

Alder Street Corridor Review
PUBLIC CONSULTATION SUMMARY

City of Campbell River, BC

April 2014



BOULEVARD TRANSPORTATION
a division of Watt Consulting Group

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OVERVIEW

An open house was hosted Wednesday, March 12 2014 at the Willow Point Sportsplex from 5:30pm to 7:30pm. Story boards were presented that outlined project objectives, background information (ie. sidewalks, parking) and preliminary options for the Alder Street corridor. Story boards are included in *Appendix A*. An estimated 70 residents attended and members of the consulting team and City Engineering staff were on-hand to discuss the options. A survey was distributed to capture feedback, included in *Appendix B*. The survey and story boards were also available on the City's website for two weeks following the open house.

A summary of key findings is below, with more detailed question-by-question results on the following pages.

KEY FINDINGS

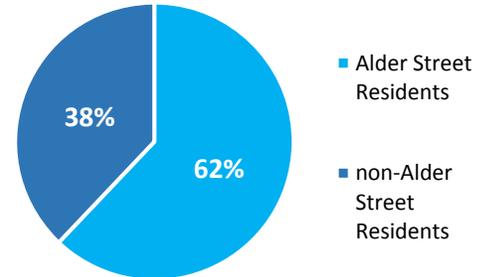
- A total of 60 surveys were received, approximately two-thirds from residents on Alder Street and one-third from residents elsewhere in Campbell River.
- Generally, responses suggest accommodating pedestrians is highest priority. Nearly two-thirds of responses suggest that pedestrian facilities are very important and open-ended comments stated a desire for continuous sidewalks on both sides of Alder Street.
- On-street parking is also a high priority, particularly among Alder Street residents. Cross-section options with parking on both sides received highest support.
- The cross-section option for the south section with shared lanes (vehicle/bike), parking on both sides, traffic calming at intersections and no boulevard (Option B) received the most support. Support was particularly high among Alder Street residents (80%). The corresponding option for the north section received less support presumably because parking is reduced to one side (due to reduced right-of-way).
- Cycling accommodation received a low level of support and is noticeably lower priority among Alder Street residents than non-Alder Street residents. Cross-section options with full bike lanes received low support from Alder Street residents and higher support from non-Alder Street residents.
- Comments suggest concerns for vehicle speeds, traffic volumes, and a lack of police enforcement. Numerous respondents suggested a need for traffic calming and others suggested addressing surrounding roads to better accommodate through traffic (ie. Dogwood Street).
- Public transit is low priority and was given little consideration in survey responses. Similarly, boulevards separating the sidewalk from the roadway were presented as an option but received little support.

DETAILED RESULTS

Below are survey results for each question in more detail. Results have been presented for all responses and broken down as responses from Alder Street residents versus non-Alder Street residents.

Q1. What community/neighbourhood do you live in?

	Count	Percentage
On Alder Street	36	62%
Within 2 blocks of Alder Street	16	28%
Other	6	10%



Q2. Are pedestrian facilities along Alder Street important for you?

Total

	Count	Percentage
Very important	36	63%
Somewhat important	19	33%
Not at all important	2	4%

Alder Street versus non-Alder Street Residents

	Alder Street		Non-Alder Street	
	Count	Percentage	Count	Percentage
Very important	24	67%	12	57%
Somewhat important	11	30%	8	38%
Not at all important	1	3%	1	5%

Q3. Are bicycle facilities along Alder Street important for you?

Total

	Count	Percentage
Very important	14	25%
Somewhat important	19	34%
Not at all important	23	41%

Alder Street versus non-Alder Street Residents

	Alder Street		Non-Alder Street	
	Count	Percentage	Count	Percentage
Very important	7	19%	7	35%
Somewhat important	11	31%	8	40%
Not at all important	18	50%	5	25%

Q4. Is on-street parking on Alder Street important for you?

Total

	Count	Percentage
Very important	19	34%
Somewhat important	17	30%
Not at all important	15	27%
N/A	5	9%

Alder Street versus non-Alder Street Residents

	Alder Street		Non-Alder Street	
	Count	Percentage	Count	Percentage
Very important	17	49%	2	10%
Somewhat important	12	34%	5	24%
Not at all important	6	17%	9	43%
N/A	0	0%	5	24%

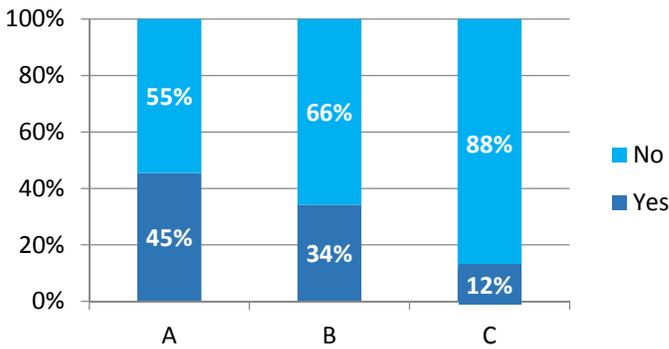
Q4a. Do you support the following cross section options for the North section of Alder Street

A) Bike lanes, parking on one side, sidewalks on both sides

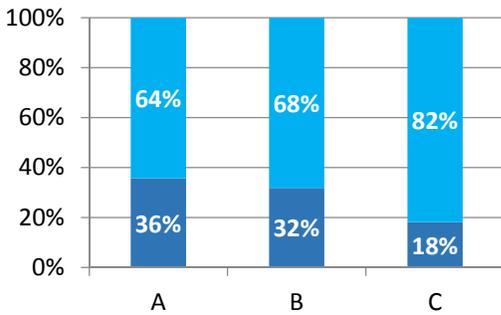
B) Shared lanes, parking on one side

C) Shared lanes, parking on one side, boulevards between road and sidewalk (likely requires re-grading and possible retaining structures in some sections)

