As many people already access the trail into Linley Valley by crossing Rutherford Rd, this will make a much safer and welcome addition.	10/16/2015 5:07 PM
11	There is already a sidewalk along the dotted lines. The problem would be crossing the road. If you have a stop light at Nelson, then they can cross there. There is already a ped crossing light at Kenwill. You can extend the "sidewalk" that is already there on the Linely Valley side to Nelson. I walk there and don't have a big problem crossing the road now but if the new road goes in, then some sort of crossing would be helpful. However, how many ped crossings do you need?	10/16/2015 4:43 PM
12	Very much needed	10/16/2015 4:05 PM
13	With a traffic light and proper sidewalks on the Linley side of the street I believe it will be easier for people to know where to cross. The other cross walk will still be there and thus make it much easier for anyone to cross Rutherford.	10/16/2015 3:54 PM
14	When Linley Valley was proposed the trail for walking and biking was built. A crosswalk light was put in at Kenwill (good). The road from the Valley onto Nelson will be OK but a light must be installed with an advance light both ways to control the speed on Rutherford Rd, which at the present time is a freeway with speeders. A light at Vanderneuk doesn't help school crossing.	10/16/2015 3:33 PM
15	There are many people using the trails.	10/16/2015 3:26 PM
16	Multi-use trails are already existing.	10/16/2015 3:17 PM
17	Get the traffic sorted first, trails come later.	10/16/2015 2:53 PM
18	Very important to increase access and safety of existing Linley Trail.	10/16/2015 2:12 PM

Linley Valley West – Neighbourhood Access Options

19	Trail connections across Rutherford Road should be thought of in the larger context of the natural connection between Linley Valley Cottle Lake Park and 1)to the west Oliver Woods Park and 2)to the north Rutherford Park and Sealand Park. 1) I have enjoyed walking from the top of the hill in Linley Valley Cottle Lake Park west through the narrow strip of park between Fairbrook Crescent and Linley Valley west, down the former Linley valley right of way and across Rutherford onto trails around the wetland at Oliver Woods Park. This is a ridgeline with great views, and wetlands route with almost complete connectivity through parkland. 2) I have enjoyed walking from the top of the hill in Linley Valley Cottle Lake Park west through the Linley Valley West subdivision trails into Rutherford park. I have also enjoyed accessing the beach at Sealand park, which I think is a gulley of the same creek as Rutherford Park. This is a potential sea to sky walking route. A land management planning principle is to observe connectivity between landform types. Connecting the Cottle creek watershed by trails with the Linley Valley West watershed should be a planning consideration. Once this landscape scale planning has been developed, then a decision on type and location of trail crossing Rutherford Road would be much better informed.	10/16/2015 12:48 PM
20	Trails for pedestrians and cyclists are in good favor.	10/16/2015 11:01 AM
21	A good plan.	10/16/2015 9:53 AM
22	Needed for kids to get to school.	10/16/2015 9:41 AM
23	Great for the school. In support of traffic calming as well.	10/16/2015 9:35 AM
24	Great for school kids at Randerson Ridge.	10/16/2015 9:30 AM
25	Any trails added to the City will make it a better place to live.	10/16/2015 9:25 AM
26	We should encourage people to use the trails by providing safe access.	10/16/2015 9:19 AM
27	safer for all	10/16/2015 8:37 AM
28	This would be a beneficial improvement for children and elderly in the area.	10/15/2015 8:22 PM
29	Great idea for pedestrians.	10/15/2015 7:54 PM
30	The system in place is natural and beautiful. Perfect the way it is.	10/15/2015 4:52 PM
31	Combine current X-walk at Kenwill with this option	10/15/2015 1:59 PM
32	I support the trail idea, but would move the cross walk to be next to roundabout. I have watched many children and adults cross from the Randerson Ridge trail across Rutherford rather than walk all the way down the existing cross walk and then have to come back. The roundabout will help slow traffic but not help this issue The current pedestrian crossing lights are great but they should have a audible indication of operation similar to traffic stop lights, would be far safer for walkers.	10/15/2015 1:42 PM
33	Would be nice to have a crossing @trail.	10/15/2015 1:04 PM
34	This is a logical use of existing trail services although it will impact homes backing onto trail at present. will be a better crossing of Rutherford but again crossing signals need some kind of notice that they are active for trail users	10/15/2015 12:24 PM
35	People in this neighbor use the trails regularly. More trails is appreciated.	10/15/2015 12:24 PM
36	There should be a dedicated bike lane all the way along Rutherford, someone's going to die the way it is now	10/15/2015 7:37 AM
37	A waste of money -- there is already a pedestrian-controlled crossing at Kenwill and Rutherford (approximately 120 m from the proposed new crossing) and a perfectly good and wide concrete walkway (which I already use frequently) where the trail connection is proposed to go. These "improvements" are redundant.	10/14/2015 10:39 PM
38	If you regularly walk on Rutherford Road you know how fast vehicular traffic travels. Any pedestrian/cycle traffic across it must have controlled crossings.	10/14/2015 7:19 PM
39	Especially needed for children going to school	10/14/2015 7:01 PM
40	Could the trail access across Rutherford be incorporated with the Option 1 intersection (traffic circle) to avoid having two new access points crossing Rutherford so close together?	10/14/2015 6:19 PM
41	Any plan just don't effect people's peaceful living style and keep people safe, happy and enjoy the surroundings.	10/14/2015 4:04 PM
42	Trails are always a good idea.	10/14/2015 3:42 PM
43	need more trail around this area	10/14/2015 12:55 PM
44	I'm not sure about this due to the increased traffic flow. Even with a raised pedestrian crossing, it would be risky because so many drivers here travel far too fast up and down Rutherford Rd.	10/14/2015 12:34 PM
45	the cross walk at kenwell and rutherford should be moved to align with the trail exiting Linley Valey.	10/14/2015 12:11 PM

Linley Valley West – Neighbourhood Access Options

46	The push button crossing light is the only access across Rutherford. It is not connected to park/trail access. There are many people crossing Rutherford far away from the Xwalk as it is not servicable where it is. Add another synchronized one?? It is also a cautious crossing when the roads are slick as Hammond Bay traffic is trying not to stop & back up traffic as is the other end of Rutherford Hill. Its a gong show and dangerous under many conditions.	10/13/2015 4:23 PM
47	Like to more dog bags and garbage containers people are not picking up	10/13/2015 1:38 PM
48	I don't see a choice. Kids from Linley Valley will jaywalk before going clear up to the Kenwill Dr intersection.	10/13/2015 10:07 AM
49	Don't use them currently. If including an upgrade to trails impacts infrastructure to traffic egress, then it shouldn't be a consideration at this point. We should be working towards a plan not planning because we have to. It's too expensive.	10/13/2015 10:02 AM
50	Making it simpler for pedestrians to cross busy road always supported.	10/13/2015 9:58 AM
51	Excellent idea.	10/13/2015 9:41 AM
52	With an elementary school west of the development it is imperative to improve connections across Rutherford Road. Multiple access should be considered and would improve safety and accessibility.	10/13/2015 9:36 AM
53	Best way to go for Randerson Ridge school students.	10/13/2015 9:21 AM
54	That looks good.	10/13/2015 8:57 AM
55	Pedestrian crosswalk needed off Linley Park trail on upper hill.	10/13/2015 8:33 AM
56	Trail connections for pedestrians would be good. Although I feel as though the area has already seen plenty on development.	10/12/2015 6:24 PM
57	The more the better.	10/12/2015 4:50 PM
58	I'd like to see more linkage of the trails, or loops. Existing "trails" are just sections of walkways that don't connect to anything. At least the proposed route would provide a safe route to school.	10/12/2015 4:14 PM
59	Pedestrian traffic need a way to get across Rutherford. The cross walk light At Kenwill is far enough away that most people will not make the detour. So we get lots of J walking and it is likely to get worse. With the speed of traffic (despite the posted limit) it makes for a dander ours situation as visibility is limited with the hill so close.	10/12/2015 1:51 PM
60	Might it be more direct to make the trail route on the left of the Duck Pond?	10/12/2015 1:14 PM
61	It's difficult to envision a proper trail network on a piece meal basis. The city should propose a trail network for the entire valley from Turner Road to Lost Lake so that one can judge the adequacy of such things as bike lanes and access points.	10/12/2015 9:46 AM
62	There are acceptable crossings already. If the cycling community wants improvement, let them move to get this added. Not a requirement beyond what is there now.	10/11/2015 10:06 PM
63	This is all the city should pay for.	10/11/2015 9:28 PM
64	Existing crossings are too far away to be used.	10/11/2015 4:18 PM
65	I would like to see the trail link separated from road traffic.	10/11/2015 1:32 PM
66	I support this provided that the crossing really will be safe.	10/10/2015 4:01 PM
67	There's a sufficient trail there! How about sidewalks on Lost Lake?? Locals are tired of dodging traffic!	10/10/2015 3:14 PM
68	What protection would be available for crossing Rutherford	10/10/2015 10:13 AM
69	Mid-block crossing must include a flashing pedestrian light	10/9/2015 11:35 PM
70	The roads are too narrow to allow safe passage for bicycles and pedestrians and trail connections would allow safe passage.	10/9/2015 8:00 PM
71	Safer crossing at Vanderneuk if traffic signal/crosswalk installed.	10/9/2015 5:09 PM
72	Limited options.	10/9/2015 4:00 PM
73	It is unlikely that, in the absence of this, kids won't 'double-back' from the existing crosswalk.	10/9/2015 3:57 PM
74	The children using the McGregor trail to go to school would benefit from this new crossing of Rutherford Road. But there will be a lot more children that would need to cross near Nelson Road when all the new houses are built further south in the development.	10/9/2015 3:45 PM
75	Randerson Ridge students need crosswalks.	10/9/2015 3:42 PM
76	This Trail is CRUCIAL for kids...there are so many kids in the subdivision attending Randerson School	10/9/2015 3:00 PM

