



PENINSULA ROAD

SAFETY &
REVITALIZATION
PROJECT

CONCEPTUAL
DESIGN
REVIEW

SPRING
2022

COMMUNITY ENGAGEMENT & FEEDBACK SUMMARY

ucluelet.ca/Peninsula-rd



What We Heard ...

This page provides a quick summary of community input.
Learn more by browsing the full report.



➤ CONCEPTUAL DESIGN REVIEW:



TOP 3 LIKES

- 1 Enhances **pedestrian** safety (e.g. sidewalks, crosswalks, curb extensions, traffic calming, etc.)
- 2 **Beautification** & green space opportunities
- 3 Encourages a shared road, **cycling** & active transportation



TOP 3 CONCERNS

- 1 Reduces vehicle **parking**
- 2 **Gravel** path creates hazards and need for maintenance
- 3 Potential **conflicts** between different modes of travel



KEY THEMES:

SAFETY	CYCLING & ACTIVE TRANSPORTATION
PARKING	NEW CROSSINGS
PEDESTRIANS & SIDEWALKS	IMPROVED INTERSECTIONS
ACCESSIBILITY	TREES & LANDSCAPING
BEAUTIFICATION & CHARACTER	



KEY DESIGN IMPROVEMENTS:

- Improve parallel parking opportunities close to businesses
- Explore alternative solutions to gravel for pedestrian path
- Prioritize continuous paved sidewalks on both sides of road
- Consider continuing a multi-use path (MUP) on the south side (instead of one-way cycle routes on both sides)
- Integrate future transit service plans, bus stops, and pullouts
- Review private driveway access locations and widths
- Consider design refinements related to delivery truck access to business properties
- Explore revised entrance / egress patterns for the Co-op store
- Identify alternate crosswalk locations near Lyche Road
- Review Bay St. intersection for additional improvements
- Explore initial improvements for Main St intersection
- Review parking & sightlines around Davidson's Plaza
- Review locations of existing trees for retention
- Identify proposed tree removals & tree planting locations

PLANNING CONSIDERATIONS

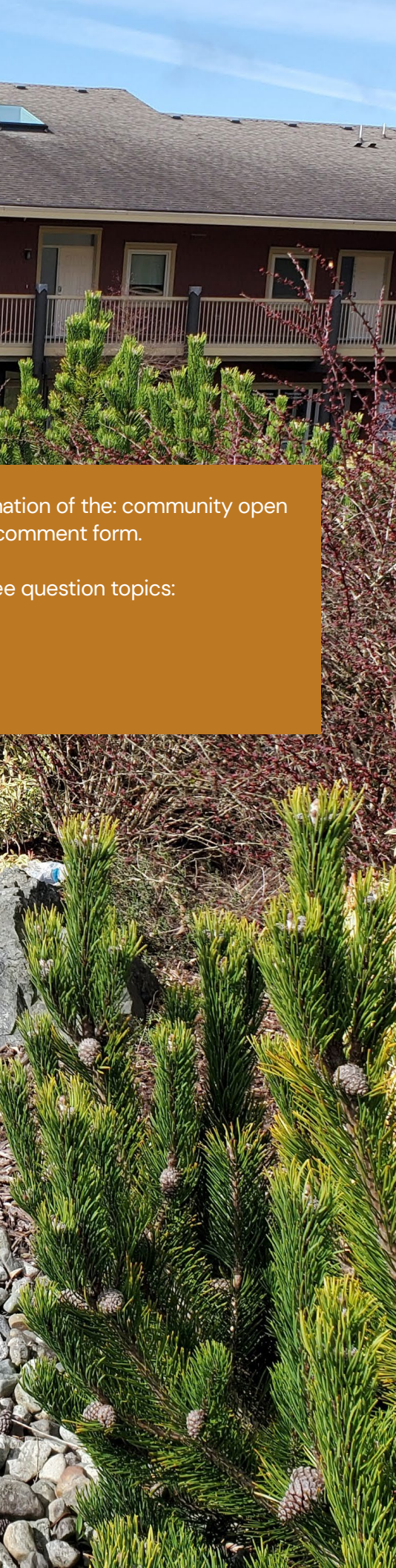
- Review parking District-wide
- Explore feasibility of a parking management strategy (e.g. signage, time-limits, enforcement)
- Increase parking opportunities nearby to Peninsula Road (e.g. sides streets, on-site parking, etc.)
- Consider a committee for public art & placemaking



The following is an overall summary of input received from a combined house, stakeholder input session, stakeholder meetings, and online comments.

The following pages have summary information for the following three categories:

- ▶ Project Feature Priorities
- ▶ What People Like Most
- ▶ Concerns & Key Areas for Improvement



ation of the: community open
comment form.

the question topics:

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Appendix C: Comment Form Verbatim Comments

Appendix D: Written Submissions

CONTEXT MAP - PROJECT AREA



1 OVERVIEW

1.1 ABOUT THE PROJECT

The District of Ucluelet is excited to undertake detailed design for Peninsula Road (the project). This is the next step to advancing the community vision and priorities for this important streetscape and gateway to Ucluelet. The primary aims of this project are to enhance pedestrian, cyclist, and traffic safety for Peninsula Road – while also improving the aesthetic of the streetscape to reflect the local and unique “Ukee” character. This project will upgrade and expand dedicated bicycle routes, improve accessibility, enhance pedestrian safety, improve crossings, enhance traffic and parking safety, and set the framework to beautify 1.4 km of Ucluelet’s key commercial area on Peninsula Road between Forbes Road and Main Street. To provide continuity for the pedestrian and cyclist network, this project also includes design for a multi-use pathway (MUP) for Larch Road (see project area context map on adjacent page).

1.2 PLANNING FOR CHANGE

This project is a significant opportunity for our community – it is also a significant change. Change comes with challenges. By working together as a community to identify concerns and challenges we can proactively plan for how to reduce and mitigate impacts. To be successful, we will need to work as a community to come to balanced and realistic solutions. The District and project team is committed to transparency through this important community project and process.

While we know this project will bring many positive benefits to our community once complete, we also recognize that the road changes and construction process will affect all of those who live, work, or visit our community. We also acknowledge that the project changes and construction will most affect the property owners, business owners, and tenants directly on Peninsula Road.

1.3 WHY NOW?

This project is possible since the District has secured grant funding, and the Ministry of Transportation and Infrastructure (MOTI) is collaborating to align their re-paving of Peninsula Road. Without these two opportunities, the District would not be able to fund this project at present. The alignment of these opportunities is time-sensitive and specific to 2022/2023.

1.4 CONCEPTUAL DESIGN REVIEW

In 2019–2021, the community shared feedback and preferences for how Peninsula Road could provide a shared road experience for all ages and abilities. This community feedback and the preliminary review by the Ministry of Transportation and Infrastructure (MOTI) shaped the conceptual design for the project area.

The conceptual design for Peninsula Road is the starting point for this project that considers how best to fit key elements within the road right-of-way. The conceptual design was developed to support the District's funding application for this project in 2021. This project is focused on refining the conceptual design through a detailed design process that "fits" the concept to respond in more detail to site conditions and gets it ready for construction.

KEY PROJECT FEATURES:

The conceptual design for Peninsula Road between Forbes Road and Main Street includes:

- ▶ Continuous sidewalks / pedestrian paths (upgrades and expansion) for all ages and abilities
- ▶ Upgrade and expansion of dedicated cycle routes
- ▶ New crosswalk locations
- ▶ Improved intersections
- ▶ On-street parallel parking
- ▶ New road surfacing
- ▶ Street trees and boulevards
- ▶ Traffic calming using curb extensions
- ▶ Larch Road multi-use pathway (MUP) bypass route

2 THE ENGAGEMENT PROCESS

2.1 PROCESS OVERVIEW

Engaging with the community is vital to understand general public support for the project and conceptual design as well as to inform considerations and revisions for moving forward through detailed design development.

This section provides an overview about how we engaged people including outreach tools, engagement activities, and how we collected input.

ENGAGEMENT AIMS:

- ▶ Identify directions that work well and should be maintained; and
- ▶ Identify areas of concern for review and improvement moving forward to preliminary design.

ENGAGEMENT KEY QUESTIONS:

The engagement process was focused on the following key questions:

- ▶ Is the conceptual design developed from input in 2019-2021 still supported?
- ▶ What are the concerns or challenges for the current project?
- ▶ What are community preferences that might be considered during detailed design development?
- ▶ How can we best manage and reduce impacts of changes and construction?

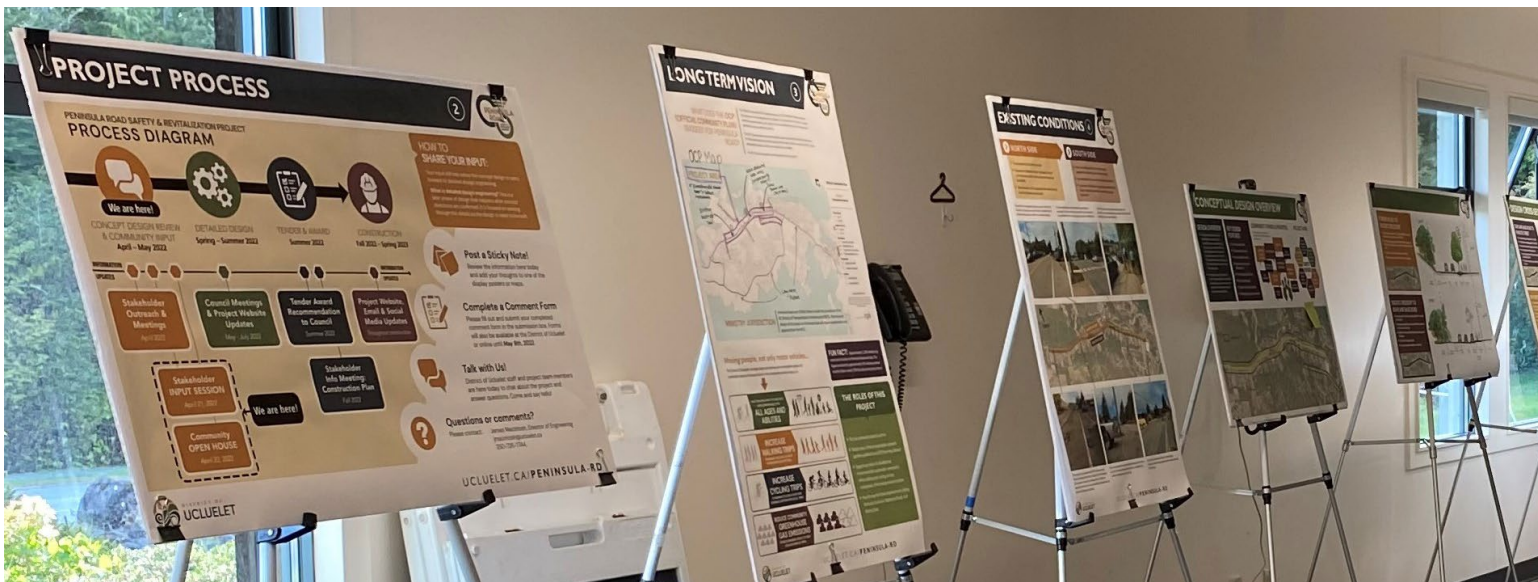
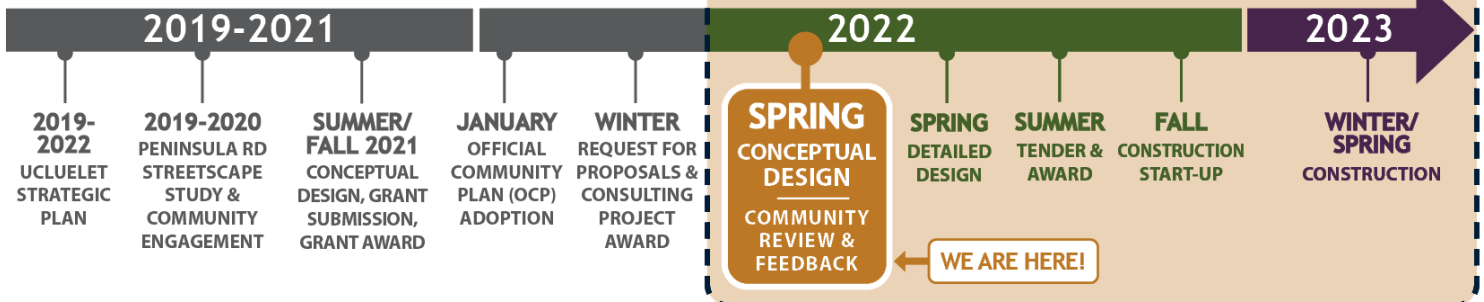
2.2 ENGAGEMENT PROCESS

Improving Peninsula Road has been a topic of community interest for many years. Driven by community input, the revitalization of the project area has become a priority for the District. Preliminary analysis and design ideas were developed in the 2019 Peninsula Road Streetscape Study and process. The 2019 study reviewed ideas and challenges for the area along with options for enhancing safety, mobility, character, and community values. Community review and feedback from the December 2019 open house shaped the project foundation and concept design directions. The project's aims and terms were then refined by the 2019–2022 Strategic Plan and the District of Ucluelet's 2020 Official Community Plan (adopted January, 2022).

Based on prior community inputs and plans, the Conceptual Design package was developed in 2021 to support a grant funding application. The first step to kick-off of the current Peninsula Road Safety & Revitalization Project (2022) is to gain community and stakeholder feedback on the existing Conceptual Design.