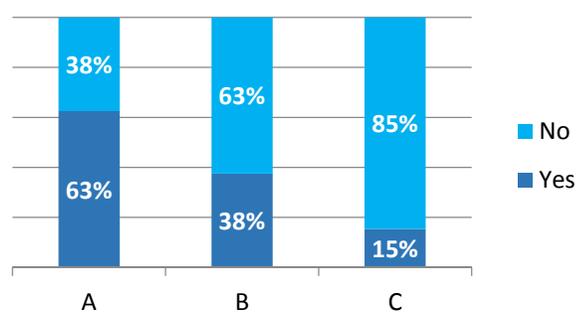
Total



Alder Street Residents



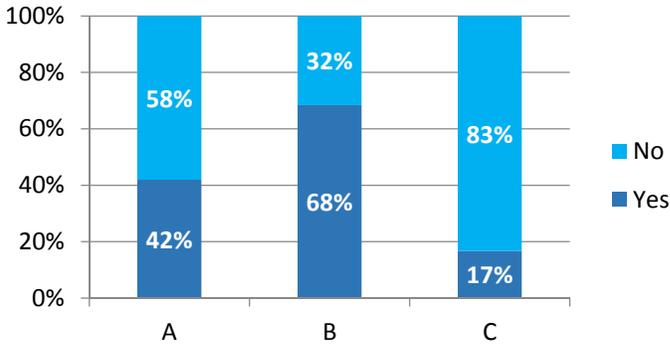
Non-Alder Street Residents



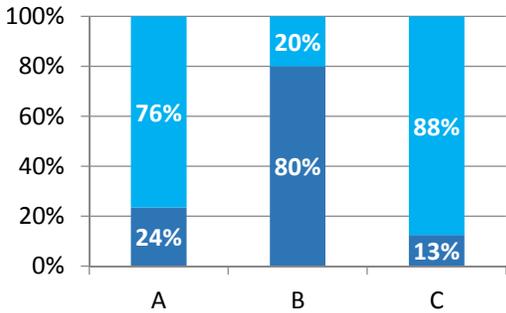
Q4b. Do you support the following cross sections for the South section of Alder Street

- A) Bike lanes, parking on one side, no boulevard
- B) Shared lanes, parking on both sides, no boulevard
- C) Boulevard between the sidewalk and the road, shared lanes, parking on one side