Linley Valley West – Neighbourhood Access Options

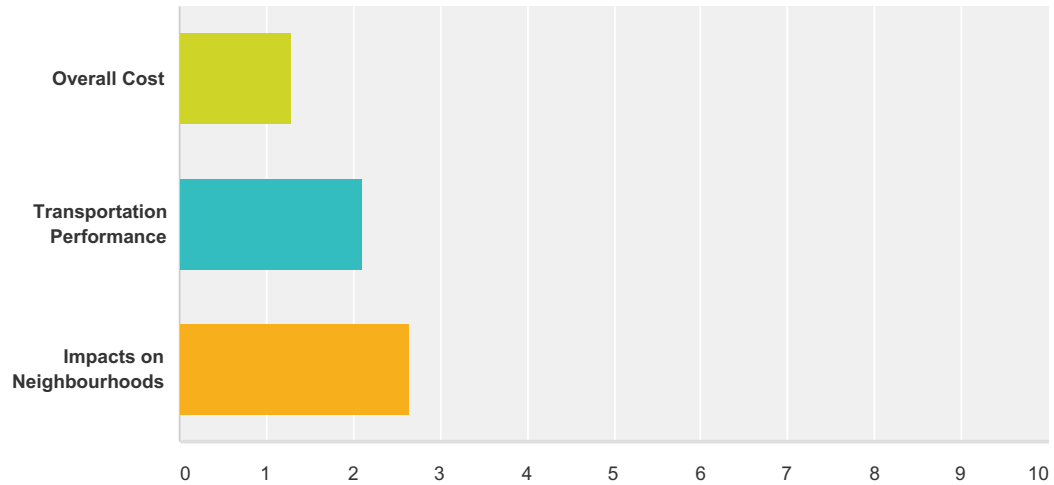
77	? Pedestrian overpass ?	10/9/2015 2:59 PM
78	City seems to be confused. Why plan a subdivision and then buy park land & close off development that had been planned. As though Nanaimo has no other parks, which it has done a fine job.	10/9/2015 2:56 PM
79	I strongly support trails as this increases the other established neighbourhoods and the newly established neighbourhoods sense of community trails are great for increasing a families health and well being.	10/9/2015 2:43 PM
80	Trails are always good.	10/9/2015 2:38 PM
81	It would be nice to have safe crossing by trail exit/entrance.	10/9/2015 2:30 PM
82	My kids walk to school and Rutherford has speeding vehicles at all times. This path may provide kids with a safer walking route.	10/9/2015 2:12 PM
83	Walking daily - every new trail is welcome and the City has done a remarkable job in past years preserving green spaces - that's why people love to live here - keep it up!	10/9/2015 2:10 PM
84	Good idea!	10/9/2015 2:01 PM
85	We walk this trail almost daily and thank the council for having the foresight to retain it - again positive environmental effect & even more important, a very positive health effect for all those who use it.	10/9/2015 1:44 PM
86	Prefer the flashing orange Ped Xing signals to stop lights.	10/9/2015 1:40 PM
87	Tunnels are unsafe. Pedestrian x-lights a hazard somewhat on a busy road like Rutherford.	10/9/2015 1:37 PM
88	I have concern about pedestrians crossing Rutherford at any point that is not a controlled (light) crossing.	10/9/2015 1:35 PM
89	Many more kids will be crossing at Rutherford Road and I feel a marked crossing is extremely important.	10/9/2015 1:32 PM
90	I walk.	10/9/2015 1:26 PM
91	People often try to cross where there is no crosswalk. Traffic is heavy & fast; several times I've winced, thinking that pedestrians were in danger of being hit by cars.	10/9/2015 1:19 PM
92	My wife & I already bike & walk this path daily.	10/9/2015 1:02 PM
93	Sure but how? Underground?	10/9/2015 12:46 PM
94	Safety of pedestrians & bikes is always a priority. Encourages people to walk/ride rather than take their vehicles. Best option for environment & limit traffic congestion.	10/9/2015 12:22 PM
95	I would worry about kids crossing the road at the new traffic circle to get to Randerson Ridge school, if the new crosswalk is not created.	10/9/2015 12:14 PM
96	Obviously this is needed.	10/9/2015 11:40 AM
97	Trails benefit all.	10/9/2015 11:36 AM
98	More trail connections. Fix visibility for left turn off Rutherford Road -> Brookwood (I drive a small car and need to creep around the corner). Not applicable to big pickups and SUVs.	10/9/2015 11:29 AM
99	I walk my dog in the area all the time and yup, I'm one of those many people who jay walk right where you're considering the mid-block crossing.	10/9/2015 10:51 AM
100	This would also tie into the Lemont's plan to add a walking trail on the north side of the pond!	10/9/2015 10:40 AM
101	Looks nice for our children	10/9/2015 7:42 AM
102	would require safety crossing	10/9/2015 5:11 AM
103	Love the idea	10/8/2015 9:41 PM
104	Would be excellent for our children to get to school and the parks with less worry of an accident. Rutherford road has turned into a freeway	10/8/2015 9:26 PM
105	This would be FABULOUS. as I said before we walk to Randerson school everyday. I have already witnessed several kids cut straight across Rutherford. Makes me sick to see. We have also almost been run over twice well using the cross walk at kenwill. Pedestrian safety is our NUMBER 1. the safety of our 3 young kids and our neighbours kids. There are 8 young kids within Linette place that head to randerson everyday. Thank you for your time.	10/8/2015 8:42 PM
106	the trail should stay on the south side of Rutherford and cross at the new roundabout at Nelson	10/8/2015 8:41 PM
107	Speed on Rutherford rd is between 50 - 120 kmh so if it helps slow traffic on Rutherford I strongly support trail connections not to mention I love the trails and use them alot	10/8/2015 8:34 PM

Linley Valley West – Neighbourhood Access Options

108	What was wrong with the option using Oliver Road for crossing Rutherford? That seems to be the most favoured among those attending the Open House but we were told the city turned it down. Please reconsider this option before going ahead with the other poorly chosen ones. This should have all been thought out before starting the building of Linley Valley project.	10/8/2015 7:35 PM
109	TAKE OUT THE CROSSING THAT EXISTS CLOSE TO VANDERNEUK	10/8/2015 7:32 PM
110	Love the idea of trail connections.	10/8/2015 1:46 PM

Q11 When considering the two access options, which criteria do you feel is the most important when selecting a preferred option? Rank the criteria from 1 – most important to 3 – least important.