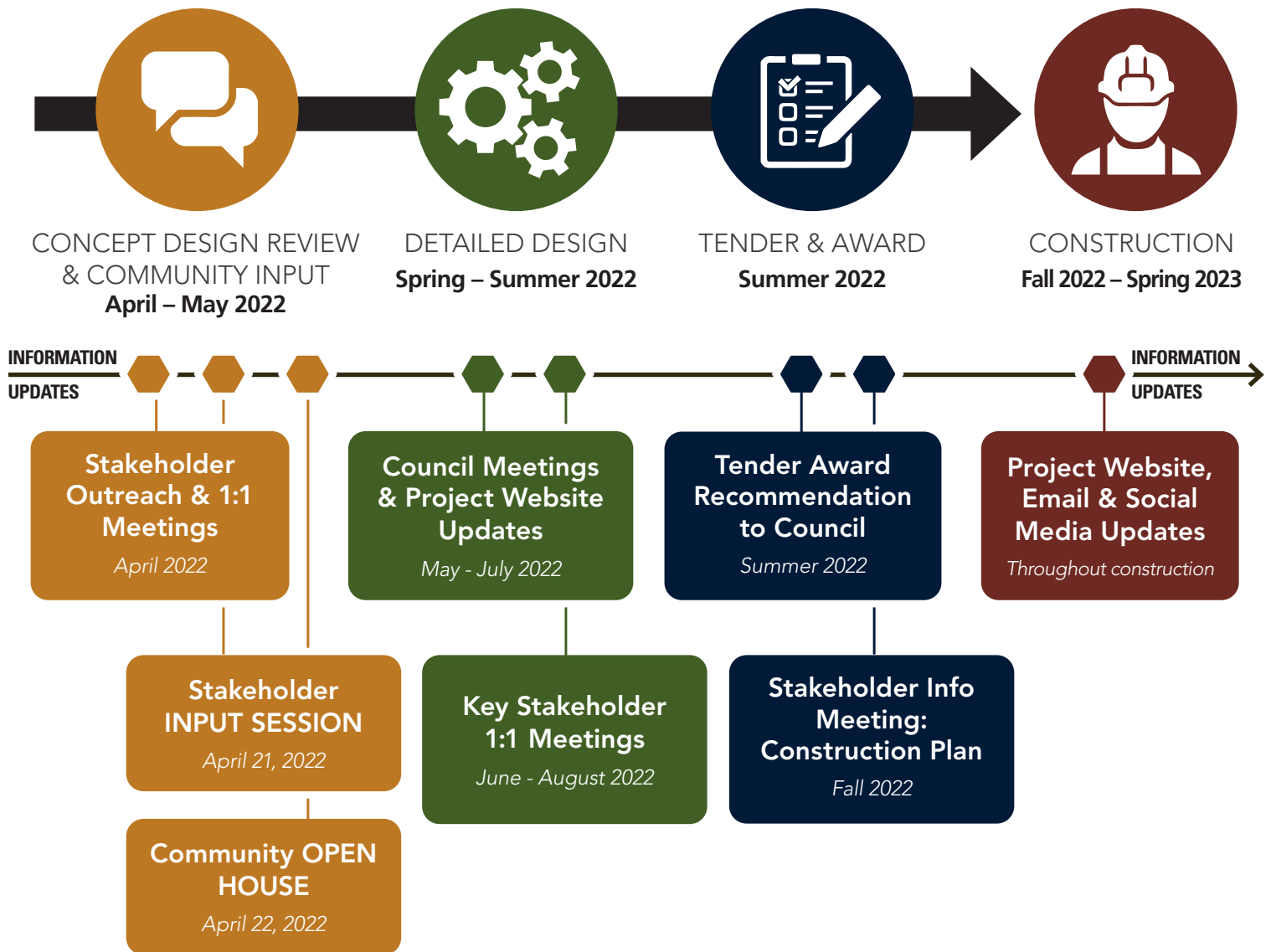
CURRENT PROJECT PROCESS

OVERALL TIMELINE



2.3 PROCESS DIAGRAM

PENINSULA ROAD SAFETY & REVITALIZATION PROJECT



2.4 WHO DID WE ENGAGE?

Engagement focused on obtaining input from a diverse range of people who have a relationship with Peninsula Road including:

- ▶ General community / public
- ▶ Property owners within the project area
- ▶ Business owners within the project area
- ▶ Tenants within the project area
- ▶ The Ministry of Transportation and Infrastructure (MOTI)
- ▶ Local interest groups such as business and tourism organizations
- ▶ District Staff
- ▶ The technical consulting team

Local First Nations were contacted through government-to-government referral.

2.5 OUTREACH

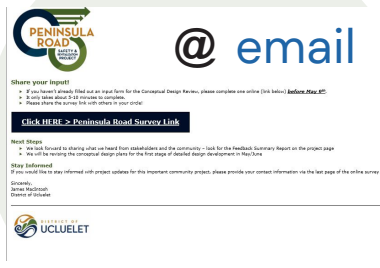
The following outreach tools were used to inform community members about engagement opportunities:

- ▶ **Project Page:** Updates to the project page at www.ucluelet.ca/Peninsula-rd.
- ▶ **District of Ucluelet Website:** Front page banner posting on the District's website with links to project page and online survey form.
- ▶ **Mailout Letter / Stakeholder Invitation:** Mail-out / door drop-off of letters to the ~65 addresses within the project area.
- ▶ **Social Media Posts:** Posts on the District of Ucluelet's accounts for Facebook, Twitter, and Instagram.
- ▶ **Community Group Referrals:** Emails sent to local community groups and organizations such as the Chamber of Commerce and Tourism Ucluelet.
- ▶ **Public Emails:** Distributed to individual contacts who signed up for project information and updates.
- ▶ **Posters:** Printed posters put up at the Ucluelet Community Centre and District Offices.

PROJECT OUTREACH TOOLS



STAKEHOLDER LETTER
Mail-out/door-drop for all properties within the project area



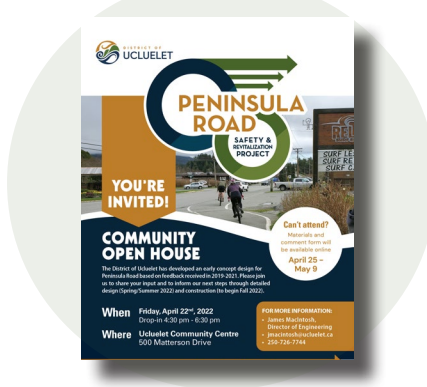
E-NOTIFICATION
Distributed to local interest groups and organizations



WEBSITE CONTENT
On the District website including banner and link on the homepage



SOCIAL MEDIA
On District Facebook, Twitter, and Instagram channels



COMMUNITY POSTER
Posted at the community centre and municipal office bulletin boards



NOTICE IN WESTERLY NEWS
Newspaper advertisement for two Wednesdays prior to in-person events

Other outreach activities included:

- Website links directed to the project webpage
- Word of mouth through City staff and council, family and friends
- Community notice on the District website

DIGITAL OUTREACH

11

Social media posts
(Facebook, Twitter, Instagram)

+115

Participants connected to project websites

E-notifications to local organizations

PRINT (non-digital) OUTREACH

~65

Letters distributed by drop-off or Canada Post direct mail

Posters at key community locations

2 weeks

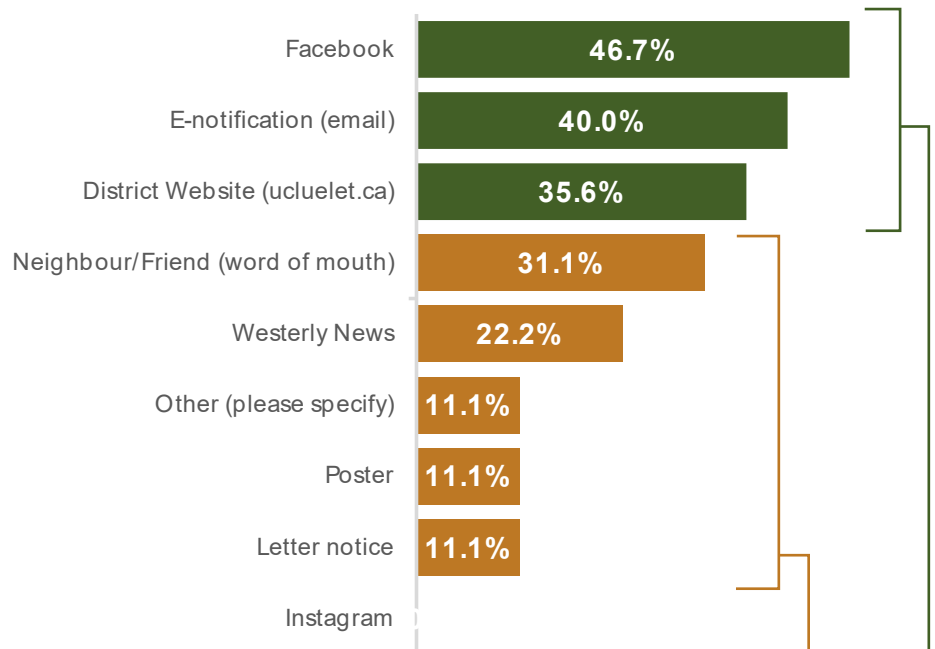
Advertising notice in the Westerly News prior to in-person events

DIGITAL & NON-DIGITAL REACH

The following table summarizes the ways people were reached from the outreach methods employed as part of the project launch and conceptual design review. The overall reach was a combination of digital and non-digital efforts.

How did you hear about this project or process?

Please check ALL that apply*

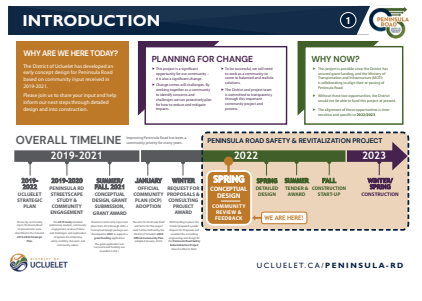


* NOTE: Respondents were asked to "select all that apply" (multiple responses). This graph depicts the percent of total responses that were selected for each item (therefore, cumulative percentages exceed 100%).

Digital Reach: The items in green represent the ways people were informed about the process in digital ways

Non-digital Reach: The items in dark yellow represent ways people were informed about the process in non-digital ways

2.6 ENGAGEMENT ACTIVITIES



COMMUNITY OPEN HOUSE

Community Open House on April 22, 2022 – attended by ~50 people (44 signed in)

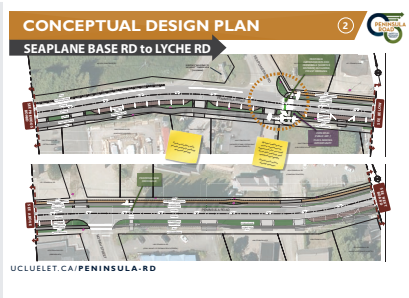
Supported by display boards, signage, comment form, map rollouts and project team members



STAKEHOLDER INPUT SESSION

The District invited all property owners / business owners / tenants in the project area to a stakeholder input session attended by ~20 people

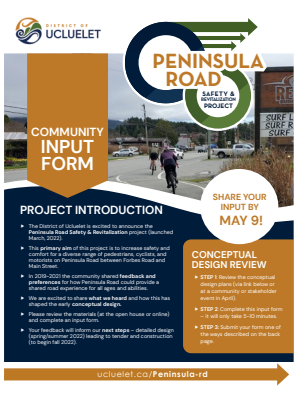
Supported by presentation, agenda, map rollouts, comment form, and project team members



KEY STAKEHOLDER MEETINGS

1:1 Stakeholder meetings with the highest impact businesses / properties in the project area: 17 contacts, 9 meetings

Supported by conceptual plan drawing package and District staff
Meetings were carried out in April



ONLINE REVIEW & COMMENT FORM

Comment form at engagement events and online via the District's project webpage: 48 responses and 115 accesses

All open house materials were posted online and the comment form was open for two weeks between April 25 to May 9



› Participants at the public open house reviewing the conceptual design plan and comments left by fellow community members

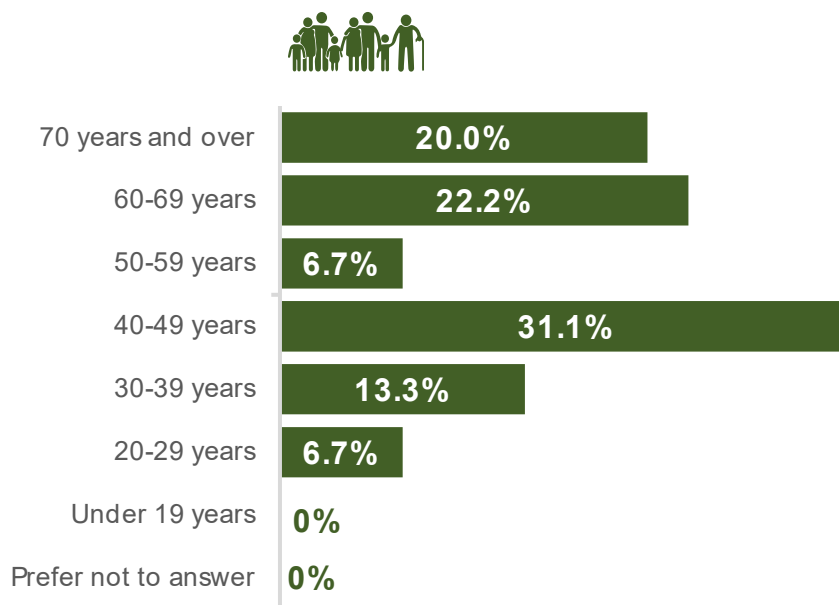
3 WHO WE HEARD FROM

3.1 ABOUT PARTICIPANTS (DEMOGRAPHICS)

This section summarizes who participated in the process that submitted demographics information via the comment form. Completing this information was voluntary.