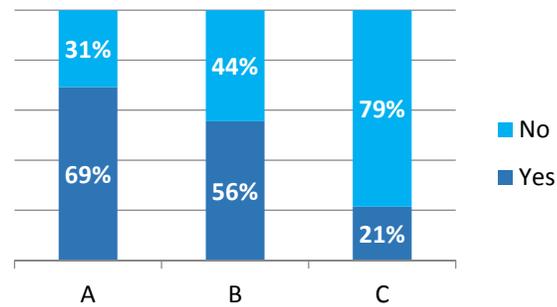
Total



Alder Street Residents

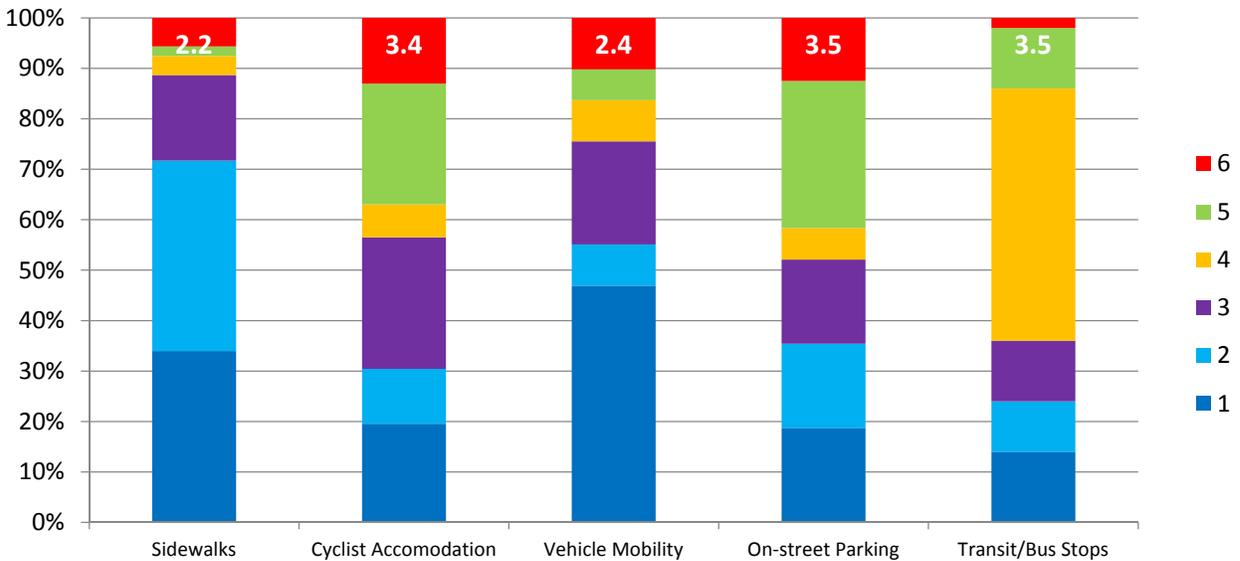


Non-Alder Street Residents

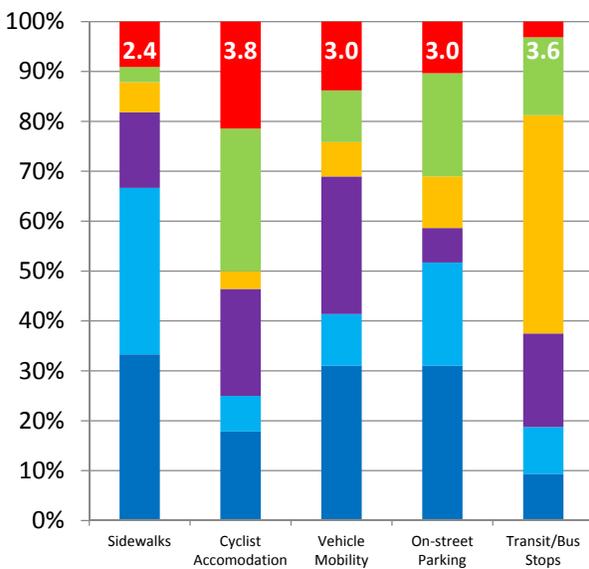


Q5. Please Rank your preference for the order of transportation aspects on Alder St, from most important to you to least important (with highest rank / preference being a "1", and lowest rank being a "6")?

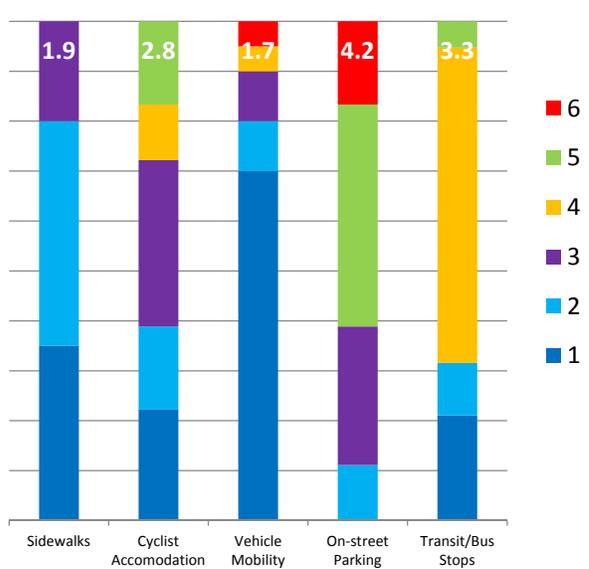
Total



Alder Street Residents



Non-Alder Street Residents





The following is a detailed summary of open ended responses:

Living at South Alder and South Murphy is very scary to access the road. I have never seen police monitoring speeding vehicles, enforce this please.

No crosswalk on 6th and Alder-provides pedestrians with a false sense of security; is on a curve, this site distance is limited; is at bottom of hill, thus cars are speeding even more; summertime bushes make it worse in from of Transition House-no one cuts them until we go to City Hall; sign placement is wrong. Curb extensions on every crosswalk especially in high walking areas.

Have RCMP set up radar on S. Alder, maybe 1 or 2 a month to reduce speeding vehicles

Boulevards are visually nice but take up necessary space. Please enhance cycling infrastructure, the bike lanes on Island Highway are great

I like the idea of variety for Mercroft, 2nd Avenue-definitely cycle paths or clearly marked shared roadways, any traffic calming measures that make sense. Please also do this for Dogwood!

Where South Alder and South Murphy join-we have had 6 incidents in the past 5 years where 2 of our parked cars in our driveway were hit by speeding traffic. Our neighbour has also been affected. It is only a matter of time until someone is killed.

We do not have any concerns with the traffic volume or movement of traffic. I believe many complaints have to do with people's inability to back out onto the street. A sidewalk on one side of the street is important as is parking in areas wide enough to create hazards for drivers. It may be that some areas currently are not wide enough for parking on street, if so this would be discouraged with appropriate road marking

Fix this light on Dogwood so I don't have to use Alder. Advanced green arrow northbound, then both green then delay green arrow southbound. Make them traffic sensitive and stop going green for cross traffic when there isn't any.

no center medians, curb extensions, bike lanes or boulevards on Alder

Additional stop signs will be imperative to improve safety on Alder. Speed due to driver complacency/lack of signage presents the biggest hazard.

Please make it beautiful!

Parking needed on both sides of the street; no parking-our driveways shall be widened, busy stretch-no bike lanes. Lights on Mercroft no circle-people just drive over them. Something needed to slowdown traffic. No trees near sidewalks-blocks traffic.

If my parking on Alder street is gone, my driveway can be used. This was done on Dogwood

I live across from Murphy Street where the horizontal wall rock curb was installed to slow traffic down Murphy; it is useless I have yet to witness vehicle slowing down to enter Murphy. I was using the crosswalk and the vehicle just managed to steer. That portion from Mercroft towards Rebron is a speedway, especially with people dropping kids off at school. People are using cellphones. I can't get out of my driveway, there are tailgaters.

Think about community mailboxes

Please commit to safety. Crosswalk near my house with narrowing and flashing lights. Would also like a 4-way stop at S McLean and Albatross. Speed is a great issue-decrease to 40.

No boulevard because we will have the same problems that have been caused by the other roads where this has been done.

Better lighting. Something to slow people down or go back onto Dogwood-what Dogwood was meant for new with 4 lanes.