Answered: 374 Skipped: 31



	1	2	3	Total	Score
Overall Cost	6.49% 22	15.63% 53	77.88% 264	339	1.29
Transportation Performance	23.37% 79	63.91% 216	12.72% 43	338	2.11
Impacts on Neighbourhoods	73.42% 268	18.36% 67	8.22% 30	365	2.65

Q12 Additional comments about criteria?

Answered: 105 Skipped: 300

#	Responses	Date
1	Impacts on natural and park habitat	10/18/2015 7:55 PM
2	It is a matter of how to fix an existing mess. Cost is always a big consideration but in this case performance and impacts on neighbourhoods should be the focus.	10/18/2015 10:38 AM
3	Both options are very poorly thought out. By not adequately creating and following a well made official plan for this area, council and most particular staff has done us a dis-service. Prior to allowing the development to proceed to its existing state (6-8 yrs ago), egress to the entire area should have been established in the official plan and developers made to follow that plan. This clearly has not been done and the park aquisition is not an excuse. Park, or no park, arterial roads (egress) to the area should have been routed decades ago and upheld during development processes. The plan for these roads should have been given sufficient budget both now, and a long time ago, so as to enable cost effective, safe, and, easily constructed facilities. I strongly urge council to input the up-coming core - review with my comments. The unhappy results of either option we are now facing on this development, should be avoided on future developments. Recent council decisions were ill- conceived because of lack of foresight and official plan preparation-poor engineering lead to yet again to poor decisions.	10/16/2015 10:20 PM
4	We purchased in the Linley Valley development as we like the existing trees, vegetation, and nature. Please preserve as much as possible, especially the screening along Rutherford! Vehicle efficiencies are a low-priority for us, aesthetics and pedestrian safety is our #1 priority.	10/16/2015 8:05 PM
5	We live in the Linley Valley development and purchased here as we like the trail networks, vegetation, and nature. Please do everything you can to protect the currently established trees and vegetation, with less infrastructure being built. The aesthetics and public safety our are #1 priorities over vehicle transportation efficiencies.	10/16/2015 7:48 PM
6	I would like to know why the option of linking Linley valley dr to Oliver Rd was tossed off the table without the thought of impact to the existing subdivision. I understand \$\$\$ was the deciding reason not satisfaction of tax payers and voting residence of Nanaimo. Good luck getting re elected with that attitude.	10/16/2015 7:06 PM
7	Cost is not a factor. The roundabout will calm traffic and be extremely beneficial in itself.	10/16/2015 6:21 PM
8	Thank you for considering the impact on the Neighbourhoods before deciding.	10/16/2015 5:09 PM
9	I feel that transportation performance and impact on neighbourhoods are equal in value. You need to be able to move people as effectively as possible and yet not make thorough fares through the neighbourhoods.	10/16/2015 4:47 PM
10	Of course cost is a major factor but if we're building for the future we should get our money's worth.	10/16/2015 3:55 PM
11	Above - #1 - safety issues	10/16/2015 3:26 PM
12	Very large impact on small neighbourhoods	10/16/2015 2:53 PM
13	Overall cost above - \$ can always be made available	10/16/2015 2:02 PM
14	Cost should always be a primary criteria. However cost needs to be calculated in an inclusive way. Only construction costs of option 2 are noted in the planners' presentation. In addition Option 2 costs should include upgrading and realignment of the Colburne – Fairview junction, possibly cut and fill to reduce the steep grade, possibly some private property purchase to facilitate realignment. Further costs will be needed to upgrade the Fairview-Brookwood junction. (Traffic presently at this junction is unsafe, cars enter the crosswalk here in front of me when I am already partway onto the street on the crosswalk.) Costs for decreased quality of residential life in the Sunshine ridge development of 100 to 200 households should be quantified and added up. There are methods available to estimate these costs. There is a strong case that the total inclusive cost of Option one over the long term is significantly less than the total inclusive cost of Option two.	10/16/2015 1:07 PM
15	With all the legal suites in play and many addresses with 4 vehicles, transportation flow will be slower and more congested wherever/whatever plan is followed.	10/16/2015 9:54 AM
16	Safety first, take a drive in the morning/evening along Brookwood, Vanderneuk, Alta Vista & Cascara to see how congested with parking it is and winding.	10/16/2015 9:37 AM
17	I suggest driving along Brookwood & Alta Vista, Cascara in evening and see how congested it is with cars parked on both sides of roads.	10/16/2015 9:31 AM
18	The developer should be responsible for the major portion, if not all, costs incurred with Option 1.	10/16/2015 9:20 AM

Linley Valley West – Neighbourhood Access Options

19	Safety is the most important criteria for this decision, and I believe an intersection of some type is already needed on Rutherford rd.	10/15/2015 8:24 PM
20	I consider 'impact on neighbourhoods' to include safety.	10/15/2015 2:50 PM
21	as we continue to develop we must make transportation both by vehicle and by walking as safe and usable as we can. Getting to and from safely for all users is the most important thing to be done, all else is secondary	10/15/2015 1:47 PM
22	Out of both options, option 2 has the most impact on local neighbourhoods, very negative ones. A traffic light @Vanderneuk/Rutherford would have devastatingly negative impacts on transportation performance. Cost of Option 1 would not only be put on the City, but the developer as well. Also, the roundabout in Option 1 would be cheaper to maintain than the traffic light in Option 2.	10/15/2015 1:08 PM
23	See previous comments.	10/15/2015 12:39 PM
24	Dissappointed that these were the two options chosen to submit to public. how many on council are familiar with this area? Better planning needs to happen before there is a subdivision of this magnitude started without complete access. More of this happening in the area and I see the same issues will be happening again	10/15/2015 12:26 PM
25	Fingers crossed for roundabout. I live close to Alta Vista and am tired of all the traffic on this road. People need to drive out closer to Nelson, it makes sense.	10/15/2015 12:25 PM
26	Traffic circles are way more efficient	10/15/2015 7:38 AM
27	Once a neighborhood's integrity is destroyed it's gone forever - you can't rebuild that kind of magic. Transportation efficiency is important, and you won't achieve that with option 2, Cost is a temporary consideration: Given the length of time that the access road will exist, the differential in cost will be minor in hindsight.	10/15/2015 1:51 AM
28	Clearly the impact on neighbourhoods is crucial, both for Linley Valley potential residents who want to easily get home and away with option 1 which feeds the transportation performance, as well as surrounding areas that would be negatively affected with option 2. Costs can be mitigated over time but poor choices are costly whether in time, pollution, aggravation if inefficient etc.	10/15/2015 12:11 AM
29	(The singular of criteria is criterion. I'll leave it at that.)	10/14/2015 10:45 PM
30	Hard to really rate this way. Following the original plan for Linley Dr would cost the most but achieve the highest performance and lowest impact.	10/14/2015 7:06 PM
31	Do not let money dictate this decision. You will ruin neighbourhoods	10/14/2015 5:53 PM
32	Peaceful, safe, enjoy, happy etc are the things people need to have it.	10/14/2015 4:08 PM
33	It would have been more appropriate and efficient had citizens been consulted before these last 2 options were set out as choices. The fact that one small area of Linley lobbied against another option and was successful was not in the best interest of the entire area.	10/14/2015 3:45 PM
34	I do not want more traffic moving through my neighborhood. A lot of kids play outside on and around the street. Someone will probably get hurt.	10/14/2015 3:00 PM
35	don't impact neighbourhood.	10/14/2015 1:18 PM
36	Impacts on Neighbourhoods always the first for this kind of options.	10/14/2015 12:57 PM
37	While it's important to choose a cost effective method of connecting neighbourhoods so often, the impact on the people who live in these neighbourhoods is downplayed. Developers and city officials who don't live in areas that are undergoing changes are not as invested in the need to make the right choices based on the local citizens' well-being. I can't emphasize enough that the impact on these neighbourhoods should trump the other two criteria. I live in this area and I'm concerned how my daily life will be impacted by a major increase in traffic, which Option 2 would create. Getting out of my driveway would become even more difficult, due to the current traffic flow, than it is now, as many people coming into or going out of the Sunshine Ridge drive far too fast already.	10/14/2015 12:44 PM
38	I think we should do the traffic circle and also the right turn lane onto Vanderneuk road. but NO Traffic light!	10/14/2015 12:13 PM
39	Should the costs not be paid by the developer? Why are taxpayers on the hook for all this extra \$ to support needless development? (and subsequent housing bubble burst!)	10/14/2015 9:57 AM
40	Try to eliminate TRAFFIC on Oliver Dr.	10/14/2015 8:09 AM