AGE RANGE OF PARTICIPANTS

45 RESPONDENTS



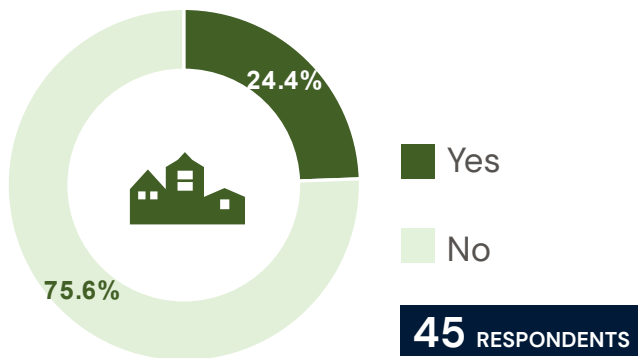
KEY FINDINGS:

- ▶ Those 39 years and younger are under-represented in recorded participation:
 - » 30-39 years group = ~13% of respondents here (the same age group makes up ~20% of Ucluelet's population according to StatsCan 2016 census data).
 - » 20-29 years group = ~7% of respondents here (the same age group represents ~11% of the Ucluelet population as per StatsCan 2016 census data).
 - » Limited participation by those under 19 years of age is common for similar processes.
- ▶ Those 40 and older are over-represented by a factor of 2X in recorded participation:
 - » The largest demographic of survey respondents is between 40-49 years, representing 31% of respondents (the same age group makes up ~15% of Ucluelet's population according to StatsCan 2016 census data).
 - » Respondents over the age of 60 made up 42% of respondents (the same age group makes up ~21% of Ucluelet's population according to StatsCan 2016 census data).

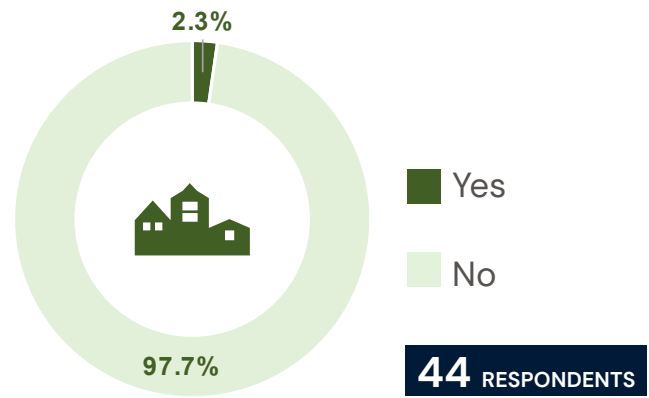
ABOUT PARTICIPANTS

LANDOWNER OR TENANT ON PENINSULA RD.

Between Forbes Street and Main Street



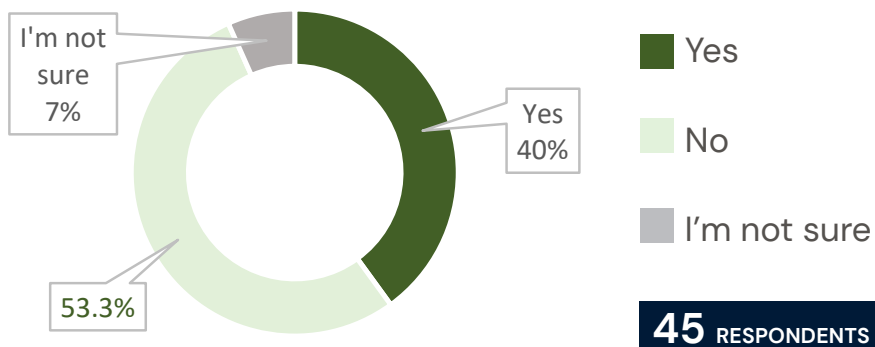
LANDOWNER OR TENANT ON LARCH RD.



KEY FINDINGS:

- ▶ At 24% of respondents, landowners or tenants in the Peninsula Road project area are well-represented in the overall community survey.
- ▶ There is limited representation (2%) of landowners or tenants from Larch Road.

PARTICIPATION IN PREVIOUS PROCESSES



KEY FINDINGS:

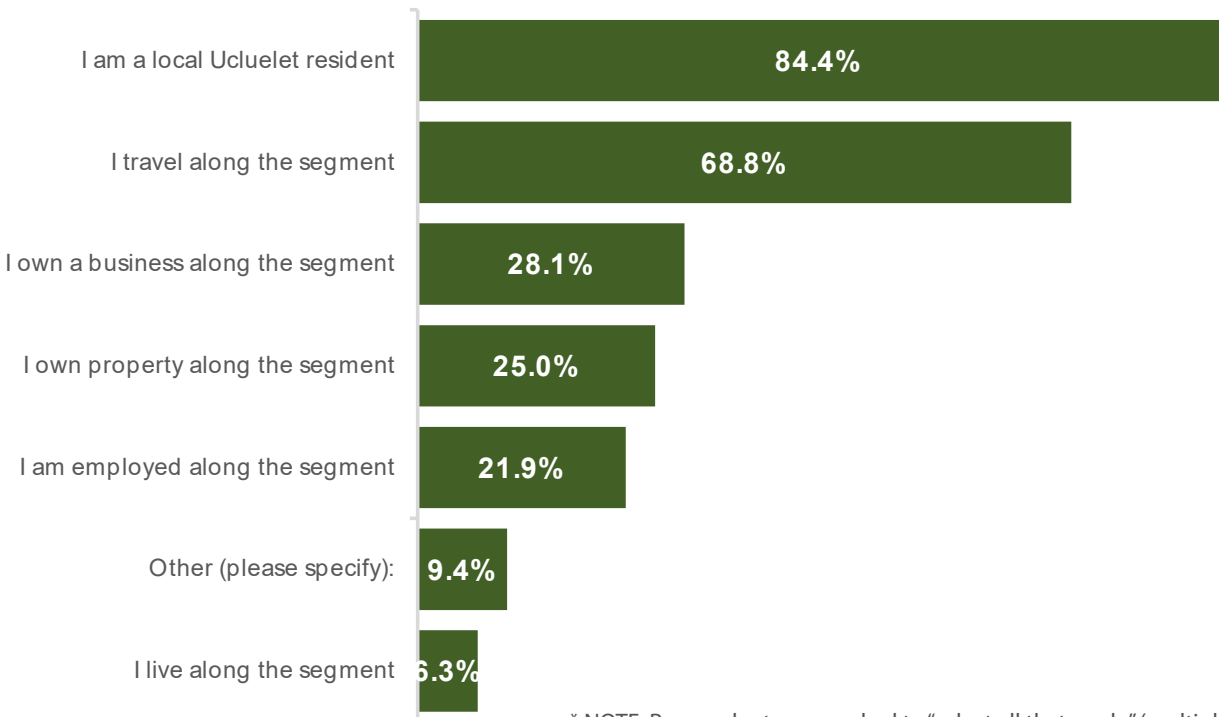
- ▶ About half (53%) of participants were new to the Peninsula Road process
- ▶ 40–47% of respondents had participated in prior phases and have continuity in the process

ABOUT PARTICIPANTS

RELATIONSHIP TO PENINSULA RD.

Between Forbes Street and Main Street

32 RESPONDENTS



* NOTE: Respondents were asked to “select all that apply” (multiple responses). This graph depicts the percent of total responses that were selected for each item (therefore, cumulative percentages exceed 100%).

KEY FINDINGS:

- ▶ This question confirms that most respondents are local residents who travel along Peninsula Road.
- ▶ The categories above offer further detail on what portion of respondents own a business, property, or are employed within the project area.

ABOUT PARTICIPANTS

TYPICAL MODE(S) OF TRAVEL USED ON PENINSULA RD.

KEY FINDINGS:

▶

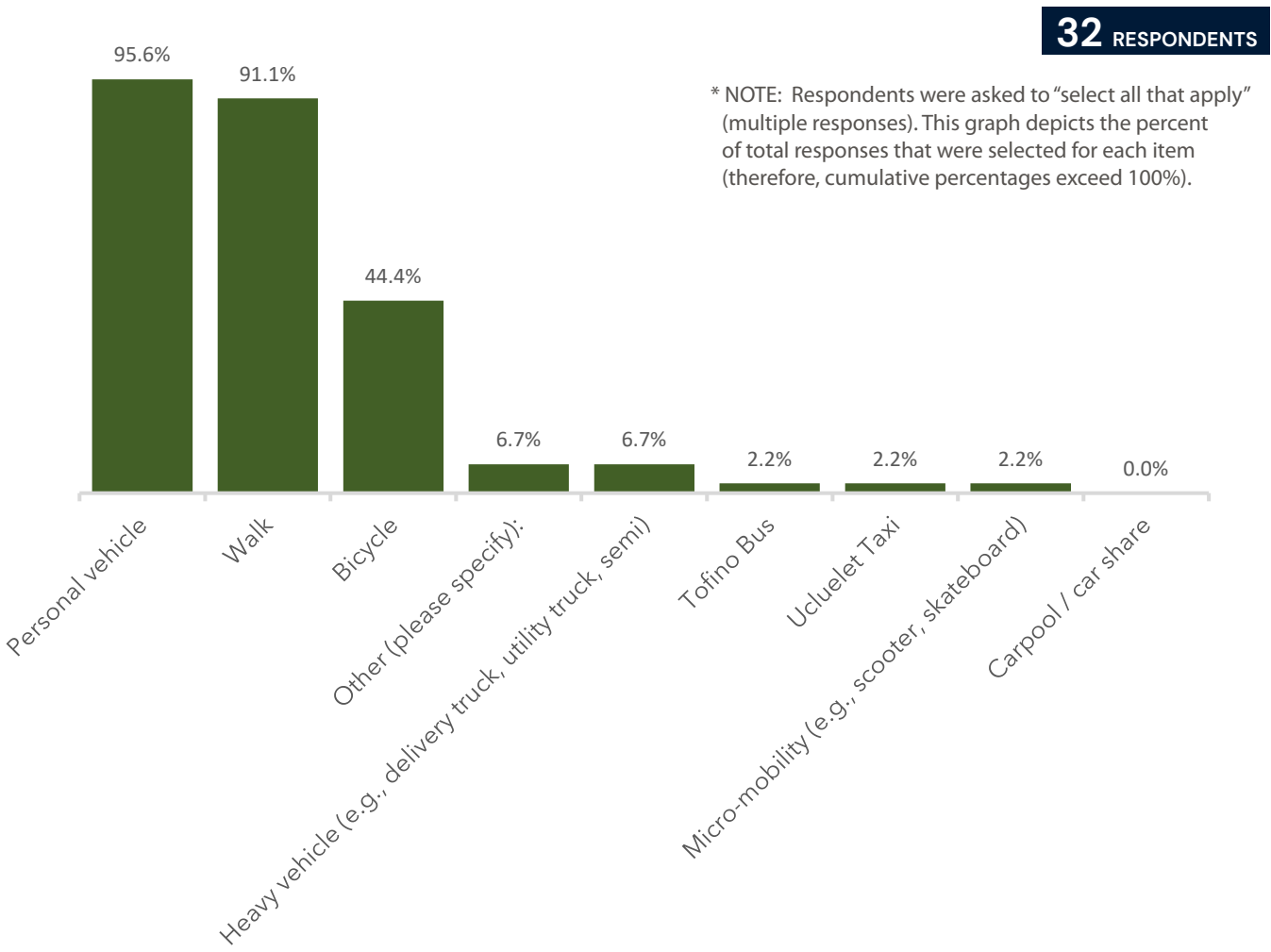
A strong majority (91–95%) of respondents walk or drive in the project area on Peninsula Road

▶

About 44% of respondents indicate they cycle within the project area

▶

Other modes of transportation are used by only a few respondents (2–7%)



OTHER (COMMENTS):

▶

Uses electric vehicles

▶

Don't personally use heavy vehicles but receive deliveries from heavy vehicles

▶

Prefer to roller blade but cannot due to the current lack of infrastructure

4 WHAT WE HEARD

CONCEPTUAL DESIGN REVIEW

The following is an overall summary of input received from a combination of the: community open house, stakeholder input session, stakeholder meetings, and online comment form.