There should be sidewalks and parking on each side of the road



Roads are all too narrow and City is a mess and the best you can do is Band-Aid back to life. Other than putting in sidewalks I think you should leave it alone

Put bike lanes on a quiet street-not Alder. Do not spend money on boulevards or curbs that make the street narrow. On street parking on both sides is very important. Speed monitors are good to slow down traffic as well as the occasional RCMP presence.

Traffic calming is not fair to drivers who are driving within reasonable limits-if speeding is a problem then enforce the rules. I would suggest replacing 4 way stops with roundabouts. 4 way stops currently have left turn lanes that confuse the issue-get rid of the left turn lanes. The aim of the road should be to move traffic, if you interfere with normal flows of traffic it will migrate to the backstreets. Decisions should be made in conjunction with Dogwood, the traffic light situation on Dogwood makes Alder a preferable route, and perhaps Dogwood should be a single lane with roundabouts where there are now traffic lights.

Please do not put up stoplights, that impedes traffic when there is no need

I would like to see some enforcement of speeding. We believe that most traffic has moved to Alder to avoid all the stops on Dogwood. Alder needs more stop signs and traffic calming.

It seems Alder is a speedway and could do with additional calming additions. 4-way stop at Mercroft is a good start.

End of bike path by Chanees is very dangerous-needs to be extended to 19A. Murphy needs fixing-change 4-way stops to roundabouts; there is room if the City expropriates the corners. Remove center divider on 19A to allow Emergency Vehicles-to alleviate emergency vehicle traffic on Alder. Fix Dogwood. Remove traffic lights and use roundabouts-they carry 30% more traffic. Stop using field stones within the 60 feet Road allowance. Use rolled curbs, not squared. Designate and mark emergency exit routes (earthquake)

With all the gravel on the sides of the road that the City has not cleared after City plows cleared the snow; it would be dangerous to put bike lanes on Alder.

Pedestrian curbs at corners could be a source of frustration for drivers wanting to turn right if a car is waiting to turn left. New street lights at Mercroft are an excellent idea. Traffic needs to be slowed down on Alder.

What about putting/completing the bike routes off Alder corridor similar to what they have in Vancouver.

Quite frankly, the City has limited understanding to the issues on Alder. There needs to be a major emphasis on speed, and police presence to enforce even the present limits.

I would like to see additional 4-way stops - Evergreen, Robron or Murphy, 6th Avenue.

This plan addresses the most unimportant issues. The issues are motorists who drive too fast and as a consequence make too much noise. They continue this behaviour when they leave Alder and drive toward Dogwood using connecting streets. None of these issues are addressed here. Fix Dogwood-enforce speed limits on Alder and on connectors to Dogwood.

Roundabouts

Add sidewalks there are none and get rid of utility posts in the sidewalk. Do nothing else-Alder moves well as it is. Bike route can be on the side streets.

Old Island Highway should be a 4-lane. Willis Road should be tied in with 2nd Avenue to take pressure off all North-South routes.

Make it one way north past 9th. No light at 2nd and Alder-it's the smooth running intersection.



I live on Alder at the top of the hill above City Hall. Last year our on-street parking was taken away so visitors have to park on 7th and walk. We have a short driveway which only allows for 1 vehicle. Would our block of Alder be a part of the upgrades? Does the hill make a difference in how that portion of Alder would be affected? Not having street parking has become an issue for us but having the center lane has made it easier coming in/out. Speed is also a problem as drivers have a tendency to speed up the hill then slowdown. I would like to see our street parking returned sidewalks along both sides and speed limits changed. Look at Dogwood.

The hill has become a speedway-not well lit with skateboarders, bikes and pedestrians not stopping at Candy Lane intersection, Cars can't see them at night. Please review lights on this section. Please consider a speed bump on corner of Candy Lane and Alder to slow traffic turning on Candy Lane from Alder.

Although making safe biking is very important-could bikes main routes be on a quieter road? Speed limits needs to be enforced consistently and to a level that slows down cars. Alder is a residential street-this has to be taken into consideration while achieving the goals of steady flow.

Please do not do what was done on Dogwood-too many lights. South Murphy-Boulevards and narrow roadside not work-I walk there every day and the traffic has not slowed down.

Change Dogwood lights to be equal time both ways at peak times and side road traffic to activate lights on demand not sit through a whole cycle on a Sunday morning ask yourself what is going on product of a dysfunctional system or city hall. Close Bathurst and repair negative cant on Alder street save lives and stop the roll over into the Church area. See or refer to RCMP reports.

As a resident of Murphy Street for the past 8 years, we have continually raised the issue of speed and volume along Murphy. We hope the suggested changes for Alder will push more traffic to Dogwood, but commuter traffic from Robron South avoids the stop signs at Merecroft and 2nd by cutting down Murphy to 1st to access the Island Highway. There are no deterrents for commuters to use Murphy. Its wide open, not congested and fast. The City did not go far enough with traffic calming efforts. Stop signs should be installed at Lal and Pinecrest. The alternative is traffic circles, but this won't work for the buses that travel down Murphy. This bus should be rerouted as it is the old "Mill Route" Why does the bus travel along Murphy and not Alder when virtually no one uses any of the 3 bus stops. Please consider stop signs at both Lal and Pinecrest. I'm certain based on conversations with more than one half of the 100 households on Murphy that you will see little to no opposition to these low cost, highly effective traffic calming tools.