Linley Valley West – Neighbourhood Access Options

41	Linley Valley has been under some form of construction for many many years. There have been protests, reasonable meetings etc. From day 1, the developers and the City of Nanaimo knew what was going to come. It may be smaller than the first plan but part of that "win" is from the protesters who fought for anything but a total massacre of the natural land. I have not changed my belief in all these years that the guy with the big bucks will win. The City seems to think all of this big boom, bigger stores, more and more people is a good thing. More taxes in the cities bank does not make a healthy happy community. Not everyone wanted to see 600 houses where there was ancient trees, ponds, trails and most of all, peace.	10/13/2015 4:30 PM
42	The issues and solutions are complex and affect a lot of people. The potential for a really big mess is large. For these reasons, \$ are least important.	10/13/2015 10:12 AM
43	New development areas purchase homes knowing traffic conditions, changing patterns & impacts on existing homeowners in outlying areas should be minimized unless they make more sense.	10/13/2015 10:03 AM
44	While the cost is much less for option 2, it is also more dangerous for traffic flow. I pick life over money any day.	10/13/2015 9:56 AM
45	If option 2 is accepted, traffic speed bumps need to be installed on Fairbrook Crescent to slow speeders. Left turn off Colbourne onto Fairbrook Cres and R onto Brookwood a wider street makes more sense than R onto Fairbrook Cres and onto Brookwood.	10/13/2015 9:43 AM
46	At this point already one of the best options has been removed from public review due to cost. Impacting the homes of citizens who made the biggest purchase of their lives should be a decision based on anything but cost.	10/13/2015 9:37 AM
47	Charge the guys who put in the subdivision.	10/13/2015 9:22 AM
48	Just get on with it so it will not drag on for years and years.	10/13/2015 9:04 AM
49	Putting in the main roadways should always come first; this event should not be happening at all. Because this wasn't done we are in this position to either choose a cheaper option but will cause our neighbourhood to lose value or choose a more expensive option that would actually solve the traffic problem down Cascara Drive that is getting worse with every home sold.	10/13/2015 8:59 AM
50	I strongly support both options to spread the impact of the development throughout all surrounding areas.	10/13/2015 8:56 AM
51	The original plan makes the most sense. Both Nelson and Vanderneuk are BAD options.	10/13/2015 8:33 AM
52	Impacts on neighbourhoods is always of prime importance when considering any long term investment in development.	10/12/2015 9:57 PM
53	People will live (or if the safety issues are not well address - possibly not live) with the impacts of these decisions around road use and design. Substantial extra taxes will be levied from these 600 new residences for many years to come. These revenues will be in addition to those levied from the homes already in place in these neighbourhoods. Please consider this as the residents' long term investment in their safety and quality of life. Choose the option that best serves the community and promotes the safety of all its residents for the long term.	10/12/2015 8:14 PM
54	It is very upsetting that this option 2 is even being considered. We purchased a home on Fairbrook because it was a fairly quiet road. It has gotten busier over the last couple years and it would be a major headache if 3000 more cars a day came through. It actually seems completely ridiculous, never mind unsafe!	10/12/2015 6:28 PM
55	To have an inviting and acceptable city to people, neighbourhoods are very important along with transportation. The costs will be able to be found through our taxes.	10/12/2015 4:53 PM
56	It seems that the whole picture wasn't looked at and that routes are now trying to be put in place after the fact. Not much planning/thinking ahead was done. Putting in additional access road(s) is not going to get any cheaper, so just bite the bullet now and do it right the first time. The traffic volume is huge and as mentioned the heavy equipment thunders by daily on residential streets resulting in a negative impact on neighbourhoods. Safety concerns: young kids in the neighbourhood. there were speed boards posted this summer posting the speed as vehicles were travelling over the speed limit. emergency access - remember the winter of 2013? There was no snow plow to be seen, thank goodness there were no emergencies. Definitely need another access point to the Linley Valley West neighbourhood.	10/12/2015 4:28 PM
57	I advocate that you do both options. Half of option 2 already exists and the infrastructure is in place for the other half which I assume will be done. So the traffic light at Vanderneuk is the only new thing. Maybe you could put a roundabout at Vanderneuk as well as Brookwood	10/12/2015 1:56 PM
58	If you're gonna do it, do it right! No half-measures that everyone complains about later.	10/12/2015 1:15 PM
59	Obviously quality of life is important and one of the primary reason people move to locations like LVW. This quality may come at a cost but that should be judged in the context of what it provides to the city as a whole and amortized over the length of the time residents will be available to pay for it.	10/12/2015 9:50 AM

Linley Valley West – Neighbourhood Access Options

60	This is a new neighbourhood and a lot of money has been spent on improvements (ALL). Cost sharing is a must for this to be considered. As part of the core review with the CITY, cost sharing on interior neighbourhood projects should be 50/50 residents/City	10/11/2015 10:08 PM
61	Tax payers should not be paying for this.	10/11/2015 9:28 PM
62	Assuming transportation performance means moving traffic out of Linley Valley West	10/11/2015 5:59 PM
63	Safety should be no.1	10/11/2015 4:23 PM
64	Council are saving a lot of money by cancelling the original design. Difference in cost between the two options should not be a consideration.	10/11/2015 4:21 PM
65	I suspect that the long term costs of a poor choice here far outweigh upfront costs.	10/11/2015 1:32 PM
66	Safety of children and pets. You will have blood on your hands if some one is killed on fairbrook or brook wood.	10/10/2015 12:50 PM
67	Align transportation infrastructure with land use (i.e. Neighbourhood commercial and mixed use nodes)	10/9/2015 11:38 PM
68	We need easy, efficient access to each neighbourhood. We drove around and if you didn't know your way out of the area it can be difficult. Right now there's only 1 way in & 1 way out from Altavista We do not think they will drive down through to Brookwood they will continue through Altavista to Vandernook .	10/9/2015 8:53 PM
69	It's going to be expensive no matter what - safety should be the No. 1 concern	10/9/2015 4:18 PM
70	The impact of construction vehicles travelling down Altavista/Cascara would be reduced greatly in the future. The area is due for relief after years of being bombarded with blasting and construction vehicles.	10/9/2015 4:01 PM
71	Using Fairbrook would be very dangerous to the young people in the area.	10/9/2015 3:48 PM
72	The flow of traffic needs to be improved. There is too much traffic using one outlet road to Rutherford (re. Vanderneuk Road).	10/9/2015 3:45 PM
73	Traffic on Vanderneuk is becoming intolerable!	10/9/2015 3:42 PM
74	Should reconsider access by the pond. Option removed by Council vote.	10/9/2015 3:34 PM
75	Costs should not impact the long term planning.	10/9/2015 2:56 PM
76	Should be transferring the cost of new roadways (option 1) largely to the developer as they are driving this development not the taxpayers that already live in the existing neighbourhoods.	10/9/2015 2:53 PM
77	I feel that putting money in the beginning to options that increase a neighbourhoods ability to be a healthy community decreases overall long term costs related to the stressors of living in an unhealthy neighbourhood community.	10/9/2015 2:45 PM
78	Don't let money dictate this decision which will strongly impact residents in neighbourhoods.	10/9/2015 2:38 PM
79	Option 1 is the option that would least impact the local neighbourhoods. Option 2 would severely negatively impact Brookwood neighbourhood as well as Vanderneuk & area neighbourhoods. The cost of Option 1 would be partially supported by builder and is best option for transportation performance!	10/9/2015 2:32 PM
80	Property values will decrease!! Seniors at risk! School children at risk!	10/9/2015 1:49 PM
81	What are construction costs to become fact and public advised?	10/9/2015 1:42 PM
82	Would rather spend a bit more to make our neighbourhoods work better.	10/9/2015 1:40 PM
83	The costing model for option 2 does not include the additional signal intersection that will no doubt be required at Brookwood and Rutherford. This intersection will also likely not be installed until a traffic fatality happens at this location. This cost can not be calculated. I would hope that current crash analysis data at this intersection is also being considered.	10/9/2015 1:37 PM
84	Safety and slower traffic is a major concern for me.	10/9/2015 1:35 PM
85	Difficult to measure what I rated 1 & 2. It is close between the 2.	10/9/2015 1:26 PM
86	Transportation performance is the most important, considering the number of homes/vehicles at Linley.	10/9/2015 1:14 PM
87	The developer should be asked to pay the full cost of the access road unless they agree to share their development profits with the public.	10/9/2015 12:29 PM
88	Will there be consideration given to the development of bus service on Rutherford and district?	10/9/2015 12:16 PM
89	For good a few years our street has been heavily impacted by traffic esp. truck traffic. It would be nice to live again in a residential area.	10/9/2015 12:09 PM
90	Bus route.	10/9/2015 11:51 AM