The following pages have summary information for the following three question topics:

- ▶ Key Project Feature Priorities
- ▶ What People Like Most
- ▶ Concerns & Key Areas for Improvement

OVERALL SUMMARY

KEY THEMES:

- ▶ Safety
- ▶ Parking
- ▶ Pedestrians & Sidewalks
- ▶ Accessibility
- ▶ Beautification & Character
- ▶ Cycling & Active Transportation
- ▶ New Crossings
- ▶ Improved Intersections
- ▶ Trees & Landscaping
- ▶ Streetscape Amenities & Art
- ▶ Local & Visitor Needs

KEY DESIGN IMPROVEMENTS:

- ▶ Improve parallel parking opportunities close to businesses
- ▶ Explore alternative solutions to gravel for pedestrian path
- ▶ Prioritize continuous paved sidewalks on both sides of road
- ▶ Consider continuing a multi-use path (MUP) on the south side (instead of one-way cycle routes on both sides)
- ▶ Integrate future transit service plans, bus stops, and pullouts
- ▶ Review private driveway access locations and widths
- ▶ Consider design refinements related to delivery truck access to business properties
- ▶ Explore revised entrance / egress patterns for the Co-op store
- ▶ Identify alternate crosswalk locations near Lyche Road
- ▶ Review Bay Street intersection for additional improvements
- ▶ Explore initial improvements for Main St intersection
- ▶ Review parking & sightlines around Davidson's Plaza
- ▶ Review locations of existing trees for retention
- ▶ Identify proposed tree removals & tree planting locations

PLANNING CONSIDERATIONS:

- ▶ Review parking District-wide
- ▶ Explore feasibility of a parking management strategy (e.g. signage, time-limits, enforcement)
- ▶ Increase parking opportunities nearby to Peninsula Road (e.g. sides streets, on-site parking, etc.)
- ▶ Consider a committee for public art & placemaking

WHAT WE HEARD

CONCEPTUAL DESIGN FEEDBACK

1) KEY PROJECT FEATURES – PRIORITIES

Q1: The following is a list of 8 key project features for the Peninsula Road Safety and Revitalization project (between Forbes Road and Main Street).

To better understand community PRIORITIES, please select your TOP THREE project features:

47 RESPONDENTS



KEY FINDINGS:

- ▶ The comment form responses summarized by the graph above give insights into priorities and preferences among design components/features.
- ▶ Walkability and continuous sidewalks is the clear top priority for respondents (selected by the majority, 72%).
- ▶ New road surfacing was not the top priority for many, but was selected as one of the top 3 items by almost half of respondents. This prioritization was not reflected by open written comments.
- ▶ On-street parallel parking was not identified as a top item by respondents in this overall question about prioritization of features; however, parking was a dominant topic in stakeholder meetings and the public open house.

WHAT WE HEARD

CONCEPTUAL DESIGN FEEDBACK

2) WHAT PEOPLE LIKE MOST

The following is a summary of input received from a combination of the: community open house, stakeholder input session, stakeholder meetings, and online comment form.



Top 3 elements people LIKE:

- 1 Enhances **pedestrian** safety (e.g., sidewalks, crosswalks, curb extensions, traffic calming, etc.)
- 2 **Beautification** & green space opportunities
- 3 Encourages **cycling** & active transportation



I like the plan and am looking forward to the entrance to our community getting a face-lift. It's long overdue. Not for the tourists but for ourselves – a sense of pride for us.



This is an excellent opportunity for Ucluelet to create a sense of flow through town, while also promoting walk/cycle lifestyle and increased green in our community.



SUMMARY THEMES & COMMENTS

WHAT PEOPLE LIKE MOST:

► IMPROVING SAFETY / A FOCUS ON SAFETY

- » Protects sightlines from driveways
- » Provides safe sightlines from parking
- » Provides safer crossings as well as traffic calming
- » Provides intersection improvements (especially Bay Street)

► PEDESTRIAN IMPROVEMENTS

- » Provides new sidewalks, creating continuous sidewalks
- » Improves the existing sidewalks
- » Provides pedestrian routes on both sides of the road
- » An improved pedestrian atmosphere supports vibrancy and local economy

► CYCLIST IMPROVEMENTS

- » Separates cyclists from cars and parking for an improved feeling of safety
- » People will bike if it feels safe
- » Cycling alleviates parking concerns
- » Encourages reduced dependence on motor vehicles
- » Supports cycling with children

- » Reduces greenhouse gas emissions and supports sustainability

- » Larch Road route benefits walking and rolling (cycling, etc.)

► BEAUTIFICATION OPPORTUNITIES

- » Increases greenery, green space and trees
- » Provides a welcome entry to the village
- » Demonstrates local character (benches, etc.)
- » Provides opportunity to showcase the local village aesthetic
- » Builds community pride & provides a face-lift

► OTHER

- » Provides space for all modes of transportation (walking, biking, rolling, driving)
- » Provides benefits for both locals and tourists
- » Provides new road surfacing
- » Encourages active transportation for residents and tourists
- » Shifts from a car-centred focus
- » Improves connectivity in the community from one end of town to the other
- » Improves a sense of flow for improved travel in the community

WHAT WE HEARD

CONCEPTUAL DESIGN FEEDBACK

3) CONCERNS & KEY AREAS FOR IMPROVEMENT

The following is a summary of input received from a combination of the: community open house, stakeholder input session, stakeholder meetings, and online comment form.



Top 3 concerns:

- 1 Reduces vehicle **parking**
- 2 **Gravel path** creates hazards and need for maintenance
- 3 Potential **conflicts** between different modes of travel



The removal of on-street parking without a comprehensive plan as to where cars will be able to park. We know that during times of high tourist presence (now many times in the year and not just summer) there is often difficulty finding parking spaces close to those businesses locals want to visit.



I do want to say that the “where’s the parking” people may be the loudest in the room, but from talking to many others in this town, this is not how the “silent majority” feel.

SUMMARY THEMES & COMMENTS

CONCERNS & KEY AREAS FOR IMPROVEMENT:

PARKING

- ▶ Potential business impacts due to parking changes (e.g. Moorage, Ocean Pet Store, Image West, Gray Whale)
- ▶ Need to include a parking management strategy in order to manage the spaces allocated. Including:
 - » Signage to direct people to parking for cars, RVs, buses, etc.
 - » Time-limit parking for high-use areas (e.g. 15 minute parking, 2h parking)
 - » Enforcement of parking management in order to uphold limits and uses
- ▶ Need to look to increase parking opportunities in nearby areas and underutilized areas (e.g. side streets, District lots)
- ▶ Need to accommodate parking needs of both locals and tourists
- ▶ Need space for large vehicles, RVs, buses
- ▶ Counter point: parking and cars shouldn't define this project
- ▶ Relocate the Information Centre to maximize parking with the Co-op

- ▶ Consider 'hub' parking and new solutions to balance areas of parking loss
- ▶ Identify accessible parking stalls near businesses
- ▶ Provide bicycle parking
- ▶ Engage local business owners for planning and improvements regarding parking impacts

GRAVEL PATH / GRAVEL SURFACING

- ▶ Gravel isn't practical for pedestrians or next to bike paths
- ▶ Gravel presents a safety hazard and usability concern for bikes, strollers, roller blades etc.
- ▶ A gravel pedestrian path will result in user conflicts as strollers/pedestrians etc. will use the adjacent path paved for cyclists
- ▶ Gravel presents an ongoing maintenance concern
- ▶ Gravel is not durable in heavy rain
- ▶ The north sidewalk needs to be a paved/ permanent surface

WHAT WE HEARD

CYCLING & ACTIVE TRANSPORTATION

- ▶ Review split cycle paths on both sides of the road – consider consolidating as a multi-use path (MUP) on the south side, and have pedestrian only on the north side
- ▶ Larch Road multi-use path timing is important – combining bikes with cars in the village core at the Main Street intersection without the Larch alternate route is a concern
- ▶ Provide public education for both drivers and cyclists about ‘rules of the road’
- ▶ Consider cycling routes off Peninsula Road i.e., on side streets on inlet (less direct but a flatter and more scenic bike route)
- ▶ General support for active transportation enhancements to improve safety and comfort and encourage residents and tourists to cycle/roll
- ▶ Need to include and integrate future transit service plans, bus stops, and pullouts
- ▶ Consider an electric shuttle to village core and trailheads
- ▶ Consider a multi-use path on Bay Street (Peninsula Road to Matterson)
- ▶ Develop more sidewalks on other well-used roads as well (e.g., Yew Street)

STREETSCAPE DESIGN & AMENITIES

- ▶ Consider age and ability amenities
- ▶ Add benches to the streetscape
- ▶ Consider improvements such as public washrooms, benches (potentially with sponsor plaques), signage and wayfinding, community maps, character lighting, etc.
- ▶ Retain unique, quaint Ukee character and funky elements in design that are coastal or nautical
- ▶ Support aesthetic improvements that are specific to Ucluelet – not to Tofino or other cities
- ▶ Pursue opportunities for art, banners, etc.
- ▶ Create a dedicated Public Art Advisory Committee
- ▶ Consider Indigenous art

LANDSCAPE & TREES

- ▶ Preserve sightlines with landscaping (avoid overgrown trees/shrubs)
- ▶ Maintain plants and choose plantings carefully to maintain visibility and reduce impacts of roots disrupting pathways
- ▶ Retain and protect existing trees (provide clarity on tree retention)
- ▶ Consider better weed management and visual upkeep of landscape areas

CROSSINGS & INTERSECTIONS

- ▶ Consider further opportunities for improvement to intersections including:
 - » Bay Street (consider a 4-way stop)
 - » Main Street
- ▶ Revise the Co-op driveway egress to be onto Larch Road (not Peninsula Road). Have the Coop driveway on Peninsula Road be entrance only.
- ▶ Revise the proposed crosswalk location near Lyche – safety concerns at the bottom of the hill
- ▶ Need to review driveways and landscape areas to accommodate business delivery truck access at business locations
- ▶ Review parking added around Barkley Cafe to make sure there is safe sightlines and egress from the plaza
- ▶ Provide more details on traffic calming around crosswalks e.g., near Brew Pub, and at bottom of hill at Lyche Road

WHAT WE HEARD

CONCERNS & KEY AREAS FOR IMPROVEMENT SUMMARY THEMES & COMMENTS (CONTINUED):

OTHER

- ▶ Concerns regarding the process and how community and business comments will be responded to in the project and design
- ▶ The underground utilities (storm, water, sewer) infrastructure is aging. Concern these underground utilities are nearing the end of life and paving will be torn-up for utility upgrades in the near future
- ▶ Interest in putting overhead utilities underground and removing utility poles
- ▶ Consider additional traffic calming and enforcement to improve pedestrian experience
- ▶ Mixed comments on speed limit – some suggest reducing to 40km/h, and others prefer maintain current limits of 50km/h
- ▶ Need to shift from the feeling of a highway to a small town main street
- ▶ Avoid big city ideas in a small community
- ▶ Less is more – concern there is too much proposed in the design
- ▶ Concern that the project caters towards visitors and not locals

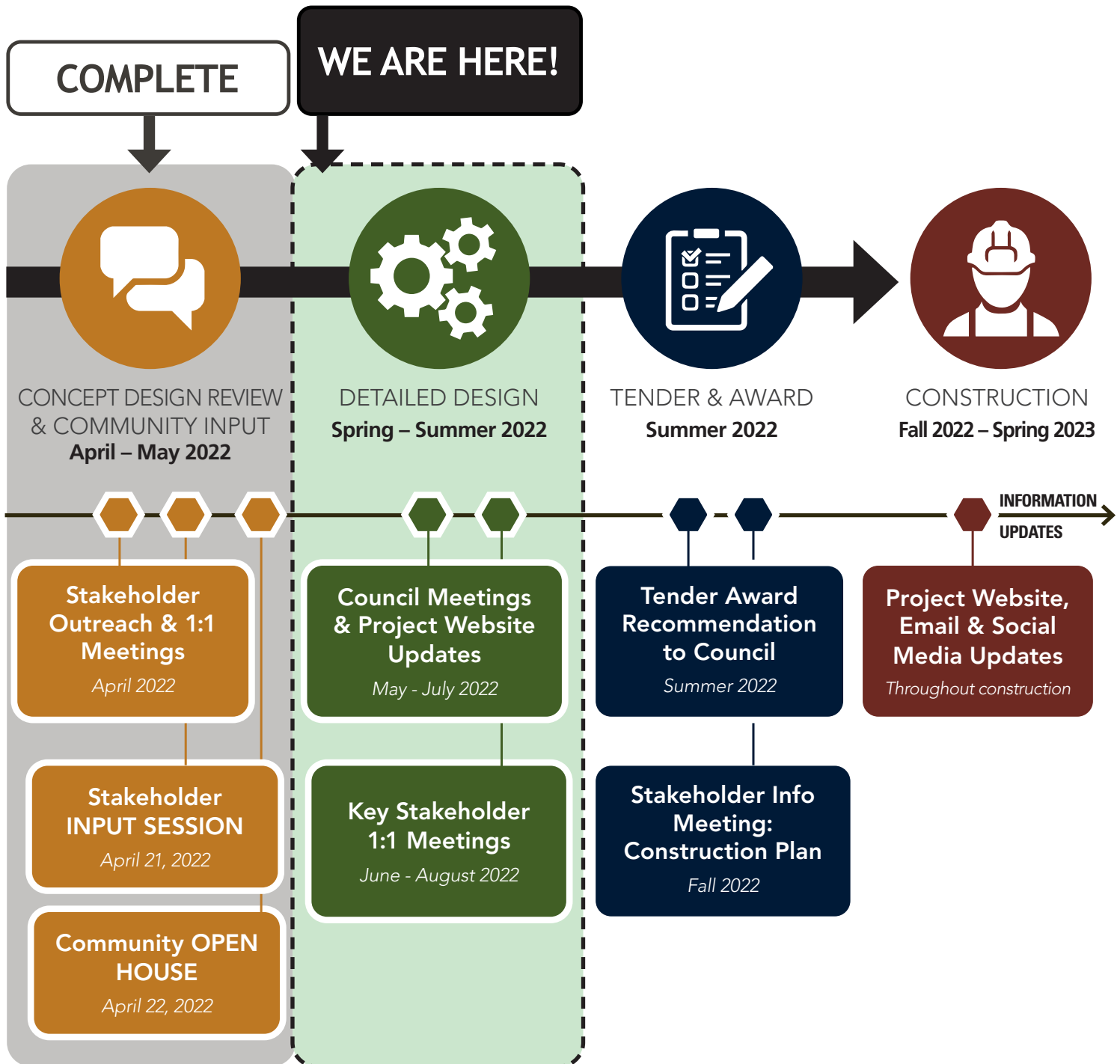
FOR A COMPLETE COMMENT SUMMARY

SEE APPENDICES FOR ALL VERBATIM COMMENTS

5 NEXT STEPS

5.1 WHAT'S NEXT?

PENINSULA ROAD SAFETY & REVITALIZATION PROJECT



NEXT STEPS

Feedback from the 2022 community and stakeholder engagement conceptual design review will inform our next step in June 2022 preliminary design (the first stage of detailed design development).

