

Item 25.1

CITY OF SALMON ARMDate: April 12, 2021**Lakeshore Road Stabilization – Public Consultation
Consolidated Results****Vote Record**

- Carried Unanimously
 - Carried
 - Defeated
 - Defeated Unanimously
- Opposed:

- Harrison
- Cannon
- Eliason
- Flynn
- Lavery
- Lindgren
- Wallace Richmond



File: 2019-47

TO: His Worship Mayor Harrison and Members of Council

FROM: Robert Niewenhuizen, Director of Engineering and Public Works

PREPARED BY: Jenn Wilson, City Engineer

DATE: April 7, 2021

SUBJECT: **LAKESHORE ROAD STABILIZATION – PUBLIC CONSULTATION
CONSOLIDATED RESULTS**

For Information

BACKGROUND

In follow up recent Council discussion, Council asked staff to come back with a report outlining a public consultation plan for the Lakeshore Road Stabilization.

Staff proposed and Council agreed to the following consultation plan.

Posting an informational package on the City website presenting three options to the public for input. A Survey and feedback form was to be provided for written submissions to Council in advance of an evening public input session during a Council meeting set for April 12, 2021.

The following three options were presented to the public:

- Option 1: Two-way Urban Collector Road with AT Corridor
- Option 2b: Fixed One-way Urban Local Road with AT Corridor (Southbound One-way)
- Option 3: Two-way Urban Collector Road without AT Corridor

Advertising and outreach included two weeks of advertisements in the local paper and social media as well as advertising on our portable digital signboard placed on Lakeshore. Additionally, staff mailed the advertisement and feedback form out to all residents along the affected portion of Lakeshore Road.

The proposed time line for the public consultation period was followed as previously presented:

- March 8th Release from In-Camera
- March 8th - 16th Information package preparation
- March 17th Starting advertising (approx. three weeks)
- April 12th Evening public input session
- Two weeks for input and feedback review
- April 26th Council report for decision

STAFF COMMENTS

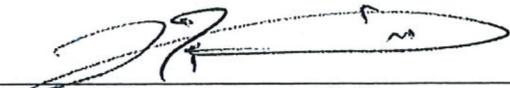
The public outreach for Lakeshore Road has been the most successful public outreach in Staff's memory. Over 560 surveys were submitted as well as several e-mail and written submissions. A portion of the survey included binary responses which are shown in the pie charts below.

All survey responses and written submissions received prior to end of day on April 7, 2021 are appended to this report for Council's review.



The proposed timeline included two (2) weeks for Council to review and digest the public feedback, as such, staff will prepare a memo to be placed on the April 26, 2021 agenda with a proposed motion for Council to consider. It is staff's intention to include in the April 26 report a further summary of the public input that would include a separate evaluation of responses from residents living along the affected portion of Lakeshore from those living elsewhere as preliminary responses indicate a significant difference in the typical responses.

Respectfully submitted,


Robert Niewenhuizen, AScT
Director of Engineering and Public Works

CITY OF SALMON ARM
Lakeshore Road Slope Stabilization - Future Road Layout



Name: [Redacted]
Address: [Redacted]
E-mail (Optional): [Redacted]

How did you hear about this?

Sign Board Newspaper Friday AM
Website Word of Mouth Social Media
Other _____

Have you reviewed the information package available on the City's website?

Yes No

Please choose a ranking for each site:

| | | | | | | | |
|---------------------------------------|------------------|---|---|---|---|---|------------------|
| Option 1: Two-way with Multi-Use Path | Excellent Option | 1 | 2 | 3 | 4 | 5 | Very poor option |
| Option 2: One-way Southbound | | 1 | 2 | 3 | 4 | 5 | |
| Option 3: Two-way; no Multi-use path | | 1 | 2 | 3 | 4 | 5 | |

Please explain the main considerations in your rankings.