Linley Valley West – Neighbourhood Access Options

91	Bus route also.	10/9/2015 11:50 AM
92	There is only one viable option being presented	10/9/2015 11:40 AM
93	Safety would be my first priority. People tend to race on Rutherford Road.	10/9/2015 11:40 AM
94	Safety - slow traffic on Rutherford with a roundabout.	10/9/2015 11:37 AM
95	Get it done NOW --- SOON!	10/9/2015 11:30 AM
96	Request to go back to original plan and not just approve either of these 2 choices. The 4 options need to be considered not just the 2 based on the expense, currently cars park on cascara rd which is difficult to drive based on the suites within these homes and lack of parking it will further bog down the area with the additional 600 units drive this area in the evening when everyone is home from work and parked	10/9/2015 10:29 AM
97	Please don't make Brookwood drive busier. It's barely manageable as it is	10/8/2015 9:42 PM
98	My neighbourhood street (brookwood) is very busy already	10/8/2015 9:27 PM
99	I believe that the small up front extra cost of option 1 will be outweighed by the increase of transportation performance and a more positive impact on the neighborhood. The roundabout will have almost no maintenance cost. while the traffic lights will not only cost more to maintain but will cost us continually more for the environmental costs and accidents. along with more frustration from drivers. the city may also have to pay(Millions?) to heat the road leading up Rutherford from Hammond bay to prevent(buses, truck and trailers) from sliding down the hill when its icy. when traffic is backed up at the red light.	10/8/2015 8:52 PM
100	Safety. Safety. Safety. It does not bother us if it takes us awhile to get into our neighbourhood, the important piece to us is that our children are safe while walking.	10/8/2015 8:43 PM
101	Please reconsider your options. Give some thought to what you are doing.	10/8/2015 7:36 PM
102	The impact on current neighbourhood has to be at the forefront. Costs cannot dictate a decision of this importance. Do not ruin existing neighbourhoods	10/8/2015 5:54 PM
103	The developer should pay a larger amount towards option 1 as potential buyers will benefit by not having to work through the maze of option 2.	10/8/2015 5:36 PM
104	Neighbourhoods, people and the generations living in the area and those who are going to live there in the future need to valued more than the cost.	10/8/2015 5:22 PM

Q13 Do you have any other comments about Linley Valley West – Neighbourhood Access Options at this time?

Answered: 158 Skipped: 247

#	Responses	Date
1	Please don't increase the traffic flow on the quiet neighbourhoods. A direct entrance on Rutherford Rd is needed. We don't want people racing by.	10/18/2015 5:12 PM
2	There is still room for MORE development in Linley Valley. This should be a major factor for proposed road development. What about a route from Linley Valley to Hammond Bay Rd. as part of the solution? Why does Rutherford, Vanderneuk and Brookwood have to take the full brunt of the development.	10/18/2015 10:43 AM
3	Please try and keep as much as the natural habitat as possible...ita been so heartbreaking watching ao much already be destroyed..its truly sad to see nanaimo not doing more differently. There needs to be more traffic signs on ritherfors road	10/18/2015 1:30 AM
4	Linley Valley West is fine as a closed, private area; plans should not promote "through traffic." Additionally, a safe crossing of Rutherford -- perhaps a short tunnel - is necessary for pedestrians.	10/17/2015 9:28 AM
5	Very poor options	10/16/2015 10:21 PM
6	We would like to see the priorities on slowing down the speed in which cars travel in the area, protecting the trees and native vegetation, and ultimately the safety of our children who cross Rutherford Rd twice a day to commute to school. Better visibility is required when our kids are in the cross-walks as many drivers have difficulties seeing them! Our top choice would be to go with Option #2, however we would like to see BOTH Option #2 and Option #1 constructed as we feel the amount of construction in this area warrants both options. Also, by establishing both options it should keep the usage of the routes to just the people in their local neighborhood, thus reducing the overall amount of traffic on each of the roads (improving safety; reducing through commuters travelling at high rates of speed). However, instead of the current Option #1, we would like to see it shifted from the location at Nelson Rd and MOVED TO TIE INTO RUTHERFORD AT LINLEY VALLEY DR. This seems like a safer and more practical option as the crest of Rutherford hill has very limited visibility.	10/16/2015 8:14 PM
7	See above	10/16/2015 7:06 PM
8	I'm strongly opposed to increasing the already congested traffic in the Brookwood area.	10/16/2015 6:22 PM
9	To repeat avoid Nelson road as an option to dangerous for the school children.	10/16/2015 6:04 PM
10	If Option 1 is considered the best, then Nelson Rd. should be closed at Rutherford Rd. Additional traffic down Nelson Rd. where there is (1) a school and (2) all employees who work at Boardwalk on Rutherford as well as some clients park, would make traffic flow down Nelson a nightmare.	10/16/2015 5:13 PM
11	Nothing more to add.	10/16/2015 5:09 PM
12	I am surprised that a lot of this wasn't thought out before the subdivision was initiated. It nice to see Nanaimo grow but movement of people in a timely manner is also important.	10/16/2015 4:51 PM
13	It's unfortunate these were the only options presented to the public. The 3rd option Linley Valley Drive down to Oliver makes more sense and is better for the neighbourhood. It has better access to the highway and does not have an elementary school on its street.	10/16/2015 4:15 PM
14	I hope that the council strongly considers the long term impact of their decision rather than looking at the easier or cheaper option to solve this problem. I would hate for them to have to come back to the table in another 4 or 5 years to solve this problem again.	10/16/2015 3:26 PM
15	The original location of Linley Valley Drive intersecting Rutherford just above Oliver should NEVER been taken off as an option without public consultation. It is an embarrassment and an insult to all residents in this area that this happened. Council should be ashamed!!!	10/16/2015 3:18 PM
16	Something needs to be addressed now. We live on Cascara Dr and traffic along our road is heavy and dangerous for the family's in the area.	10/16/2015 2:58 PM
17	You have given the taxpayer 2 options that they do not want. Put the original plans back in place. Both options are not helpful to any of the homes that are in the area. 600 homes, lots of vehicles requires a larger road. Linley Valley Rd to connect to Linley ValleyRd to Turner Rd.	10/16/2015 2:55 PM