My concern is that there will be more traffic on South Murphy Street because of these changes on Alder. Since S Murphy still has a traffic problem, it would become worse as more people will use this road as a detour. Shared lanes with a boulevard sounds ridiculous if you are going to have a boulevard, it should be used as a bike lane. This survey was extremely difficult to find online and one should have been able to fill it out online. The bike lanes should actually be on other roads other than Alder if possible since it is a safer ride and more enjoyable ride.

There are already alternate bike routes parallel to Alder. I support more cycling accommodation in this City. I think it is very important. Alder is a main artery for motorists in the City. Especially with the Dogwood lights. If you congest Alder more with cycle lanes and traffic calming two side streets will become busier. Murphy Street has a huge problem of speeding because of people trying to get out of the congestion of Alder. The Murphy Street speeding has not been adequately dealt with. Something more has to be done to avoid a terrible accident.

I would suggest-4 way stops, south Mclean and Albatross together with listed crosswalks. Lights are easier to see, especially in the dark. 4way stops and light crosswalks at evergreen and south Alder. Lights for South Alder/Merecroft Crossing. Crossing Alder at 6th Avenue can be dangerous, because of the bend. It is my opinion that Alder/S. Alder is not safe for cyclists-the road is too narrow in many parts. A painted line does not ensure safety. There may be a few parts on Alder where on-street parking could be safe, but certainly not everywhere. Road too narrow for safety, definitely not safe on 400 block S. Alder.



Sidewalks are vital-I am a walker. There should be sidewalks on both sides of Alder/S Alder. Where there is a bus stop, there should be a sidewalk. Fifty/h must be enforced. Children have to cross this road, dodging traffic. Alder/S Alder is/was supposed to be residential. Highway 19A through Willow Point must be returned to Highway designation, not a "rockery". The lights on dogwood should be adjusted; To work properly these things will take the pressure off Alder/S Alder.

If this city has to be evacuated, chaos would ensue. Safety has got to be the number one priority above all else. Piles of rock=hazard. To widen Alder/S Alder, the 400 block of S Alder cannot accommodate widening.

I think it is more important to accommodate vehicle mobility, pedestrians and cyclist accommodating than worrying about on-street parking, or spending extra money on boulevards that are more costly and will require additional city staff hours to maintain. Housing along the corridor has driveways/parking on their lots and should not require a great deal of on-street parking, clearly illustrated by the current on-street parking usage referenced in the poster. On-street parking contributes to lack of visibility at pedestrian crosswalks currently along the corridor. Though I do not live in the area, i drop my child off at school and travel along Alder daily to work and see a definite need for bike lanes, as well as removing the hazard of vehicles parked directly in front of crosswalks, hindering the motorist's view of pedestrians waiting to cross. Also, providing designated bike lanes and creating a safer cycling route may encourage more people to leave their cars at home.

Cyclists can use quiet streets like Thulin or Birch or even our most beautiful Island Highway. Why give cyclists another option on a major street used by buses, emergency vehicles, commuters and locals backing out of their limited view driveways. I do however feel the sidewalks need desperate repair, I know of several holes in the sidewalk that could hurt someone. And since we are doing it lets underground the power lines

No more stop signs



Appendix A

OPEN HOUSE STORY BOARDS

Overview

BACKGROUND

The City of Campbell River is reviewing opportunities to improve Alder Street to better balance vehicles, parking, pedestrians, cyclists, and public transit. The overall objective is to balance all travel modes while recognizing Alder Street's role as a key north-south road and providing access to adjacent single-family homes. Specifically, the corridor review will...

1. Ensure safe and efficient **vehicle** travel
2. Provide for sufficient **on-street parking**
3. Assess **sidewalks** to identify missing links and sidewalks in poor condition
4. Identify appropriate **bicycle** facilities
5. Ensure **public transit** is accommodated with improved bus stops
6. Opportunities for **traffic calming** and **boulevards** are considered

SUSTAINABLE OFFICIAL COMMUNITY PLAN (SOCP)

The Sustainable Official Community Plan (SOCP) provides the framework for future growth in Campbell River. The SOCP envisions the following:

*"...a transportation system that provides **safe, accessible, convenient, affordable** choices with emphasis on **high-quality walking, cycling, and transit options.**"*

MASTER TRANSPORTATION PLAN

The Master Transportation Plan was completed in 2012 and identifies Alder Street as one of five "major road enhancement" projects. The Master Transportation Plan provides specific guidance for Alder Street, as follows:

- Alder Street is classified as a "minor arterial" road intended to accommodate 5,000 to 15,000 vehicles per day and provide limited access to adjacent properties
- Signalization or a roundabout is recommended at 2nd Avenue and Merecroft Road
- Sidewalks (1.8m) are to be provided on both sides and prioritized near Pinecrest / Robron Park, as well as near the four schools and hospital
- A "marked wide curb lane" cycling facility is to be provided as a minimum 4.3 metre vehicle travel lane with a "sharrow" paint marking at the curb side to indicate the cyclist travel path
- Alder Street is identified as a "local transit network" along much of its length, consistent with the Transit Future Plan (2011)
- Trucks and dangerous goods will be discouraged on Alder Street

CONTACT

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STUDY AREA



Issues / Opportunities



SIDEWALKS

Sidewalk widths vary and there are issues with utility poles (see above) and areas lacking sidewalks, particularly in the north portion of Alder Street.



ON-STREET PARKING

Parking is permitted on both sides along most of the corridor and occupancy rates are generally well below 50%. The road feels wide when on-parking is unoccupied and can promote vehicle speeding.