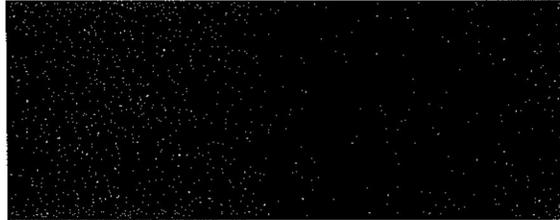
Many residents walk and bike along Lakeshore Road to and from downtown. It is very hazardous due to the lack of shoulder and the narrowness of Lakeshore Dr. The first option of two-way with multi-use path is the safest one, in spite of the added cost. Option 3 is short sighted as we will be clamouring for a path down when a fatal accident occurs if it hasn't already. Option 2 would

Please continue on reverse
[Stamp]

Any additional comments?

would add a longer drive to NE residents heading downtown, to the Health Care Centre, the Provincial Building, the hospital, and some schools.

Please look at the long term solution to this problem .:



RECEIVED

APR 6 2021

CITY OF SALMON ARM

282

From:

Sent:

To:

Subject:

[REDACTED]
Lakeshore Road Slope Stabilization Future Road Layout Options \
We choose option #1

Our choice is Option #1 because:

- All traffic flow in the area is currently designed to accommodate 2 way traffic. We are in favor of maintaining this road as a 2 way.

- Our concern is the increase in traffic that will be diverted onto 20th Street N.E. This street and the intersections associated with it were not designed to accommodate 100% of outbound traffic that has always travelled on Lakeshore.

- The new development around the area of the Police Station which is high density and commercial will strain the road system to the maximum before you add the additional traffic along Lakeshore.

- We are residents of Willow Cove and believe that increased traffic along 20th Street N.E. would be hazardous for residents pulling in and out of Willow Cove and pedestrians as well as children who have to cross 20th Street N.E. to get to school.

Thank you.

[REDACTED]

Salmon Arm Council Meeting April 12,2012

Re: Lakeshore Rd Slope Stabilization



Thank you for offering an opportunity for local comment on the proposed changes to Lakeshore Rd.NE

Over the years there has been an increased level of traffic and a decreased level of safety for the pedestrians and cyclists. The 3 options proposed address various levels of safety for the motorists, pedestrians and geotechnical risk on the Lakeshore Rd section. I would like to propose a 4th option to address the local experience related to increased traffic, road user safety and geotechnical concerns, including 20th Ave., NE.

It is my understanding the 20th Ave NE, and Lakeshore Rd NE are designated a collector for the OCP. Currently it has developed into a main access into Salmon Arm to accommodate the development of the NE sector of Salmon Arm. The grade on 20th Ave.NE, poor sight distances, lack of pedestrian accommodation and geotechnical concerns do not make it a viable long term connector status access option.

The 3 options for Lakeshore Rd., do not address the steep grade on 20th Ave NE, and increased risk during winter driving. I do not have the accident statistics or traffic volumes for 20th Ave.NE, but over the years I have witnessed numerous accidents and vehicles stuck on the hill. None of the proposed options will increase the reliability of 20th St.NE in the winter as a dependable collector status network.

I would like to propose a 4th option for a long-term viable access into Salmon Arm for the residences of the NE sector of Salmon Arm.

1. improvement to the intersection of Lakeshore Rd NE and 20th Ave NE alignment,
2. a roundabout at 20th St. NE and 11th Ave. NE and
3. a 2nd roundabout at 11th Ave. and 10th Ave. NE
4. improvement to Lakeshore Rd NE and 10th Ave. NE intersection

This 4th option would result in a smoother flow of traffic and viable long-term access that would justify the cost of infrastructure improvements. It has an added benefit, as the majority of the proposed route has existing curb and gutter and a sidewalk.

Keeping 20th Ave NE and Lakeshore Rd NE for local use only would reduce the traffic volume and the lower the risk to motorist, pedestrians and the geotechnical risk/consequence. Eliminating the right turn at Lakeshore Rd NE and 20th St NE is an option that would further reduce the through traffic on 20th Ave NE and Lakeshore RD NE. A "Local Use Only" sign at Lakeshore Rd NE and 10th Ave NE would also help reduce traffic volume.