Linley Valley West – Neighbourhood Access Options

18	Suggest you consider Option 3.	10/16/2015 2:49 PM
19	This all should have been done prior to letting them subdivide at their cost.	10/16/2015 2:17 PM
20	All this does is pit neighborhood against neighborhood. The original two options were better and should have been shown at the Open House so that people could have seen the whole picture and made a more informed decision. The 100 line should have been explored, discussed, amended more.	10/16/2015 2:08 PM
21	All this should have been planned and agreed to before forests were destroyed and homes built. Please learn from this and plan better in the future.	10/16/2015 2:02 PM
22	Regardless of what happens I hope the linley valley subdivision road network connects up with the sunshine ridge subdivision network.	10/16/2015 12:21 PM
23	Please see option details prior lists	10/16/2015 11:04 AM
24	This whole scenario results from incomplete City/Council planning. Had traffic flow been properly addressed at the conceptual stage all of the anguish and acromony would have been spared.	10/16/2015 10:00 AM
25	Old Linley Valley Drive route should still be considered if possible as this seems the most logical.	10/16/2015 9:42 AM
26	A playground space as part of the "park" space for families living in the area.	10/16/2015 9:38 AM
27	Any changes to reduce noise in neighborhoods , to improve safety and to encourage walking and biking health opportunities are welcomed!	10/16/2015 8:40 AM
28	I've lived on Fairbrook for 10 years - and traffic has grown considerably. It would be silly to multiply that be 100%. A direct route access off Rutherford makes the most viable sense. I	10/15/2015 7:57 PM
29	We who live in the area Linley Vally area are concerned with this threw road option with consideration to our young families and our neighbourhood. We are strongly against the option of building a road threw our community and and asking to have the roundabout or a intersection build on rutherford road instead. thank you for hearing our option.	10/15/2015 7:56 PM
30	Having more traffic through Sunshine Ridge would cause chaos during periods of frost or snow. It is dangerous enough with the volume of traffic that we have already.	10/15/2015 6:21 PM
31	reasons not to divert traffic to Nelson road. 1. Elementry school location 2. parking on both sides of road by all clients and staff of Ruthford and Nelson Road businesses is already causing congestion. 3.curving nature of Nelson Rd combined with elevations cause on coming traffic visibility issues making it very dangerous to drive out of your own driveway.	10/15/2015 1:55 PM
32	A big stakeholder, Randerson Ridge Elementary has even thrown their support behind Option 1. Please choose Option 1, for the betterment of all the traffic that passes through the area each day & the betterment of all local neighbourhoods & residents. Thank you.	10/15/2015 1:11 PM
33	The original Taylor Road/Linley Valley Drive option seems much more preferable for access to the abbreviated Linley Valley West area.	10/15/2015 12:41 PM
34	I hope people in this neighbor support option 1 and only input from residents in linely valley is considered.	10/15/2015 12:27 PM
35	No.	10/15/2015 11:46 AM
36	Accessing a community via Nelson at Rutherford makes more sense as Rutherford does not have homes lining the street whereas if you come thru existing communities you have home owners dealing with increased traffic on already too busy roadway	10/15/2015 10:13 AM
37	The current traffic on Fairbrook Crescent is already very unsafe as cars are often racing downhill especially for children. Thank you	10/15/2015 10:07 AM
38	There is enough traffic on option 2i did not buy my home to be on a major traffic route if so we need speed bumps traffic lights to access Rutherford rd from brook wood drive	10/15/2015 9:44 AM
39	We should start removing traffic signals around town and converting them to traffic circles	10/15/2015 7:39 AM
40	Option 1 seems most efficient for future residents but also existing residents in surrounding neighbourhoods where the increased traffic volume would be marginal. Option 2 seems to just add delays with such a roundabout route for those wanting to access LVW and increased traffic for existing neighbourhoods benefits who? Property prices go down, then so do tax revenues, never mind the steepness and risk during winter months.	10/15/2015 12:19 AM
41	Thanks very much for providing this alternative for giving feedback on the project. As a resident of a nearby and somewhat affected neighbourhood, I wanted to attend the public information session held last week to garner information and make my views heard in person. Unfortunately, due to its proximity to the Thanksgiving weekend, I was out of town at the time and so was unable to attend.	10/14/2015 10:52 PM

Linley Valley West – Neighbourhood Access Options

42	-Other options should be put back on the table, specifically the 100 line and the possible road near the existing trail. Although the 100 line seemed not feasible a year ago, it could be re-looked at to see if changes are possible to make it a cheaper option. -The option of a road near the existing trail also needs to be reconsidered as an option. Some people did not like this option originally as they thought the trail would be eliminated. Couldn't the trail and the road have coexisted and hence people would then be in favour of this? It would also have better sight lines than the two current options and be cheaper. -It doesn't seem as though in depth traffic studies has been done as no answer was given as to the predicted increase of traffic down Nelson Rd. That amount could be very significant.	10/14/2015 9:26 PM
43	Option 1 only. Should you go with Option 2 please give residents time to sell their homes and move away. It sounds like a strong stance but we live here and see the current traffic impact let alone adding this excessive amount to it.	10/14/2015 5:54 PM
44	I'm not sure why this is even a question. When it comes to the impact to neighbourhoods there should be no question. The money is a small issue when it's going to be this way for the next 50+ years. Parking already is not working well with a large number of duplexes (so two families sharing a driveway), to take away the little we have would be devastating. We have lots of walking traffic that would be put at greater risk with higher car volume. Seems like a no-brainer to me! Go for option 1!!!	10/14/2015 5:15 PM
45	Keep neighbourhood safe, peace and reduce risks,unsafes ,traffics as far as possible.	10/14/2015 4:13 PM
46	Perhaps in future, rather than stuffing people into a cramped small area with individuals who only speak to a small group at a time the city could rent a larger space, provide opportunity for a formal presentation, and time for question and answers that the entire audience could listen and react to. That way information is disseminated accurately to all.	10/14/2015 3:52 PM
47	I hope cars can move around the Neighborhoods rather then go through them.	10/14/2015 3:01 PM
48	Altavista Drive traffic has increased dramatically since Linley Valley West subdivision started. Interesting and strangely enough, when a traffic counter device was installed on Altavista Drive for a couple of days, we noticed that truck and car traffic decreased. As soon as the counter was removed, we noticed a return to high traffic volumes. The truck traffic is almost continuous during daytime.	10/14/2015 1:50 PM
49	I really appreciate the opportunity to respond to this survey about the proposed options and I do hope that the least invasive and safest option, in my mind Option 1, will be chosen.	10/14/2015 12:46 PM
50	If council decides to proceed with the traffic light at Vandernuek and Rutherford i will be organizing a protest/petition against it.	10/14/2015 12:14 PM
51	NIL	10/14/2015 11:43 AM
52	The new trails in Linley West are great. We need more like that! Everywhere!	10/14/2015 9:58 AM
53	Finish road of Turner through park with light at Ruthuford and/or go thru to Lindley	10/14/2015 8:14 AM
54	What would it matter? From the years that I have lived here and watched what was going to happen, and did happen, there are no surprises at all. What was once a beautiful area that complimented the housing that was already in place for 40+ years providing peace, good air, safe streets to walk on Something we will never get back. Was all the tax money worth it? Did we get to really have a say/vote in losing the area that we live in? Of course not. This has been in the works for so many years now. Who said we wanted this town to grow to backed up traffic, soaring house prices, smaller lots, more cars, more noise, more pollution. If they wanted big city/bright lights and easy access, they should have moved there. Not everyone thinks this "new & improved" Nanaimo--is.	10/13/2015 4:39 PM
55	I would prefer the original road Lindley Valley Rd crossing to Turner Rd interchange. We didn't vote to obtain the Lindley Valley Park and now we are subject to this proposal.	10/13/2015 12:19 PM
56	Converting the Multiuse Trail to a road would be the worst of all options. Totally unacceptable.	10/13/2015 10:18 AM
57	Would like to see other options considered. Push Linley Valley Road thru to Rutherford Rd at Oliver Rd.	10/13/2015 10:04 AM
58	If you use Fairbrook Cres you MUST put in speed humps to slow traffic down.	10/13/2015 9:56 AM
59	Fairbrook Cres is apparently a freeway already. This street can not support the speed of traffic as it is let alone more vehicles!!!	10/13/2015 9:53 AM
60	No - thank you for open house.	10/13/2015 9:49 AM
61	Option 1 for best access to Rutherford.	10/13/2015 9:44 AM
62	The option of joining Linley Valley Dr to Rutherford Road @ Oliver Rd should be accessible for review to the public. The possibility of impacting parkland by putting a road should be considered.	10/13/2015 9:38 AM
63	What wil happen to traffic from the condos at Ralston?	10/13/2015 9:31 AM