BUS STOPS

Certain bus stops along the corridor lack sidewalks, making them uncomfortable for average transit riders and hazardous to riders with mobility challenges or relying on mobility aids.



CYCLING ROUTES

Alder Street has steep slopes, particularly north of Simms Creek (pictured) and in the south. Other, flatter routes with less traffic to the west and east may be more attractive cycling options.



CURBS

Non-mountable curbs (left) are in-place along much of Alder Street. However mountable curbs (right) exist in much of the north portion and provide a limited physical barrier at the roadway edge, leading to inappropriate parking and potential for vehicles parking on adjacent sidewalks or boulevards.



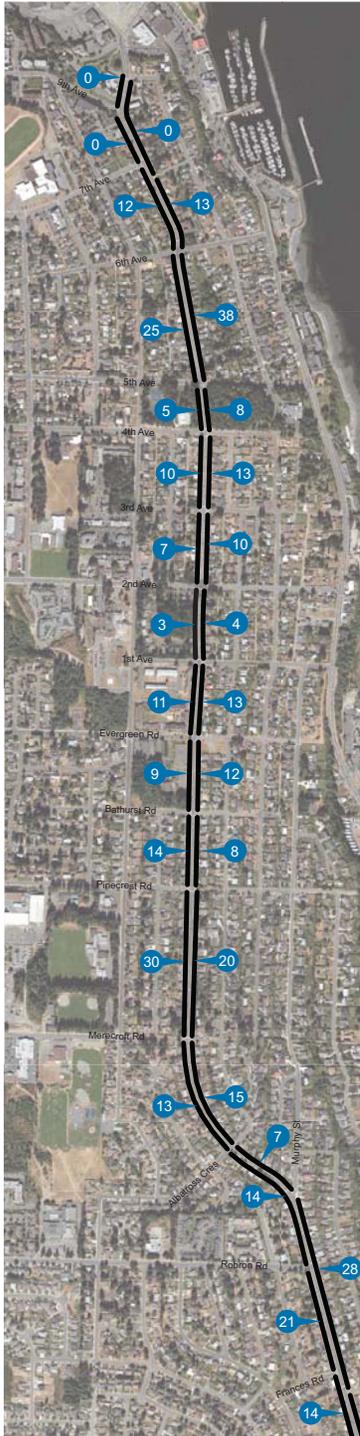
SCHOOL ZONE

A rush of traffic, pick-ups/drop-offs, and students walking and cycling is experienced at Southgate Middle School at the beginning and end of each school day.



Parking

PARKING SUPPLY, NORTH END
 North of Marina Blvd / Frances Rd



PARKING SUPPLY, SOUTH END
 South of Marina Blvd / Frances Rd

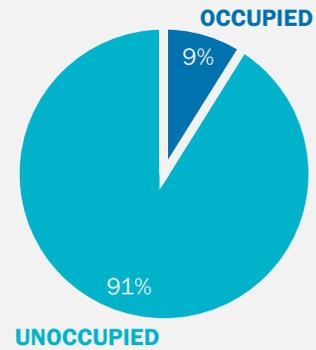


LEGEND

Parking Supply, by block (approximate)

Estimated On-Street Parking Spaces on Alder Street... **850**

Peak Hour On-Street Parking Occupancy Rate*



*based on observations from Wednesday, February 20 at 5pm and increased by 10% to reflect late evening and weekend demand

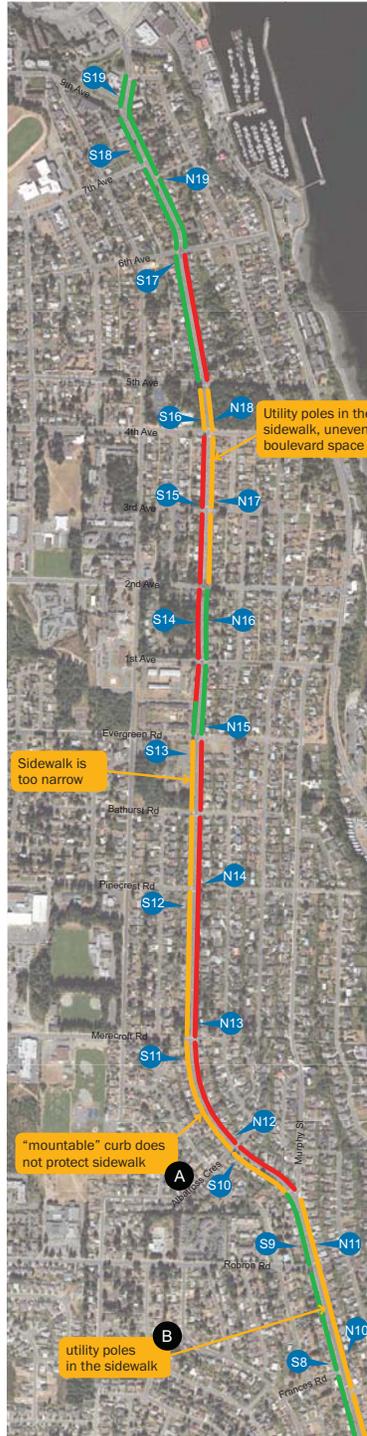
KEY FINDING

No on-street parking section exceeds 50% occupancy during peak periods, suggesting that on-street parking needs could be met on one side if road space is needed to accommodate sidewalks, cycling facilities or boulevards.