The main community input opportunity has been at the conceptual design review. The preliminary design will close the loop for how design changes and improvements have been achieved in response to input received. Moving forward from the preliminary design, the engagement spectrum for the broader community shifts from consulting to informing, with project updates shared via the project website and e-notifications (for those signed up). A focus on technical detailed design is needed to maintain the project budget and schedule. The detailed design will continue to provide opportunity for stakeholder conversations specific to affected properties, Council check-ins, and sharing project updates.

Detailed design will continue through spring/summer 2022 as follows:

- ▶ Preliminary Design
- ▶ 70% Detailed Design
- ▶ 95% Detailed Design
- ▶ 100% Detailed Design / Tender

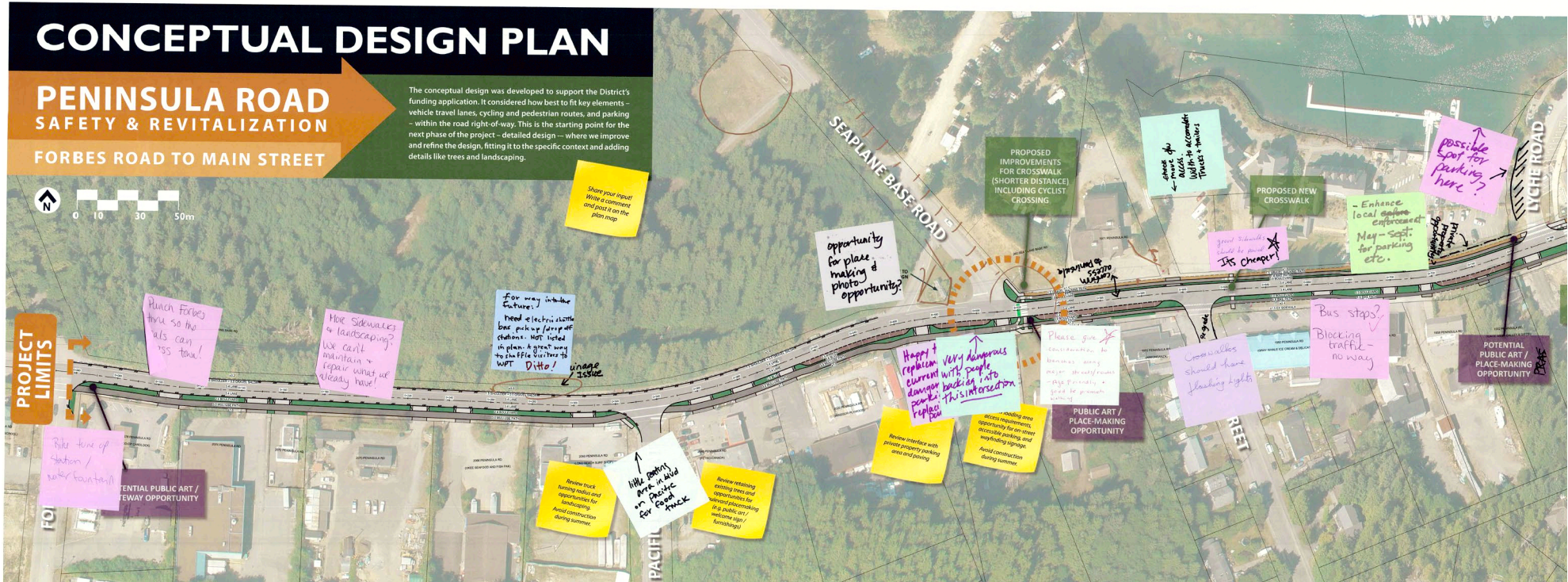
Following approval of the detailed design, the District will proceed with:

- ▶ Tender of the project (late summer)
- ▶ Permitting and approval from the Ministry of Transportation and Infrastructure (MOTI)
- ▶ Construction (targeted to begin Fall 2022)



APPENDIX A: OPEN HOUSE COMMENTS

COMMUNITY OPEN HOUSE | Verbatim Written Comments



Forbes Road to Seaplane Base Road

- ▶ Bike tune up station / water fountain
- ▶ Punch Forbes thru so the locals can bypass town!
- ▶ More sidewalks & landscaping? We can't maintain & repair what we already have!
- ▶ Drainage issue on north side
- ▶ For way into the future: need electric shuttle bus pickup/drop off stations. NOT listed in plan. A great way to shuffle visitors to WPT
- ▶ Long Beach Surf Shop - Review truck turning radius and opportunities for landscaping. Avoid construction during summer
- ▶ Little Seating area in blvd on Pacific for food truck
- ▶ Review retaining existing trees and opportunities for boulevard placemaking (e.g. public art / welcome sign / furnishings)

- ▶ Opportunity for place making & photo opportunity? (at existing sign)
- ▶ Review interface with private property parking area and paving
- ▶ Howlers - Happy to have replacement of current dangerous parking backing into intersection / MUP
- ▶ Very dangerous with people backing into intersection (with Seaplane Base Road)
- ▶ Howlers - review loading area access requirements, opportunity for on-street accessible parking, and wayfinding signage. Avoid construction during summer.

Seaplane Base Road to Lyche

- ▶ Please give consideration to benches along major streets/routes - age-friendly and good to promote walking
- ▶ Confirm driveway access on north side of Norah St, width needs to accommodate trucks and trailers
- ▶ Re-grade Norah St intersection with Peninsula
- ▶ Crosswalks should have flashing lights
- ▶ Gravel sidewalks should be paved ** It's cheaper!
- ▶ Bus stops? Blocking traffic - no way
- ▶ Enhance local enforcement May-Sept for parking etc.
- ▶ Possible spot for parking here? (Lyche Road)
- ▶ Opportunity for parking with private property across from Image West?



Lynche to Bay Street

- ▶ No gravel paths! Pave these!!
- ▶ Parking needed for near doctor Office
- ▶ Gravel walking paths should be paved
- ▶ Bike path on Peninsula not need as most bike avoid the hill and use Rainforest St Jaques path. Responses to this comment:
 - » Disagree, we always take the hill - much faster by bike!
 - » "I disagree. More bike paths here please"
 - » We use saint Jaque because it's dangerous to bike here
- ▶ Increase public art, vegetation, sitting areas
- ▶ Bay Street intersection: needs 4-way stop so cars can turn onto Peninsula
- ▶ Bay Street: misaligned intersection. Stop sign possible?
- ▶ Bay Street: dangerous crosswalk!

Bay Street to Main Street

- ▶ By Raven lady: Pinch point. Parking cluster. Inadequate capacity results in random parking.
- ▶ More native species in landscaping & systems that support water filtration such as raingardens (* for support)
- ▶ Recycling options with garbage bins?
- ▶ Bike racks strategically positioned
- ▶ Heartwood will be down to 1 space? They will have nothing across street? Is this fair? Comment response: They have 2 spaces and people always park at ANAF
- ▶ Where will alternate parking be situated to replace lost parking?
- ▶ Revise driveway locat at Jiggers: so they don't need to re-do line painting, and gives 2 more parking spots!
- ▶ More xmas decor
- ▶ Covered sidewalks rain friendly
- ▶ Don't push parking into residential streets!

- ▶ 1651 & 1693 have steeper grades. Eliminate 0.9 blvd and make abutting sidewalk
- ▶ Rain gardens to filter water as it leaves roadways and enters harbour/streams
- ▶ Advertise the parking lot behind Main Street better. Even locals don't know it exists
- ▶ Covered bike racks like the cedar ones @ Chesterman Beach
- ▶ Traffic going up Main (towards Co-op) causes most confusion
- ▶ Review Co-op egress onto Peninsula Road and consideration for egress onto Larch Road
- ▶ No exist from Co-op. Exit should be from the read of Co-op.
- ▶ Agree, one exist, one entrance at the Coop would be great.
- ▶ 1573 Peninsula major concerns m business/my home!
- ▶ Main Street stop light. Comment response: No thanks.
- ▶ Larch Road - Truck Route along Larch. No trucks.
- ▶ Larch Road "Locals Route" HaHa! for the summer
- ▶ Please add bike lanes on Bay Street in a future plan!

APPENDIX B: STAKEHOLDER SESSION COMMENTS

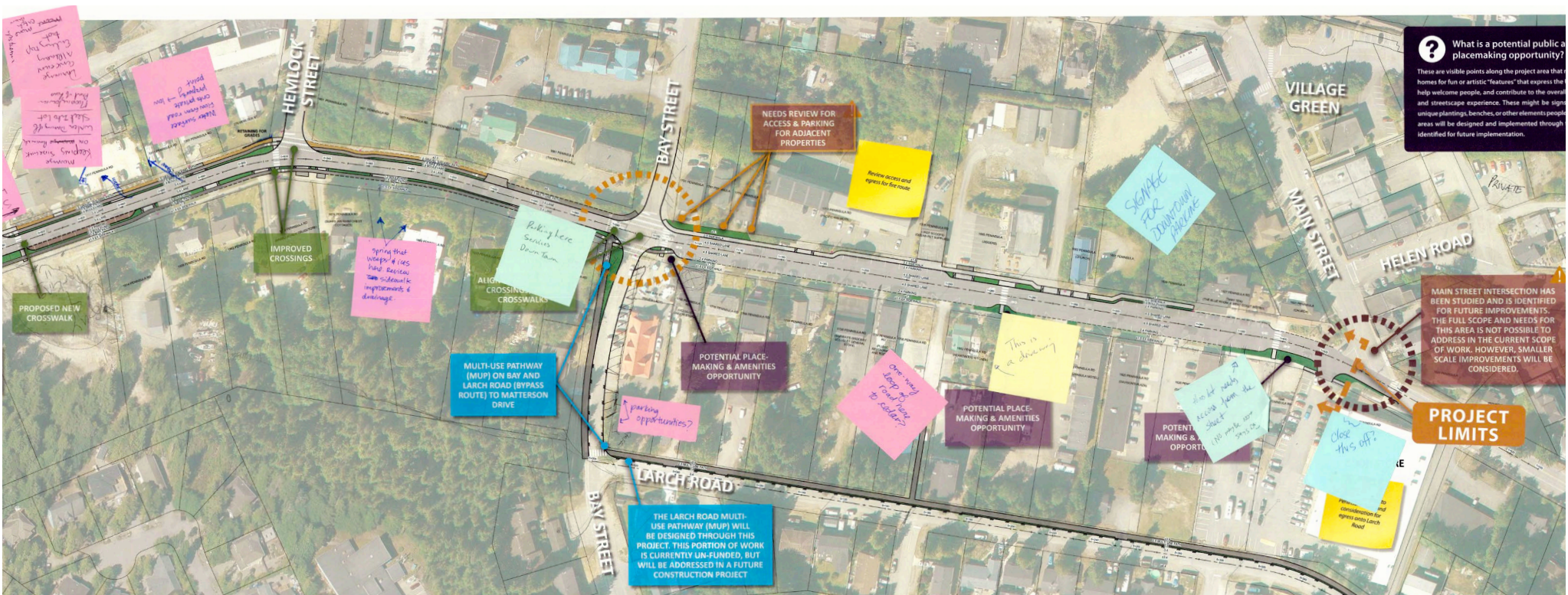
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Forbes Road to Seaplane Base Road

- High truck turning areas / painted islands

Seaplane Base Road to Hemlock Street

- ▶ Apron not big enough to access property
- ▶ Perhaps a bus stop here
- ▶ Need access to business
- ▶ Water from road onto private property
- ▶ Sight lines
- ▶ Keep sidewalk
- ▶ Drainage issues