Although the existing road alignment does not have a dedicated walkway or allow a proposed 2.5m path, the reduced traffic volume, low speed limit and improvements to the site distance around 1340 Lakeshore Rd NE would reduce the risk for all road users. There is an abundance of research and jurisdiction standards related to lane and shoulder widths that would allow 2 lanes and accommodate

an acceptable multi use path all the way into town along Lakeshore Rd NE within the existing cross section with minor localized site distance improvements.

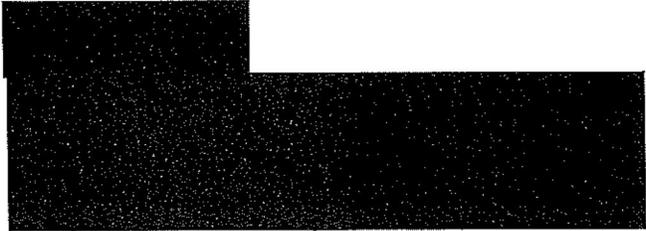
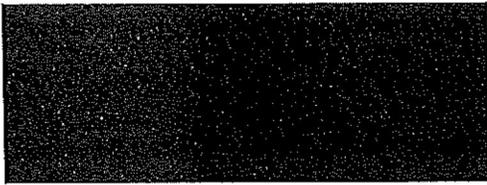
Reducing the service level for the route would also reduce maintenance costs. Full depth patching, resurfacing and addressing shoulder sluffs, as has been done in the past, would sustain the current road surface and be a considerable cost saving compared to the upgrading and future maintenance related to a collector status route.

Directing infrastructure funding away from Lakeshore Rd. NE to the 4th option would provide a fiscally prudent long-term option to address downtown access for the NE sector of Salmon Arm.

Much appreciated,



From:
Sent:
To:
Subject:



only # one option should be considered. (or going with the petition signed by over 400 residents of the area which was presented to the City Council nine years ago by G&M Krukowski from Lakeshore Rd. option with walkway attached to the side.)

286

From:

Sent:

To:

Subject:



Broadening Lakeshore Road options.

I was looking at the options and prefer Option 3, **but**, there seems to be a possible option which has not been considered and might be helpful for pedestrians and cyclists. Rather than building a path that parallels the road, why not build a pedestrian/cyclist bridge that crosses the tracks and links up with the Lakeshore walkway trail from approximately 17th Ave. N.E. to the Manor area.

Many pedestrians cross the tracks at this point (illegally) but the lakeshore path is already in place. Vertical clearances across the track would need to be worked out with CP Rail.

It is important to maintain two way traffic along Lakeside Road for access and emergency vehicle traffic which serves the houses along the route. Traffic calming measures could still be used to better effect if the pedestrian consideration is not a factor in establish a wide enough corridor.

It would be useful to do a **cost comparison** on what amounts to a **fourth option** and compare it with Option 3 minus the pedestrian considerations parallel to the road.



Virus-free. www.avg.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Road improvements on Lakeshore Drv

[REDACTED]

Subject: Road improvements on Lakeshore Drv

We are residents at [REDACTED] and walk the lengths of Lakeshore Drv often, including between 10th and 20th. The need for foot and bikepaths along the full length of Lakeshore Drv is crucial to the safety of those who use it , especially because of increased traffic and overspeeding of vehicles.

The proposed options for the upgrades really leave one viable option and that is two way traffic with the sidewalks or shoulders. Adding footpaths or bikepaths at a later time would be much more expensive than just getting it done now along with the needed stabilizations.

Salmon Arm is in great need of adding sidewalks along streets and avenues where many sections are missing or not connected. Roads like Foothills requires paved shoulders for walking or bikepaths as well. It should be policy to add road shoulders on any new or re-paved road . It also appears to me that the only emphasis on building sidewalks is in front of new developments. We need continuous sidewalks.

[REDACTED] Mar 26, 2021

CITY OF SALMON ARM
Lakeshore Road Slope Stabilization - Future Road Layout

CITY OF
SALMON ARM

Name: _____
Address: _____
E-mail (Optional): _____

How did you hear about this?