Sidewalks + Bus Stops

NORTH END
 North of Marina Blvd / Frances Rd



SOUTH END
 South of Marina Blvd / Frances Rd



LEGEND

- **Adequate Sidewalk**
 Sidewalk that is at least 1.5m wide, has a "barrier" curb, and is not impeded by utility poles or other objects
- **Inadequate Sidewalk**
 Sidewalk that is less than 1.5m wide, is adjacent a "mountable" curb, and/or is impeded by utility poles
- **No Sidewalk**
 No sidewalk is provided
- Bus Stop Location**



Sidewalks with "mountable" curbs do not provide a barrier between pedestrians and vehicles and may result in vehicles parked on the sidewalk.



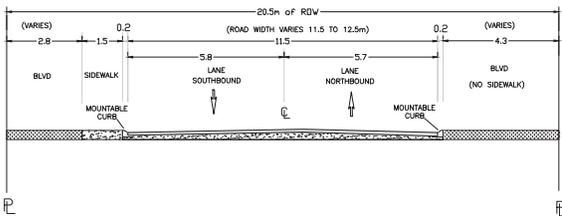
Utility poles in the middle of the sidewalk make sidewalks uncomfortable for groups of pedestrians and unpassable for wheelchairs and most other mobility devices.



Cross-Section Options, north section

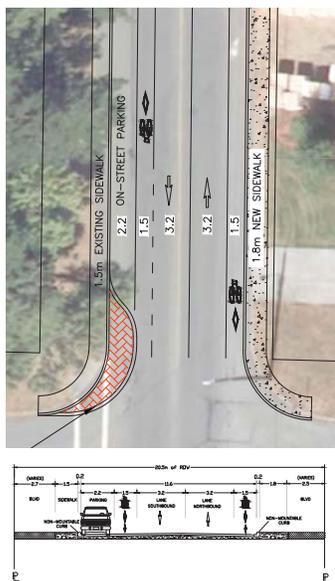
EXISTING

The north section is generally a 20.5m right-of-way with at least 11.5m from curb-to-curb. Sidewalk widths vary from 1.8m to 1.2m and are missing in certain areas. The roadway includes 5.8m (each direction) for vehicle traffic and parking.



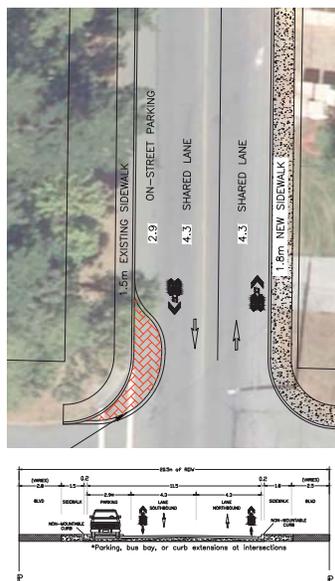
Option A: BIKE LANES

- Advantages:**
- Defined area for cyclists
 - Clearly identifies the road as a cycling route
 - Narrow vehicle lanes, slower vehicle speeds
 - Low cost, uses existing curb-to-curb width
- Disadvantages:**
- Narrow lanes minimize the buffer between cyclists and drivers
 - No boulevard between sidewalk and roadway
 - Parking on one side of the street



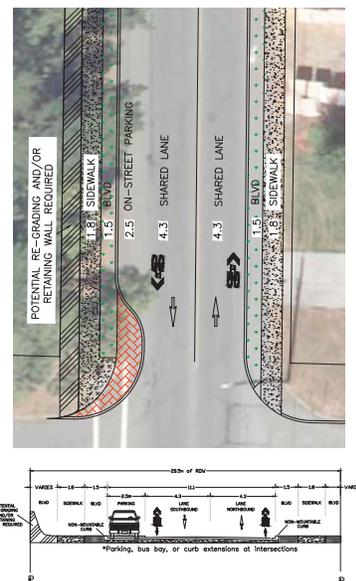
Option B: SHARED LANES, PARKING 1-SIDE

- Advantages:**
- Shared lanes facilitate cars, cyclists, and buses
 - Wide parking area (one side of the road)
 - Low cost, uses existing curb-to-curb width
- Disadvantages:**
- Not a continuously delineated cyclist area
 - No boulevard between sidewalk and roadway
 - Parking on one side of the street



Option C: BOULEVARD, PARKING 1-SIDE, SHARED LANES

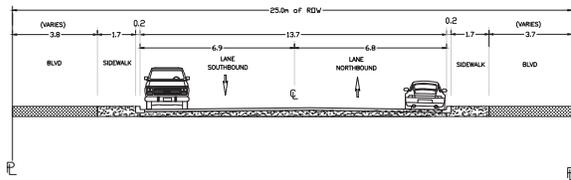
- Advantages:**
- Boulevard between roadway and sidewalk
 - Shared lanes facilitate cars, cyclists, and buses
 - Wide parking area (one side of the road)
 - This option enhances all modes
- Disadvantages:**
- More costly; widening required and potential re-grading and/or retaining walls in many sections
 - Not a continuously delineated cyclist area
 - Parking on one side of the street



Cross-Section Options, south section

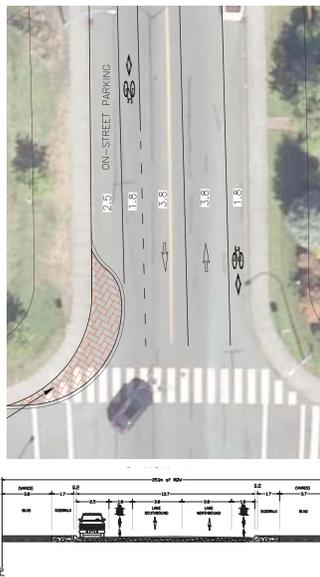
EXISTING

The south section is generally a 25m right-of-way with 13.7m from curb-to-curb. This section generally has 1.7m sidewalks on both sides and the roadway includes 6.8m (each direction) for vehicle traffic and parking.