Linley Valley West – Neighbourhood Access Options

64	We just moved to Altavista Drive and had no idea of the amount of truck traffic that is on this road. Starting at 6:30 - 7 AM trucks and heavy traffic is going by my bedroom window. (just awful!!!) Please make my new home more pleasant to be in!!	10/13/2015 9:19 AM
65	The sooner the better!	10/13/2015 9:14 AM
66	Traffic volumes are very high, irrelevant of the number of homes being built, as most of them are multi-family, usually where each member of the home has a vehicle so just the number of dwellings at this time does not project the correct picture.	10/13/2015 9:08 AM
67	For safety issues we need Linley Valley Rd to go through as originally planned. There are far too many units going in that effect our neighbourhood. If we had an emergency where Alta Vista was cut off &/or Brookwood Dr. no one could get in or out. Bring back the original plan for us to see. Thanks. And please show the multi unit areas as multi unit with an approx # being planned.	10/13/2015 9:01 AM
68	Only that I think you need to get on with it. I think it's disgraceful that a development like this is allowed to proceed with only one way in and out through a residential neighbourhood.	10/13/2015 8:58 AM
69	Children playground??	10/13/2015 8:36 AM
70	The original plan. Spend the money to do it right.	10/13/2015 8:33 AM
71	It is sincerely hoped that Option 1 will be given serious consideration, as it will have a huge impact on any future development in this neighbourhood.	10/12/2015 10:04 PM
72	The existing traffic issues on the Brookwood and Vanderneuk route option outlined here will only be compounded by the implementation of a cheaper but less effective plan for road access that turns the existing residential roads into major routes. Implementing a safe and effective plan now, even if it is the more costly option, will save the City the future costs that will arise from having to retroactively address these same traffic safety issues for significantly more traffic from both the new and the existing residents at a future date. Please do it right, now, the first time.	10/12/2015 8:15 PM
73	In order to keep this neighbourhood attractive to new and existing residents PLEASE do not choose this option 2!!!	10/12/2015 6:29 PM
74	We feel the city planners should have thought much more about this development before giving developers the go ahead for this area.	10/12/2015 4:55 PM
75	When I first went online, there were 4 options. I was shocked when this was whittled down to 2 options. What happened? The Linley Valley Drive should be an option as once proposed. It could handle the traffic and solve all of the problems. Not sure why it isn't being considered. If it's \$\$\$, it's not going to get any cheaper as times goes on. Again, the WHOLE picture should be looked at and done right the first time. Judging by the turnout at the Open House on Oct 8th, people seem to feel strongly on the topic. Hope you get lots of feedback and that it's considered. Thank you!	10/12/2015 4:34 PM
76	Do what's best for the majority of the people living in the neighbourhoods affected and make it safe and usable.	10/12/2015 1:16 PM
77	Both these options are poor choices. The obvious best option is the original proposed extension of Linley Valley Drive to its natural connection with Rutherford Rd. This option is superior in terms of traffic flow, continuity and disruption of existing development plans, and provision for bikes, pedestrians and future transit. It's sole drawback appears to be cost but that appears to be judged solely on construction cost not on the future cost or impacts to residents and other users of the road. The higher cost of this superior option is short-term but the impacts of a poor choice are forever.	10/12/2015 10:02 AM
78	we have so much traffic going by our place I'm concerned about any serious accident. also access to emergency vehicles should should an emergency ocure. I hope this project will proceed as soon as possible.	10/12/2015 9:08 AM
79	Leave it wild and don't mess with what we have !	10/12/2015 2:46 AM
80	Traffic circles are brilliant. Cuts down on traffic speed while allowing the least amount of idle time. Traffic lights are frustrating in so many areas of town. Please consider future conversions of current and future traffic light locations.	10/11/2015 11:20 PM
81	Developers need to pay for this, and not through DCC's.	10/11/2015 9:29 PM
82	The historic Linley Valley Drive alignment, which has been discarded, would be preferable to either of the options being considered.	10/11/2015 6:02 PM
83	Please take down the shrubs that divide Rutherford rd! It is impossible to see the vehicles approaching to turn into brookwood dr. A traffic light would be another option, but people speed down and up Rutherford rd all the time.	10/11/2015 4:25 PM
84	see my comment on option 2	10/11/2015 4:24 PM
85	Stop building subdivisions without adequate infrastructure planning.	10/10/2015 3:17 PM

Linley Valley West – Neighbourhood Access Options

86	I live on Linley valley drive. posting and regulating 30km/hr speed limit is really important.if not people will drive at crazy speeds increasing the risk of accidents as this is all residential area. we want to live and raise our kids in a safe environment not where we are afraid of the high speed vehicles and high volume street. Please think if this was your house what will you do. If we use regulations from day 1 people will follow them rather then waiting for some incident and then taking actions.I strongly recomend speed limit of 30 and road bumps. Thank You	10/10/2015 1:33 PM
87	Option 1 will aid in slowing down the traffic on Rutherford Road...presently it is a speedway and dangerous for drivers and pedestrians.	10/10/2015 12:09 PM
88	A roundabout as proposed will vastly improve vehicular and pedestrian safety at Rutherford; it will help with traffic calming as vehicles travel at very high speeds in this area. Opportunities for pedestrian and cycling infrastructure should be actively pursued by the City of Nanaimo in order to help get North Nanaimo residents out of their cars.	10/9/2015 11:45 PM
89	Sure would have liked to have heard other people's comments at the open house. I was there for 1 hour and was unable to speak with anyone because it was so busy. Wished it had been done by a group speech or something. The staff were busy talking with 1 or 2 people at a time. Long line ups and had already seen the options on line. So without hearing question and answer it was the same as looking online. In the nicest way possible we Thank you for listening to the people of the neighbourhoods, hope the city can make a good choice with all the feed back.	10/9/2015 9:05 PM
90	Do we get a chance to vote on the access options ?	10/9/2015 8:02 PM
91	No	10/9/2015 5:05 PM
92	Please be aware that this area is a favourite walking area and the safety of all should be given consideration,especially children walking to Randerson Ridge. Perhaps, instead of counting cars you should consider the number of pedestrians using this area.	10/9/2015 4:40 PM
93	No, other than the bluffs should be saved rather than impacting the community again with future blasting & the impact of construction vehicles dominated the streets. Thank you for the opportunity.	10/9/2015 4:02 PM
94	Living on Vanderneuk Road is very trying because of the traffic that continues to increase past our house. In my opinion, the planning in this city has been very poor for years and is now trying a keep-up approach.	10/9/2015 3:46 PM
95	Houses seem to all include secondary suites adding to traffic.	10/9/2015 3:42 PM
96	Complete Option 1 as soon as possible, we have put up with heavy traffic long enough.	10/9/2015 3:39 PM
97	To complete Option 1 as quickly as possible to relieve congestion /speed/access issues.	10/9/2015 3:38 PM
98	Better Park department, duck watches and maybe a viewpoint stand on the closely hill	10/9/2015 3:37 PM
99	Should reconsider access next to the pond.	10/9/2015 3:35 PM
100	This open house was a poor choice. Obviously people are interested & engaged in future plans. A larger venue would have been appropriate, opportunity for question & answers so that most people could hear & voice opinions. There should have been other options.	10/9/2015 3:31 PM
101	option 2 is a waste of money	10/9/2015 3:31 PM
102	It appears the goalposts have been moved on this project several times. Now the residents of Nelson Road and adjoining streets/roads will be impacted again if proposal is selected with increased traffic, air and noise pollution, along with increased safety risks to school children and pedestrians.	10/9/2015 3:29 PM
103	Option 2 will negativly impact the communities these roads run through.	10/9/2015 3:28 PM
104	Think of what is best for the children attending the school. There are lots of speeders along Rutherford...also think of the weather and how that impacts the hill. Thank you for asking for our input!	10/9/2015 3:01 PM
105	We feel the proposed Option 1 should be accompanied by a traffic light on Vanderneuk. Or at least a yellow caution light and improved turning lanes even if traffic on Vanderneuk is lessened by Option 1.	10/9/2015 3:00 PM
106	My opinion - speed bumps are not an efficient way to control traffic in busy neighbourhoods.	10/9/2015 2:57 PM
107	Fairbrook & Colbourne are steep, windy roads, whereas Option 1 would be a fairly level road that could be built wider, safer and more efficient than the other roads you are considering within Option 2.	10/9/2015 2:54 PM
108	Option 1 is the only option that won't have a negative affect on current neighbourhoods. Fairbrook Cres can not handle this.	10/9/2015 2:39 PM
109	Please, listen to the people & pick Option 1. Anyone who has carefully considered the options would choose Option 1.	10/9/2015 2:32 PM
110	Please keep family neighbourhoods as they should be. Less traffic and allowing kids to play outside without fear of too much traffic.	10/9/2015 2:13 PM