Sign Board Newspaper Friday AM
Website Word of Mouth Social Media
Other _____

Have you reviewed the information package available on the City's website? *only word of mouth allowed into know about the sign never got letter from city until now!!*
Yes No

Please choose a ranking for each site:

| | 1 | 2 | 3 | 4 | 5 |
|--|-----|---|---|---|-----|
| Option 1: Two-way with Multi-Use Path | | | | | (5) |
| Option 2: One-way Southbound | | | | | (5) |
| Option 3: Two-way; no Multi-use path | | | | | (5) |
| Option 4/5 <i>local traffic only or one way plus local traffic</i> | (1) | 2 | 3 | 4 | 5 |

Excellent Option (left of column 1) *Very poor option* (right of column 5)

Please explain the main considerations in your rankings. (1)
* Better use of taxpayer money to fix bank for long term
* access to/from town continues for local residents who originally purchased homes because of easy, quick access to town
* safety long term rather than continually bandaging the real problem
Fix the Problem of slippage first - close off Lakeshore

Please continue on reverse *for local traffic only until you fix the real problem!!*

RE: Changes and Options Proposed for Lakeshore Road

As residents living within this area, we would like to add some alternatives to the three options, address our concerns, plus have significant input into any decisions made regarding these issues.

With respect for those at the City of Salmon Arm and with appreciation for the time, effort, planning, research, and preparation of the report on slope stabilization, plus, road layout options for Lakeshore Road, we would like to add our input.

We appreciate that the City is proposing some options for the long term problems on Lakeshore Road.

The ongoing effect of the dramatically increased traffic experienced on Lakeshore Road, combined with the substantial unstable slope failure experienced over the years, continues to have a direct impact on our lives, more so than the residents who only use this route to travel to and from town on a daily basis. We would like to see the repair of the bank, including preventive measures for further slippage and erosion of the slope once and for all be the top priority.

We are concerned that none of the 3 options presented in your report appear to provide a concrete, long term solution to permanently repair the slippage, erosion and destabilization of the slope. As property owners and taxpayers we would much rather see our tax dollars go toward a long term remedy.

The dramatic increase in traffic along Lakeshore Road (coming from both directions) over the past few years will only continue to get worse and certainly exacerbates the erosion issues. Few drive the posted 50 KM speed limit, plus, there is often a bottleneck of traffic heading south into downtown Salmon Arm at an already congested intersection at the entrance to the downtown area.

Along with a long term solution to the slope destabilization, we would like to see further city planning for the infrastructure of feasible traffic

290

From:

Sent:

To:

Subject:

Lakeshore Road Project Concerns

Categories:

For Information

Hi.. writing this letter for my mother who lives

1. Mayor Roger's 35 years ago promised Lakeshore residents a side walk..gave them \$600 for frontage property..to this date nothing !!
2. The traffic is ridiculous now that it caters to Raven district, Canoe and other surrounding areas. It is not even safe to walk to the mail boxes. Or drive out of your driveway.
3. Having traffic one way would mean my elderly mother would have to use the road by the health unit to either go or return to or from town...this road is Always steep and slippery in the winter...not an option !!!!
4. Why do residents of Lakeshore have to give up their safety and road to cater to other neighborhoods..would you do this with the road in front of your house?? Would you want this done at the expense of your parents safety ?? She has lived there 40 years !
5. For the safety and rights of the tax paying citizens on Lakeshore road..Lakeshore Road should have the sidewalk they were promised 35 years ago and traffic should be for local residents only !!

Please consider this while making this decision which affects all the people who actually live (many for years) on Lakeshore Road !!!!!

Interested in your response.