Hemlock Street to Bay Street

- ▶ Spring that weeps and ices here
- ▶ Parking here

Bay Street to Main Street

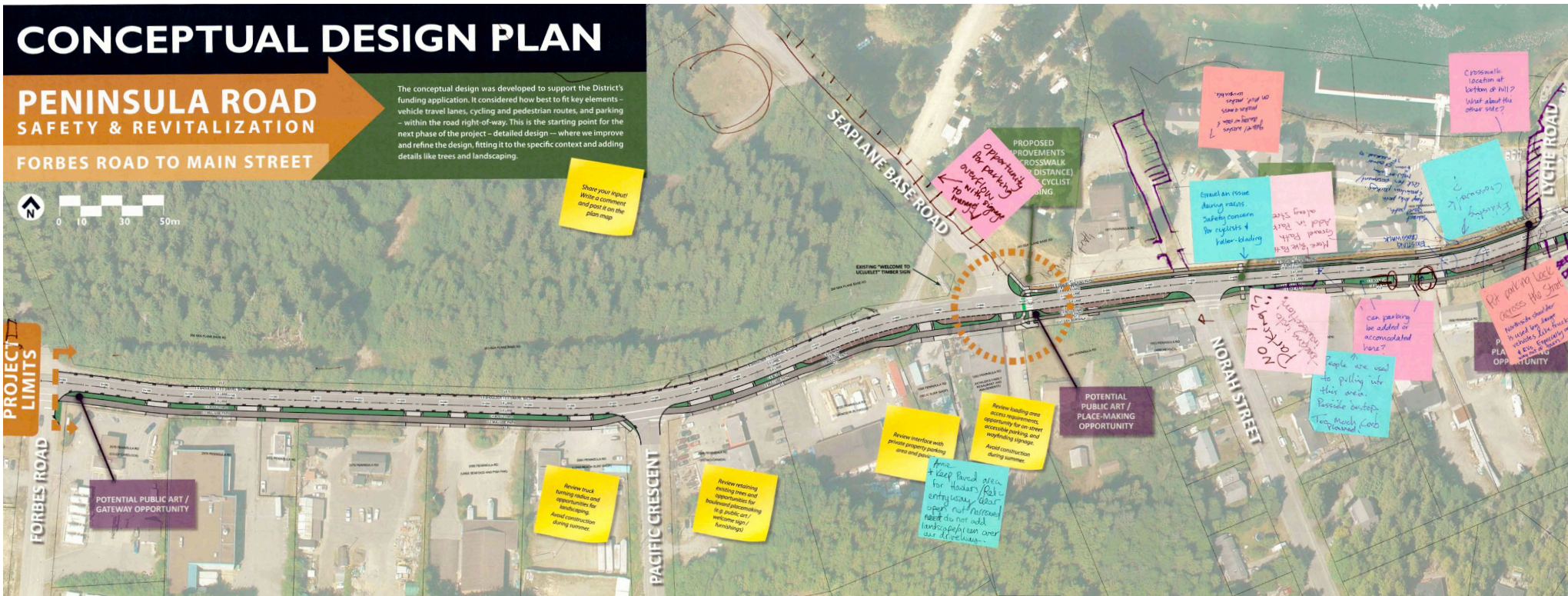
- ▶ Parking opportunities
- ▶ One way loop of road here to Cedar
- ▶ This is a driveway

STAKEHOLDER INPUT SESSION | Comments 2/2

CONCEPTUAL DESIGN PLAN

PENINSULA ROAD
SAFETY & REVITALIZATION
FORBES ROAD TO MAIN STREET

The conceptual design was developed to support the District's funding application. It considered how best to fit key elements – vehicle travel lanes, cycling and pedestrian routes, and parking – within the road right-of-way. This is the starting point for the next phase of the project – detailed design – where we improve and refine the design, fitting it to the specific context and adding details like trees and landscaping.



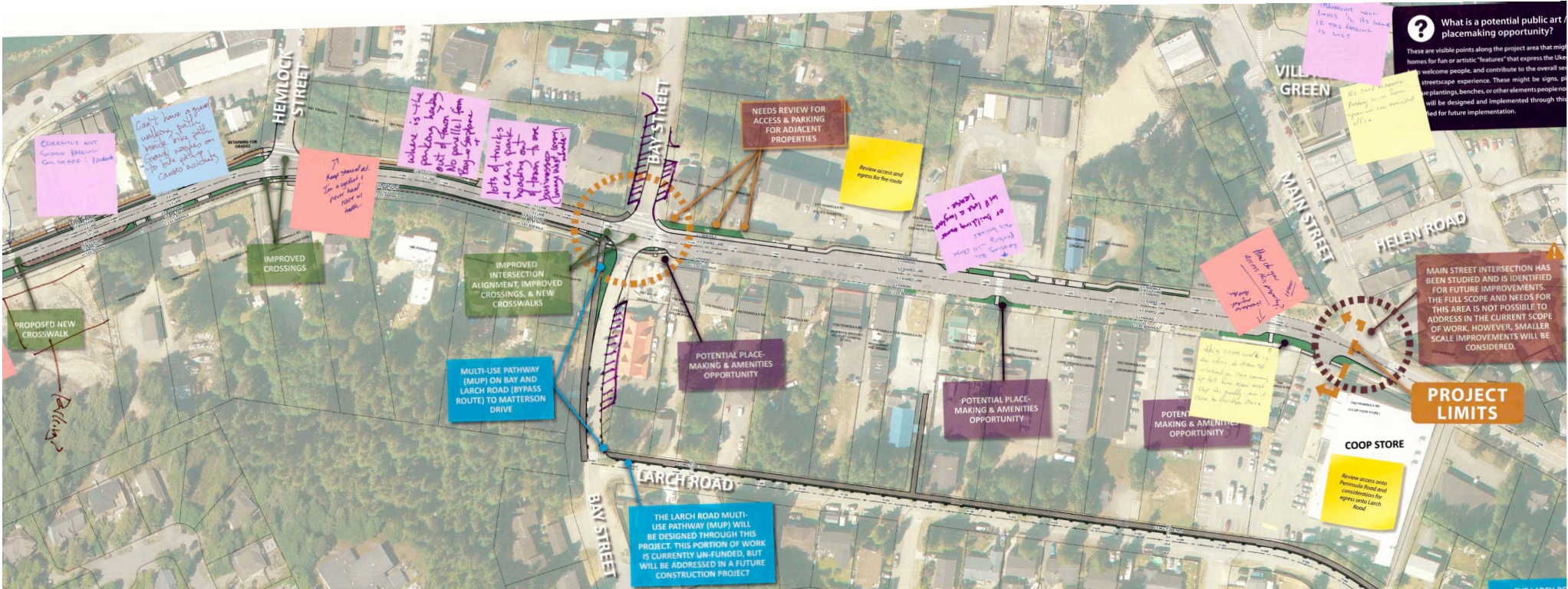
PARAPHRASED COMMENTS:

Forbes Road to Seaplane Base Road

- ▶ Keep paved area for Howlers/Relic. No landscaping near driveways
- ▶ Seaplane Base Road parking and signage

Seaplane Base Road to Lyche

- ▶ Gravel sidewalk would be a safety concern for others
- ▶ No parking for stores on Norah/Peninsula?
- ▶ Can parking be added here?
- ▶ Currently not enough parking
- ▶ People are use to pulling in here. Possible bus stop.
- ▶ Put parking back across street
- ▶ Move gravel path/bike path add parking along street
- ▶ Crosswalk location at bottom of hill. What about the other side?



Hemlock Street to Bay Street

- ▶ Where is the parking here?
- ▶ Lots of trucks and cars park here

Bay Street to Main Street

- ▶ This crosswalk is too close
- ▶ No need to remove parking here
- ▶ How do you access this property?

APPENDIX C: COMMENT FORM VERBATIM COMMENTS

COMMENT FORM VERBATIM COMMENTS

Question 2: What do you like most about the conceptual design? Please be as specific as possible.

- ▶ I like the plan and am looking forward to the entrance to our community getting a face-lift. It's long overdue. Not for the tourists but for ourselves — a sense of pride for us. Sidewalks in the future along some of the other well used roads would be wonderful i.e., Yew St. :)
- ▶ I love that there will now be a bike lane down Peninsula – biking with children through town has felt very dangerous at times and we've resorted to biking on the sidewalk for safety reasons. Glad that we're prioritizing bikes and pedestrians. Tourists need to be encouraged to leave their cars at their hotels/Airbnb's. Happy to see future plans for public art and would like to see a dedicated public art advisory committee created through council as there is in Tofino.
- ▶ The village of Ucluelet is changing and with change comes exciting opportunities to make decisions that reflect the village aesthetic and embrace the wild coast charm. Addressing the main road with a new surface is a win-win for residents of the village and those visiting. Continuous sidewalks and a street scape that reflects the coast, its history, and welcomes those to sit and enjoy the views can only be positive.
- ▶ Designating specific vehicle, pedestrian, and bike areas.
- ▶ I like the improved intersection on Bay Street and the continuous sidewalks on both sides of Peninsula Rd.
- ▶ There is a plan for a gravel pathway along the North side of Peninsula which should be a formal sidewalk; don't need a one-way cycle path.
- ▶ Improved safety and crosswalks. Please consider adding benches.
- ▶ 1 – Larch Rd. bike route with sidewalk on one side, parallel parking on the other side.
2 – Bay St. intersection alignment.
3 – Bike lane next to sidewalk not between parking and roads.
4 – New road surfacing in OFF SEASON.
5 – Well marked cross walks.
- ▶ Improved sidewalks on both sides of road.
- ▶ I like the whole concept.
- ▶ Sidewalks on both sides of Peninsula Rd. No more back out parking in front of Howlers and Number 1 Market.
- ▶ Increased greenery along roadway, bike path through town, and creating an overall sense of connection from one end of town to the other. The proposal will significantly improve the current feeling when entering and traveling through town — that it is 90% car-focused and there's no sense of flow through the core).
- ▶ New road resurfacing.
- ▶ Enhanced pedestrian safety and improved intersections.
- ▶ Really like the layout all along Peninsula, including the changes along the road to accommodate more/less parking where needed, the traffic calming, and the continuous sidewalks. Also, the beautification and the attention paid to improving access from driveways onto the road, with better sight lines for safer pulling out.

APPENDIX C: VERBATIM COMMENTS



- ▶ New road surfacing would be nice.
- ▶ I like that it provides more greenspace.
- ▶ I do like that the design offers more greenspace.
- ▶ All efforts to encourage foot and cycle traffic in a safe and sustainable model for local and tourist community. Retaining vegetation and constricting some of the driveways which have “widen” over time (i.e., co-op).
- ▶ I like how it will make walking and bicycling easier and safer, and hopefully lessens greenhouse gas emissions from vehicle traffic.
- ▶ I like the curb extensions and any other methods available for traffic calming on Peninsula Road.
- ▶ It is very well thought through, given the existing infrastructure and buildings. Ucluelet is a beautiful place, but our main road isn't the most welcoming entrance into town with potholes and dangerous sidewalks.
- ▶ I am supportive of a bike path so people can travel safely. I don't think that there should be a gravel path as rain will wash onto the bike path and potentially be hazardous.
- ▶ The area needs a revamp for sure however this is extreme. Too many things crammed into one road width with the loss of a great deal of parking.
- ▶ The bike lanes and the reduction of catering towards only one form of transportation. i.e., car.
- ▶ The improvement to intersections, more crosswalks and continuous sidewalks along Peninsula Road are what I like the best.
- ▶ The straightening of the Bay Street intersection.
- ▶ Why can't I write any more below? This is <expletive>. Successive councils have ignored the problem for decades, even while knowing about the exact same issue Tofino has suffered with.

For example, the brewery was a church. A church usually only needs parking on Sunday. They had an arrangement with the Co-op. Back then the Co-op was closed Sundays. It is not fair to the Co-op and plaza businesses to have their parking used extensively by other nearby businesses.

- ▶ Peninsula Road has been in need of the beautification. These plans will help along with some fine tuning. Happy to something is in planning form. THERE IS NOT ENOUGH ROOM IN QUESTION THREE TO PUT IN ALL MY COMMENTS!!!! THE plan shows new parking in from of the Barkley Cafe which is going to make site line difficult for leaving plaza. And the plan shows parallel parking in front of Ukee Scoops. Exactly where is the fair playing field? Cross walk at the bottom of the hill at Lyche Road!
- ▶ Would like bike lane separated out, as in one section — not good to be between traffic and parked cars. Better yet, would like bike lanes on side-streets.
- ▶ We need repaving of road and sidewalks. Currently no useable sidewalk for rollerblading & skateboarding.
- ▶ Improves sidewalks/curbs — bike path (although I'm concerned about a bike lane right outside my store as people are in danger of being hit. Having said that, the direction of the bike path “with traffic” is ideal.)
- ▶ Clean, safe.
- ▶ New road surfacing.
- ▶ I like that it starts to address our serious lack of safe walking / cycling routes.
- ▶ IMPROVED sidewalks — not only continuous. I agree with fixing up present walkways and beautifying our streets with greenery etc. & keeping up storefronts etc.
- ▶ Multi-use path.

Question 3: Do you have specific concerns about the conceptual design? If so, please tell us your concern, where it is located, and share your ideas for improvement (please be as specific as possible).