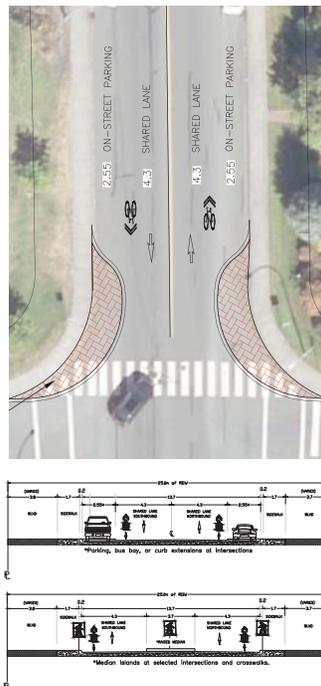
Option A: BIKE LANES

- Advantages:**
- Defined area for cyclists
 - Clearly identifies the road as a cycling route
 - Low cost, uses existing curb-to-curb width
- Disadvantages:**
- No boulevard between sidewalk and roadway
 - Parking on one side of the street



Option B: SHARED LANES, PARKING BOTH SIDES

- Advantages:**
- Shared lanes facilitate cars, cyclists, and buses
 - Wide parking area (one side of the road)
 - Low cost, uses existing curb-to-curb width
- Disadvantages:**
- Not a continuously delineated cyclist area
 - No boulevard between sidewalk and roadway



Option C: BOULEVARD, PARKING 1-SIDE, SHARED LANES

- Advantages:**
- Boulevard between road lanes and sidewalk
 - Shared lanes facilitate cars, cyclists, and buses
 - Wide parking area (one side of the road)
 - This option enhances all modes
- Disadvantages:**
- Not a continuously delineated cyclist area
 - Parking on one side of the street
 - Higher cost due to curbs and drainage



Design Options

TRAFFIC CALMING

Traffic calming may be installed at intersection to narrow the roadway and encourage slow driving. Consideration may be given to centre medians (top) and curb extensions (below), or both may be used in tandem with one another.

Centre Median



CYCLING FACILITIES

Alder Street is identified in the Master Transportation Plan as having a shared lane bicycle facility (ie. side-by-side with vehicles). Consideration may also be given to a bike lane.

Shared Lane (with "sharrow")



BOULEVARDS

Boulevards may be installed between the sidewalk and roadway to provide separation to increase pedestrian comfort and safety.



Curb Extensions



Bike Lane

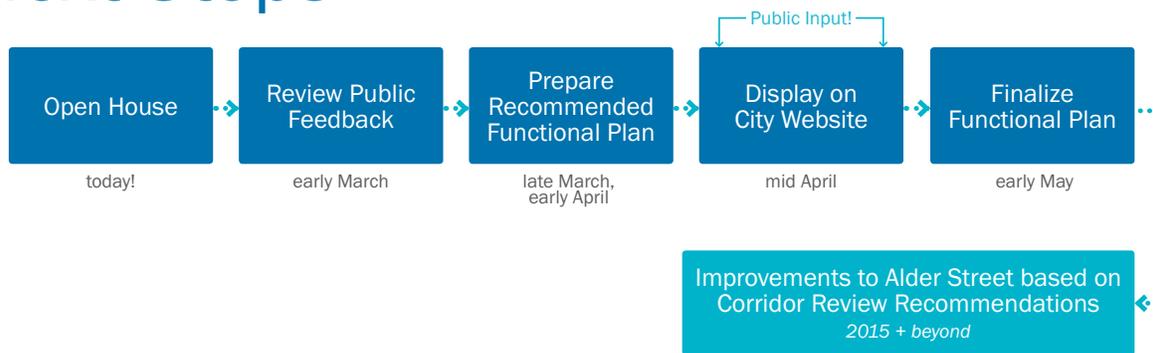


BUS STOPS

Bus stops may be improved to include a sidewalk or concrete waiting area, shelter, benches, and rider information.



Next Steps





Appendix B

SURVEY

ALDER ST CORRIDOR REVIEW

MARCH 12 2014 OPEN HOUSE - EXIT SURVEY

Q.1 What community / neighbourhood do you live in?

- On Alder St (on what block): _____
- Within 2 blocks of Alder St (on what side road): _____
- Other _____

Q.2 Are pedestrian facilities along Alder St important for you?

- Very important Somewhat important Not at all important

Q.3 Are bicycle facilities along Alder St important for you?

- Very important Somewhat important Not at all important

Q.4 Is on-street parking on Alder St important for you?

- Very important Somewhat important Not at all important
- N/A (check if not applicable i.e. not a local resident)

Q.4a Do you support the following cross section options for the North section of Alder St (Poster 5):

- a) Bike Lanes, parking on one side, sidewalk both side: Yes No
- b) Shared Lanes, parking on one side: Yes No
- c) Shared Lanes, parking on one side, boulevards between road and sidewalk (likely requires re-grading and possible retaining structures in some sections): Yes No

Q.4b Do you support the following cross section options for the South section of Alder St (Poster 6):

- a) Bike Lanes, parking on one side, no boulevard: Yes No
- b) Shared Lanes, parking on both sides, no boulevard: Yes No
- c) Boulevard between the sidewalk and the road, Shared Lanes, parking on one side: Yes No