Linley Valley West – Neighbourhood Access Options

111	It seems as if 20 years ago a major mistake was made. When I first assessed the 'original' plan, I was flabbergasted to see where the 'original planners' wanted to build an intersection. In effect the recent Council decision was a fact 20 years ago - the original planning should have been done much better.	10/9/2015 2:05 PM
112	Just get it done.	10/9/2015 1:57 PM
113	Hopefully you will have started as soon as possible.	10/9/2015 1:55 PM
114	Go back to the original plan you took off the table without public input.	10/9/2015 1:49 PM
115	Why isn't the historic Linley Valley alignment considered. That would keep traffic out of Nelson Road and Fairbrook/Colbourne neighbourhoods.	10/9/2015 1:47 PM
116	As a member of the effected community, I can't stress strongly enough the negative impact that option 2 would have. As identified in the presentation this traffic will already be using Rutherford Road, so no additional impact will be made by constructing option 1. The only neighborhood street that could possibly be effected by option 1 would be Nelson Road. This would be easily mitigated by traffic calming measures as evidenced by their success on Oliver Road.	10/9/2015 1:45 PM
117	No.	10/9/2015 1:40 PM
118	Don't see any plans for easy access for a future bus route on Rutherford Road.	10/9/2015 1:35 PM
119	Use more speed bumps in high residential areas.	10/9/2015 1:31 PM
120	The subdivision should never have been approved with access roads through property they didn't own.	10/9/2015 1:28 PM
121	Thank goodness increasing park size exacerbated this problem.	10/9/2015 1:27 PM
122	Make the new access happen quickly, as we have been bearing the brunt of traffic on Cascara Drive.	10/9/2015 1:14 PM
123	If the roundabout or traffic light is installed at Rutherford and Nelson, I have concerns about traffic diverted onto Nelson road during construction. When the roundabout was constructed on Turner Road, traffic was diverted onto Nelson where there is an elementary school. There was a huge increase in traffic by the school and a lot of speeding in a school zone. Where would traffic on Rutherford road be diverted during construction?	10/9/2015 1:01 PM
124	My choice #1:I think a return to the 1980's plan would serve the area better.Going through park land would make the park much more accessible for the 600 homes. It would also be better planning for the future development in Nanaimo. My choice #2: Were my #1 choice not voted as an option then taking access south of Garnet Pl (at the bottom of the ridge) along the current walk way from Linley Valley to Rutherford, yes through a part of the green space, would make sense. The road could then accommodate a walkway as well as a bike path. Of course stop and go light or a roundabout would be necessary on Rutherford.	10/9/2015 12:48 PM
125	I am missing a discussion about public transport options for this development.	10/9/2015 12:29 PM
126	A tthis time is very bad, all kinds of truck traffic every day. It is like living on a truck route.	10/9/2015 12:27 PM
127	Best option: leave it be - we need trees more than traffic!	10/9/2015 12:25 PM
128	I thnk option 1 and 2 should be done to reroute traffic in multiple directions.	10/9/2015 12:23 PM
129	Will there be consideration given to the development of bus service on Rutherford and district?	10/9/2015 12:17 PM
130	Such a shame the original Linley Valley Road concept did not proceed as planned.	10/9/2015 12:12 PM
131	Need lights at intersection of Brookwood & Rutherford. Left hand turns very difficult, vision obscure oncoming traffic for turns.	10/9/2015 11:55 AM
132	Please consider traffic lights and bus routes.	10/9/2015 11:50 AM
133	In addition to the implementation of option 1, Linley Valley Road should have to connect with Sunshine Ridge/brookwood as a local level connection. The main commuting focus being the new connection at option 1 should not greatly impact traffic but gives connectivity options like good city planning should provide. The closed off Road to the condo development at garnet place should go through . This should also connect to Linley Valley Drive to provide options for networking (just like every other neighbourhood in town has to for a livable neighbourhood). YOur advertising for this event was great. The maps and options are not that well presented or developed.	10/9/2015 11:49 AM
134	Please consider traffic lights on Brookwood turning left onto Rutherford. Very concerned about increase of accident. And have trees trimmed on Rutherford as you can not see to make a left turn onto Brookwood. Thank you for taking this into account, keeping everyone safe.	10/9/2015 11:47 AM
135	Every day I hear cars screeching to a halt because of deer. Lost Lake Road is narrow , windy and has steep ditches. Adding cars that are trying to get to work is a fast way to more accidents. I know the proposal is to direct the traffic to Rutherford but it will also increase the traffic along Lost Lake.	10/9/2015 11:43 AM

Linley Valley West – Neighbourhood Access Options

136	Thank you for informing us. Is good to have a say in this matter.	10/9/2015 11:40 AM
137	We appreciate the consultation process and thank you for considering the parents by providing a kids table.	10/9/2015 11:37 AM
138	Also, consider the future home owners of Linley Valley West who will, most likely, prefer option 1.	10/9/2015 11:33 AM
139	Get it done!	10/9/2015 11:31 AM
140	The only logical connection is to connect the two ends of Linley Valley Drive - obviously this was in the plans at some point in time if they share the same name. Why spend all that money to build the extension, "the road to nowhere" without continuing it through to Rutherford. And now there are 32 more units going in behind Oliverwoods with no exit onto Rutherford again. The City website site for the extension shows it continuing at some point in the future - why not now. Fix it properly the first time so there won't be yet another intersection added at a later date.	10/9/2015 10:55 AM
141	More consultation is required. Put the original plan back on the table	10/9/2015 10:30 AM
142	Thank you for inviting feedback.	10/9/2015 10:09 AM
143	As a homeowner that backs on to Rutherford Road I would like to see that the impact to neighbourhoods be utmost in your mind. Traffic is constant on Rutherford.	10/9/2015 8:41 AM
144	A light would not help with traffic flow	10/9/2015 7:43 AM
145	Rutherford Road is extremely busy and requires more police presence to control speeding	10/9/2015 5:14 AM
146	Round a bout!!!!!!	10/8/2015 9:43 PM
147	If option 2 is selected there needs to be measures taken to improve safety on brookwood drive. Speed bumps or lights. It's so unsafe for a residential neighbourhood with the speed and traffic coming through already. I truly hope option 1 is selected.	10/8/2015 9:29 PM
148	Very happy to have the opportunity to comment but also happy that this community project is going forward. This area needs to be developed out to completion.	10/8/2015 9:22 PM
149	I believe the residents in the Vanderneuk /Rutherford area will protest the idea of lights going in at that intersection. The traffic circle(option 1) has many benefits to the traffic flow, pedestrians, environment, neighbourhoods and will have less light/visual pollution(streetlights) than option 2 Thank you.	10/8/2015 8:57 PM
150	We would strongly prefer the original Linley Valley Drive connection near Oliver Road. We like nature and safety:) Thank you for your time.	10/8/2015 8:44 PM
151	Thanks for the opportunity to contribute to this important issue	10/8/2015 8:40 PM
152	Just get the building over with. We live on the corner of Alta Vista & Lost Lake Rd. and have been putting up with the noise of the constant trucking for 15 years. The traffic is terrible with the brakes used beside our home hundreds of times a day. I guess our best option to this project would be to move away from this mess.	10/8/2015 7:40 PM
153	Fairbrook, Colbourne and Brookwood streets are quiet residential streets with many young families. Please consider the impacts of directing traffic through these neighborhoods.	10/8/2015 7:01 PM
154	Option 1 is the only viable option.	10/8/2015 5:54 PM
155	I purchased on a road on option 2 in the last 6 months and I am outraged that the fact option 2 was being considered wasn't made more public sooner. I wouldn't have purchased the house had I known. Thank you to those who have spread the word on the issue.	10/8/2015 5:38 PM
156	This question should have been put to the neighbourhood before digging started and part of approving the plan should have included the developer paying for the access plan.	10/8/2015 5:27 PM
157	I'm excited about the whole project, and I know that this park and trail development will be very popular with citizens and guests using the trails. I am concerned about the increased traffic in the tight, sloped residential areas in Sunrise Ridge and Vanderneuk areas should Option 2 be considered. Whatever is decided, I am excited about it.	10/8/2015 1:48 PM