- ▶ If we have continuous sidewalks in a good state of repair, why do we need new multi-use pathways? Uni-directional cycling paths will require constant patrolling and enforcement. We don't currently enforce no cycling on sidewalks. Why would we expect enforcement of one-way traffic on cycling paths? Gravel paths alongside paved paths tend to scatter gravel onto the pavement and make it dangerous for skaters and boarders. The plan ignores the current condition of existing sidewalks.
- ▶ We will be losing parking outside of the Moorage building but we can park along the other side of the road. I know that there are some businesses that are upset about losing parking but they haven't provided parking for their clients so?
- ▶ There are no bus stops or bus shelters to accommodate the future transit plans between Tofino and Ucluelet. Would like to see bike path and sidewalk on Bay Street (Peninsula to Matterson) in the future plan — this road has two blind hills and a playground, and short sections of path at either end that are not joined in the middle.
- ▶ Parking appears to be a very important concern for residents. I like the suggested streets where parking would be increased. May I suggest there be good signage to indicate where there is parking both for cars and RV types.
- ▶ I think we should go back to the co-op corner traffic rules which was you can only go right on the hill corner. So, most traffic leaving co-op that had to go left would go out the Larch Road and same coming up the hill you gotta just go right you can't stop traffic to try and get in. The co-op parking lot off Pen...
- ▶ Need direct commuting routes on Peninsula. Off Peninsula skirting the roads on the inlet would be neat as a less direct, more flat, quiet route to/from town. Overall, more important for clear lane designation, resurfaced road, reflective lines, clean roads (remove loose built-up gravel – its a biking hazard!!) and not as much on boulevard medians and planting.
- ▶ For greenery along streets/roads, choose trees/shrubs carefully! Many trees/shrubs along Marine Drive (between Victoria Road and Blackrock Resort) have grown too large. Roots disrupt paved pathways and interfere with visibility at intersections (i.e., Marine Drive – Rainforest Drive). They look cute when they're little but they grow!
- ▶ 1 – Expecting people to walk when there is no hub parking on Peninsula.
2 – Fixing infrastructure under Peninsula will ruin nice new surface.
3 – Tree retention not clear on proposed plan, please keep them.
- ▶ IDEAS: Electric shuttle to core & trailheads. Time-limited parking in high use areas. Increase parking in Village Square, do not reduce. Move closed info centre elsewhere (or open it) and maximize parking on that lot with Co-op. Can metal grates be designed over problem spots or cobblestones?
- ▶ Too many changes that are not necessarily improvements... I can't 'see' how sidewalks and boulevards and bike paths can all be added and yet still leave road for cars!
- ▶ None at all.

APPENDIX C: VERBATIM COMMENTS



- ▶ Scrap the split bike path from Seaplane Base Rd. to Bay St.; make it a two-way path on the South side. On the North side make it curb-boulevard-sidewalk all the way from Main St. to Seaplane Base Rd.
- ▶ Loss of obvious bike path through the main core. Until Larch Road portion is completed, there should be temporary but clear route signage/road markings that direct riders to the Larch Road route, so they don't feel like they need to join traffic bike as they enter the core.
- ▶ Retain parking near and in front of businesses.
- ▶ The removal of on-street parking without a comprehensive plan as to where cars will be able to park. We know that during times of high tourist presence (now many times in the year and not just summer) there is often difficulty finding parking spaces close to those businesses locals want to visit.
- ▶ Specifically in front of Ocean Pet Supplies; our parking area has room for 3-4 cars, with space for trucks to drop off deliveries. The conceptual design would replace this with a walking path and a bike path, which means people would have to walk further to get to their car. Asking customers to walk with a 25-30-pound bag of dog food isn't really feasible. We also get anywhere from 1 to 5 pallets delivered weekly, and our property has no where else for these to be dropped.
- ▶ In front of Ocean Pet supplies, we currently have space for 3-4 parking spaces and delivery drop off. The conceptual design would replace this with walking and bike paths, which removes parking and makes people park further away; no one wants to carry a 30lb bag of dog food down the street. We also receive multiple pallets weekly carrying dog food and other heavy items, which we hand bring into the store. The current design leaves nowhere for these to be dropped .
- ▶ Peninsula Rd. still feels like a highway as opposed to the main street of a small town. There are no details on traffic calming around crosswalks on Peninsula Rd. (they are not safe and I've been nearly hit many times as drivers just zoom by). The gravel walking path looks like a design oversight. I can't imagine walking there with a stroller.
- ▶ The Main Street intersection, which is already identified as an area of concern and further work.
- ▶ Ocean Pet Supplies. We are the ONLY local pet store to the entire Ucluelet and Tofino area. We are a private business with a single person staff every day of the week. With these current plans in place, we will not be able to receive pallets of our product (this is the only way we receive product) as no room has been left for this to take place. This will cause our local business to close resulting in loss of jobs and loss of resources for locals. Please reconsider.
- ▶ The gravel walking path (Lychee -> Bay segment), concern that bike paths will be encroached upon by other pedestrian, accessibility, and stroller uses. Embracing a wider multi-use path model may be advisable or paving the gravel walking path.
- ▶ I think it looks fantastic, and I love the idea of including public art. I would hope the District would encourage inclusion/participation from First Nations artists.
- ▶ Pave full walkway and bike path. Gravel from walkway will wash away and have to be maintained.
- ▶ No concerns specifically. I do want to say that the "where's the parking" people may be the loudest in the room, but from talking to many others in this town, this is not how the "silent majority" feel.

APPENDIX C: VERBATIM COMMENTS



- ▶ I am located at Image West and I am very concerned that parking will disappear across the street from us. This would potentially decrease our business by up to 50 percent, as half our clientele parks across the street. I feel it is a fair request to see where we our coming from and work with us to maintain some parking across the street, as we are certainly willing to compromise.
- ▶ Yes, we loose a great deal of parking that we cannot afford to loose. There is not adequate off-street parking. People will drive through town and leave. We already have a terrible parking problem and with the loss of 25 spots to the downtown core at more than that along Peninsula the local businesses will be hard pressed to stay viable.
- ▶ I have a concern with parking. There seems to be parking spots eliminated along the road; particularly in the vicinity of Image West.
- ▶ The reduction of parking spaces in front of businesses along Peninsula Road. Especially near Image West. I think that the crosswalk near the brew pub needs to be relocated because it is in a dangerous spot.
- ▶ Parallel parking has been removed along Peninsula Road between Seaplane Base Road and Lyche. That is unacceptable. There are many big trucks and RV's currently using that space to temporarily access goods and services in that area. Parking has been added adjacent Barkley Cafe. Safe egress from the plaza is now in jeopardy. The parking issue should have never gotten to this stage.
- ▶ No designated parking to balance the loss. Need to add back parking for our growing visitors & balance loss — grassy area over the Howler/Relic paved entrance. Note: will there still be parking directly in front of BCL store? Yes!
- ▶ Parking, rules of the road for cyclists.
- ▶ I have many concerns: PARALLEL is a must along Peninsula Road, giving access to businesses. Allowing parallel parking for larger vehicles. Taking parking away from in front of The Gray Whale Deli is detrimental to the traffic that frequent our business. RV vehicles and trucks with boats require parking as well. Image West needs parallel parking. A common comment from visitors to Ucluelet is: how nice to find parking close to the shops.
- ▶ Yes, many! As an avid cyclist, I prefer avoiding traffic. I use side-streets and fear cars will avoid the main street more and use the side streets. Also, not keen to share a path with pedestrians. If they're not aware, they or their dogs, could force me into traffic if they move too unexpectedly. Also, not keen to share lanes with e-bikes!
- ▶ Parking!!! We are busy in summer. People drive. Taking away parking creates issues for locals doing quick errands & takes away from tourists driving by & stopping in. Sidewalk upgrades needed, but not both sides of street. We aren't busy enough w/ bikes in town for designated lane. Main Street > Canadian Princess are my main areas of concern along with downtown Main St. & in front of aquarium. Electric car parking shouldn't take away general parking. Also, don't want less than 50k/hr on this road.
- ▶ ALL the parking across the street from my business will disappear. PLEASE don't do that! That is half our clientele. Parking also reduces in front of our store, down to 3 spaces, and a few spaces up the road where other existing businesses will likely park. This will likely force our closure. Please can we come up with other solutions?
- ▶ I am concerned that business owners are too concerned about loss of parking. I really hope you don't have to cave to the pressure.

APPENDIX C: VERBATIM COMMENTS



- ▶ Loss of parking is a major concern. As we grow as a community & as more tourists arrive, we need MORE parking, not less. The concept of a walking community is a pipe dream. Our climate does not mesh with this idea. There are many elders & people with disabilities who are unable to walk & there are many who choose not to.
- ▶ Bay Street Peninsula intersection 4-way stop sign?

Question 7: What best describes your relationship to Peninsula Road (Forbes Road to Main Street)?

Responses from "Other", please specify:

- ▶ I like to support local businesses .
- ▶ I employee people and service the growing tourism.
- ▶ I shop & use restaurants and businesses in area. Pay property taxes in community. Property owner.

Question 8: What mode(s) of travel do you typically use on Peninsula Road?

Responses from "Other", please specify:

- ▶ Electric person vehicle.
- ▶ I don't personally use heavy vehicles but receive deliveries.
- ▶ I roller blade but can't with current infrastructure.

Question 9: How did you hear about this project or process?

Responses from "Other", please specify:

- ▶ Business owner
- ▶ Council meeting minutes
- ▶ Friend sent survey link
- ▶ Word of mouth first
- ▶ Direct contact

Question 11: Do you have any additional comments about the Peninsula Road Safety & Revitalization project that you would like to share at this time?

- ▶ I would strongly encourage tourists on bicycles off the main roads wherever possible — send them up Norah or down Lyche Road along the water — it's a much nicer view that way.
- ▶ Please make clear/continuous bike lanes. Please keep it clear of built-up gravel. Please resurface. People will bike more if they feel safe. Then they won't need as much parking in town ;)
- ▶ Great work! Nice to see this area improving. It's been needed and thankful for everyone's efforts.
- ▶ Does this project mesh well with the proposed BC Transit bus service between Tofino – Hitacu – Ucluelet? Is there consideration for bus stop locations? An appreciated feature for age/ability friendliness is placement of benches along Peninsula Rd. Are there opportunities to involve other groups/clubs/agencies to sponsor benches with plaques? Signage? I think signage to direct cars to parking that may be new or not visible from the roadway would help visitors.
- ▶ Peninsula Rd. should be widened from the beer and wine store to Co-op. The side the Co-op is on, take out the grass between the road and the sidewalk. This is mainly a safety concern of mine. Don't lose any existing parking spaces.
- ▶ Thank you for the hard work on improvements that are needed! Please keep funky elements in redesign. Could add: more crosswalks, community maps at intervals along new boulevard, new historical signs, public art, and how about cobblestones in crosswalks? They never fade! Keep nautical theme large wayfinding signs (replace damaged or faded pieces). Keep banners. Add downward shields on streetlights to keep the skies dark.
- ▶ Just wondering how much our input really matters or is it to be like the downtown/Village Green 'improvements', where the plans are already set and what we say will be ignored... it's just a pretense that asking the public for input might actually be meaningful...
- ▶ My biggest concern is the infrastructure under Peninsula Road. I think I read it in a set of council minutes that the life of the current systems are getting to the end of life. My concern is, once the project is completed, how soon are we going to have to start digging up the roadway. I do not think it matters who does the work, the road will turn into a patch work of road construction patches that will just turn the road into what we have today. Bumps and crumbling asphalt.
- ▶ This is an excellent opportunity for Ucluelet to create a sense of flow through town, while also promoting walk/cycle lifestyle and increased green in our community.
- ▶ If there was an option to bury the power lines, this would be a huge improvement too.
- ▶ I appreciate that the project would make aesthetic improvements, but as someone who's lived here my entire life, I can't help but feel this project (as well as the Main Street one) is geared more towards tourism, and not the people who actually live here. People depend on these businesses, and in the off-seasons locals still need to live their day-to-day lives, and limiting parking makes this difficult.
- ▶ I feel like this conceptual design is lacking details on the desired speed limit and the traffic calming that is necessary to achieve it. I'd love to see Peninsula Rd. transform into a pleasant street where people

APPENDIX C: VERBATIM COMMENTS



leisurely stroll, shop at local businesses, and eat at restaurants without the feeling of being on a highway where you have to be vigilant about not getting hit by a several-ton vehicle.

- ▶ If you would like to make improvements to boost our local aesthetic, culture, and economy, you should really consider what we as business owners have to say and let it play a larger part in the planning. Many businesses will lose revenue over these improvements and some, like us, may be forced to close as operating will be made impossible.
- ▶ I look forward to the District undertaking more projects to encourage walking/cycling and less dependence on personal vehicle traffic. I hope safety improvements will occur at Bay St./ Peninsula, as this is currently the worst crosswalk and potentially dangerous intersection due to the volume of parked cars in front of the private Liquor store (pulling out while cars are turning off Bay St.), and parking at the yellow curbs decreases traffic visibility whether you are walking or driving.
- ▶ No additional thoughts. Excited to see this project come to life!
- ▶ I am very happy with this plan. I do feel that a parking management plan is critical to making this whole thing work. Peninsula handicap-designated spots, 2-hr parking limits (seasonally if possible), more bike racks.
- ▶ Very supportive of this project, would love to see a 40km/h. speed limit along that stretch when the provincial tools have been put in place for municipalities to more easily implement such restrictions.
- ▶ Not having bike lanes is a major impediment for cycling. I do use this corridor for my bike but I

am unable to do so with my partner who is very uncomfortable with the idea and I won't if I am bring my daughter as well.

- ▶ I think is foolish to resurface the road with a leaking watermain in front of Harbourview Pharmacy. Eventually, that will have to dug up and fixed. I hope that the concerns of the people of the Village will be taken into account unlike with the Village Green revitalization.
- ▶ The Larch Road multi-use path will improve safety.
- ▶ The crosswalk at the bottom of the hill needs to be moved to the other side and it needs a light. Please this is definitely an unsafe location. The intersection at Norah and Peninsula is dangerous/many accidents have almost happened. The vehicles backing out of the Abonaza Pizza back into a traffic intersection. Please don't wait for a child to die trying to cross the road. As we invite more visitors, we need easy access to our business. Not another Tofino.
- ▶ You can't please everyone: Please only change for landscaping if no inhibiting true traffic flow into businesses. Directional signs for visitors for parking.
- ▶ If you're looking to beautify the entrance to Ukee — there is a lot more to do! The upkeep of private property and businesses need some attention. And traffic calming measures is important and urgent. Many people are racing into town instead of taking their time. And what's the rush — to get in the co-op or liquor store line-up — seriously! And road safety from Main Street towards the Lighthouse needs to also be a priority!

APPENDIX C: VERBATIM COMMENTS



- ▶ I cycle to Lighthouse & also to town. Sidewalks in areas not crossing in front of businesses isn't a priority for me. Preserve parking in front of businesses. Especially when "parking" has been the first issue the District brings up when one wants to start a business or change zoning. You charge \$10,000 for Parking Spots! Please stop using gravel! It gets on sidewalks & causes issues. You promised it wouldn't effect Marine Dr. & it does. Current landscaping on Marine full of weeds.
- ▶ Crosswalk at Pen/Lyche is currently being propose on a hill. It seems that there is a spot where parking stops at a driveway, but the driveway doesn't seem to lead anywhere (I could be wrong) but could more parking be put there if this is so? Is it possible to keep the multi-use path?
- ▶ Need signposts directing locals & visitors to the parking lots, RV parking, washrooms etc. The large parking lot on Cedar is underused.
- ▶ I really like the concept and look forward to a safer, livable community. Please keep up the good work and take a look at other areas in town such as Helen.
- ▶ Stop trying to implement "Big City" ideas in our quaint community. Fix the sidewalks, repave the roads & plant some flowers & greenery. Spruce things up & look after things. We don't need a total face lift. We need a makeover.

APPENDIX D: WRITTEN SUBMISSIONS

■ **Received April 15 by email (name redacted for privacy):**

Hello James,

I live at [redacted] Larch Rd, but I am not available to attend the community input session April 21.

I have a few questions and ideas about the plans to improve Larch Rd.

Briefly, I am wondering if any or all of the following options are being analyzed:

- closing off, prohibiting or reducing public vehicle access from Larch Rd to the Coop and the strip mall parking lots.
- making Larch a one way road for motor vehicle traffic and designating the other half the road for bicycles, pedestrians and perhaps short term vendor stalls on certain days or events.
- putting the Larch road leg of the MUP on the west side of the street, which is all single family residences with garages and private driveways - yet the public roadside is used for the residents large numbers of campers, boats, trailers and trucks.
- reducing and strictly enforcing an ultra-low speed limit on Larch Rd (15-20 km).
- installing traffic calming/vehicle-detering features along the entire street (speed bumps and traffic circles with attractive, lush landscaping)

I see there would be community benefit in transforming Larch Rd into an inclusive kid-friendly, Elder friendly, pedestrian corridor where locals come to hang out and socialize. Think of all the great cities that have pedestrian strolls which locals and tourists love. I would like to see Larch Rd should be prioritized for its strategic value as a central community hub that doesn't have to answer to the pressures of small businesses the way Main St does. This short road could and should be so much more than a convenient detour with bonus free parking for a lucky few local homeowners who also get special access to the back entrances of local shops. We are such a compact neighbourhood it would be difficult to seriously inconvenience many stakeholders. Perhaps the Coop supplies deliveries would be the most important consideration to address?

I would be appreciate more details about what has been and is being identified as the priorities and rationale for improvements to Larch Rd.

The current design of this short thoroughfare generously bestows free overflow street parking for a few homeowners with large trailers and vehicles they don't have to store in their own driveways.

And the current design compromises the safety and enjoyment of everyone who accesses Larch Rd without a vehicle.

I highly encourage and support making Larch Rd vibrant for people rather than convenient and beneficial for vehicle access and unregulated parking. Let me know how I can contribute.

Thanks,

[Name and personal details redacted]

APPENDIX D: WRITTEN SUBMISSIONS



■ Received April 19 by email (name redacted for privacy):

To James Macintosh and Ucluelet Mayor and Council,
I'm writing in regards to the upgrade on Peninsula Road.
Our business [details redacted for privacy].

I do believe there are a lot of good work in this plan, but I also have the following concerns, questions, and positive suggestions:

1. First and foremost! The current plans seem to indicate that we are losing all parking directly across the street [from our business]. This is where half of our customers park on a daily basis. It is realistic to assume that if this plan moves forward we will lose up to half of our business. This is a potential loss that would likely force us to permanently close. Please do not let that happen.
2. I'm also curious if we will lose our green space in front of our business (and further along Peninsula Road). Is this accurate? If so, I don't understand why this should happen. In the winter, there is a lot of dirt and dust that is not cleaned until the spring, which would not be safe for a bike path. Why do this if our ongoing budget would not allow it to be properly maintained? Would we also be losing trees along peninsula road? If so, this feels counterintuitive. Why tear down the existing beauty with the idea of creating something beautiful?
3. We are one of the biggest fishing ports on western Canada. Our busy street's see fish trucks throughout the year, and our roads are congested. There are also delivery trucks, motor homes and tourist traffic, boat trailers, and emergency vehicles. My fear is two bike paths would only add to this confusion and could be dangerous.

Please know, I AM IN FAVOUR of a bike path. (I have nearly been hit by cyclists riding on sidewalks on countless occasions), but perhaps someone can explain to me why a bike path needs to be on both sides of the road, all the way through town, on a road that is considered a highway.

I would like to suggest that the bike path be on one side of the street only, across from my store and parking remain on BOTH SIDES of the street. (My reasoning for putting the bike path across the street from my store is because it can be a danger to pedestrians to have it on the same side of the street as the store, especially if the sidewalk is moved back and there are busy shoppers.)

I would also like to suggest a crosswalk with lights on Peninsula and Larch as this is an intersection and pedestrian safety is paramount. A lot of people don't realize this, but the current cause crosswalk at the Canadian Princess is often missed by traffic. (I've personally witnessed local traffic and even police officers drive through it as people are crossing). It's an 'awkward crosswalk' because it isn't technically an intersection and no one expects it to be there. I'm not suggesting it be removed, but a crosswalk at Peninsula and Larch would be ideal.

Thank you for hearing my concerns and I would like to discuss this matter further. [Our business] has been part of the community for 35 years and has survived a lot, including the pandemic. We wish to continue to remain here and are frankly very fearful that we will not be able to do so if we lose our customer parking.

Please do not do that to us.

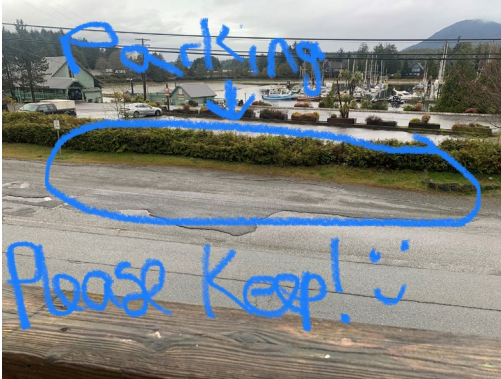
Respectfully,

[Name and personal details redacted]

APPENDIX D: WRITTEN SUBMISSIONS



(Ps, I have included pictures of where I think a crosswalk would be beneficial, and well as where our parking needs to remain).



■ **Received May 9 by email (name redacted for privacy):**

Hi James,

Nice meeting you at the Peninsula Road Safety and Revitalization Project Open-House. Sorry I missed the deadline for the survey but here are some thoughts below:

As you could tell from our conversation, I have so much to say about this topic since I primarily move around the town by bicycle, but I also walk a lot and occasionally drive or take the bus. I have also lived in many other cities, including many tourist destinations that must accommodate many needs. And I've worked in storefront businesses before, including Ucluelet, (and have a degree in Commerce), so can talk about it from that angle too. Therefore, I'm happy to share many perspectives and ideas. Here are just a few but I'd be available to elaborate on them. I love visionary projects but it's a fine-line between dreaming up the ideal, long-lasting solutions and keeping them practical for the current needs. Good luck!

Wishes

1. Adding more bike racks around town and better promotion and awareness of cycling
2. Keeping cars on Peninsula Road and making it car and business friendly - including storefront parking. This would keep the side-roads quieter for bicyclists. I fear the locals would just zip through the back-streets more (Helen, Marine, Rain-forest) to avoid Peninsula, and this is not good for bicyclists, deer, children, etc and general neighbourhood enjoyment. Vancouver did a great job of this, designating cycling streets, to leave the main streets open for buses, traffic, etc. and the cars avoided these cycling streets - making cyclists happy too.
3. Crossing the road is extremely difficult for cyclists at intersections (e.g. Matterson, Norah) and I avoid the Main Street intersection at all costs!
4. Cycling isn't easy in Ukee. Takes a lot of steam so I imagine most people won't bike and what to do about the ebikes? We don't want them in the biking lanes! Again, having designated side roads for this is better - especially for children biking.
5. Drivers are very selfish in Ukee and speed around, drive under the influence, idle while parking, hog the road, etc - do all you can to slow them down please - like in Tofino there is a stop sign at every corner!
6. Another big section that needs attention is from Main Street onwards, towards the Lighthouse. So many tourists are speeding through this section that I never bike down there but wish I could. Ditto for pedestrian enjoyment - would be nice to slow down the traffic so people could walk to the trails and beaches there in peace.
7. In my opinion, Main Street is so much more enjoyable than Peninsula. Would be nice to direct tourists down there more - to get them off the main street but probably many don't know about it, if they're just zooming along Peninsula. A town map and more signs would be helpful. However, keep in mind, many don't want to walk up the hill - so when they're at the bottom of it they stay there and vice versa for the top of the hill.
8. I love the forest paths cutting through the town (like from Rainforest Dr) - I admit I do cycle on them too. More of these paths would keep bicyclists and pedestrians safe, away from car traffic. I feel there is a real lack of trail-riding in the area. I was also an avid mountain-biker too, in my younger days, but most people don't want to do it at that level, but stay on more flat, peaceful trails. However, dogs are a problem for this - i.e. bikes and dogs sharing the path! Nepean (near Ottawa) left a "green-belt" for such use and it's a much-valued asset to the area.
9. Another forest path to create would be to link the new path behind the UCC to the community garden to the coop. This would get bicyclists off Matterson, which is becoming way too busy with traffic. The children could then cycle or skateboard around in better safety.
10. Finally, a public bus would help reduce traffic. Many people could commute to work this way (e.g. to Tofino) or dine out and not worry about driving home or even go to the beaches to surf if room for surfboards. And our friends across the Bay could really use it (or at least a small passenger vessel like the harbour boats in Victoria and Vancouver)!

Lastly, creating a bicycling culture would be awesome. When I first moved here, I was the only one cycling. I'd purposely wave to the little children walking about – to encourage them to cycle, showing how much fun it is! However, I do see the danger of doing so, in this town, since cycling isn't respected much. I swear sometimes people even try to run me over! Again, Ottawa did an awesome job of this – where it even closed parkways on Sunday mornings so everyone could bike or skate without traffic and the children felt very safe. Even if we had a special event, to do this, it would be great!

■ ***Received May 12 by email (name redacted for privacy):***

Good Morning Ucluelet Council,

I am writing to add more of my thoughts on this project. I have already filled out the multiple surveys, and attended the open house.

Peninsula road definitely needs to be fixed. It is currently a patchwork of potholes. In addition, the sidewalks are in complete disrepair. I agree that these need to be addressed. However, I am hesitant on the other upgrades as this project brings back memories of the Marine Drive pathway that we received funding for a few years back. At the time the funding would only allow for a gravel path, which many of us were against. The plan was to put in a gravel path, and then fix it later with paving because the "funding was available now?" "If we don't use the funding now, then we will lose it!". These statements are being repeated with this project, and I don't like it. Especially when council was able to eventually find a better solution for using the Marine Drive sidewalk fund, and then subsequently complete the paved path on Marine Drive.

Another concern with rushing into this revitalization project on Pen, is that it hasn't accounted for potential bus stops, or any plumbing infrastructure that may need replacing under the current sidewalks/pavement. Will we use the funding to build a bike path only to tear it up and replace water/hydrant lines?

Two people with very expensive electric bikes were at this meeting in support of bike paths in town. I ride a regular bicycle through town, and I have not personally felt there was conflict with vehicles. The only time I find it busy is when there are school pick ups, and drop offs. Once I pass the school, headed towards the lighthouse, I rarely am worried about vehicle traffic. As for riding through town, again there has been plenty of room to share with vehicles, and many of these electric bikes are not permitted on MUP's in any case. In the meeting the planner kept comparing us to Tofino, but even Tofino doesn't have a MUP, or bike path once you get to the downtown core. Why??? Because you need parking close to businesses. If cyclists are truly concerned with traffic, there are several side streets running parallel to Peninsula as an option.

This leads me to the other popular concern: parking. Several business owners at the Open House expressed concerns over street parking. The two owners that did not share the same concerns were those who had onsite parking on their property. Recently a local business owner approached a council member to discuss parking concerns, and the council person mentioned they hadn't heard any other business express those concerns! (I do hope that was sarcasm) In addition, they mentioned this business owner should purchase a neighboring property to solve their parking issue. I don't think I need to explain how tone deaf this sounds given the hardships our small businesses have gone through the last few years (not to mention the current cost of local real estate).

James was at the Open House hosted at the Community Center, and he received verbal input from locals concerned about the Peninsula Revitalization Project. I do hope that these concerns were shared with council, and are taken into consideration along with the written submissions. Please don't push something through just because "we can get the funding" or "we'll lose it if we don't take it now!".

Yours truly,

[Name redacted]



QUESTIONS?

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