Get [Outlook for Android](#)

INPUT REGARDING PROPOSED CHANGES TO LAKESHORE RD BETWEEN 10 AVE AND 20 AVE NE, SALMON ARM. ("the stretch")

First, I must say I consider it inappropriate to make decisions on this matter during the midst of the third wave of the covid19 pandemic. This "stretch" of road has been neglected, barely maintained, and in the process of collapsing onto the CPR tracks for fifty years, in my direct experience, and actually for over a century. I have wanted to canvass affected residents in person, and have just today been retold by the provincial director of public health to stay indoors, and avoid personal contact. You must know how many of the homeowners on this stretch are older and not computer or "zoom" literate. If you avoid pounding this stretch to pieces with heavy fast traffic, there's no reason to suspect it won't hold together for another year or so, to provide fairer time for discussion. Please hold off on decisions on this matter until after the pandemic is under control.

I am an engineering graduate myself, formerly registered professional engineer, and have taught math and physics to university students for 34 years, here in Salmon Arm, and at universities at the coast. I have lived in my present home at [REDACTED] since 1974, 48 years. We purchased this property shortly after a major collapse of "the stretch", which resulted in the construction of the metal "bin wall" in front of our house, and construction of earth berms between the bin wall and the CPR tracks. All this was done with the advice of a major civil engineering company. Good engineers believe they can build anything, given enough money and time. The photos on your website of major repairs being made to "the stretch" are taken exactly where that engineering company tried, and failed, to give a long term remedy to that problem on a relatively easy portion. I hope all members of Council have actually walked "the stretch", and observed the nearly vertical drop-off where the roadway is actively crumbling away. (Even more, I hope you take that walk at rush hour, and get the feeling older residents, with no available car, would have while trying to access their mailboxes at the North end of "the stretch".) I do not believe this city is willing to consider the spectacular cost of the 30 metre high concrete and steel engineering extravaganza that would be required to support and rebuild this portion of "the stretch".

On the other hand, "the stretch" has held together for over a century, and could make a few more **IF YOU RESTRICT TRAFFIC FLOW TO LOW VOLUME, LOW SPEED AND LOW WEIGHT.**

During construction of the new Marriott hotel, I observed a succession of heavy trucks hauling dirt excavated from the hotel site pounding its way over "the stretch" for days to a dumping site. Who authorized this? Anyone with any regard for preservation of this unstable roadway would have prevented it. Trying to make an urban collector road on a crumbling cliff-edge is inviting a disaster, and wasting all money spent in its construction.

A little over thirty years ago, the council of the day hired ex-mayor Don Rogers to come to all of the properties along "the stretch", to show us all how the city (actually District then) was proposing to build a sidewalk along "the stretch". It looked very good, with street lighting and pavement, so we gave up a

bit of our property, which ostensibly was required to do the job. (I recall contemplating adding a caveat to the agreement, stating that title should come back to us if the project was not completed in five years, but this seemed a bit cynical). Here we are thirty years later, and still no sidewalk. I don't know whether you believe any council has a duty to respect promises made by previous councils, but we made a contribution for this project in good faith, and wouldn't mind seeing a little in return. Your third option would put the final lie to the city's promise of a sidewalk, and condemn residents along "the stretch" to a dangerous and terrifying experience any time they left home without using a car. I thought the city was trying to encourage foot and bicycle usage. **OPTION 3 IS UNACCEPTABLE, AS IS ANY OPTION THAT DOESN'T PROVIDE SAFE DEDICATED PEDESTRIAN ACCESS.**

I have been astonished to hear that a number of people in this city have been referring to the residents along "the stretch" as an elite, looking for some special status. Take a drive by some day. I see older, modest houses with difficult driveways, many occupied by retirees. All face an escalating access problem due to increasing traffic flow on a disintegrating unstable road. What they need is a safe way to get in and out of their homes on foot or by vehicle.

In 1974 it was still safe to ride a bicycle or walk along "the stretch", but now it is worth your life. First came Appleyard and Raven subdivisions, and now an explosion of new residential construction north of 20 Ave. It seems untenable to even consider squeezing all the increased traffic through the bottleneck at "the stretch" as it heads for city centre. Why didn't the city see this coming, and prepare an alternate route? Hang on, there is such a route. If the part of Lakeshore Drive north of 20 Ave were connected to 20 St with an S curve, instead of the existing right angle double stop sign situation, then we could get full use from the major upgrades done earlier to 20 St. Better yet, the city already owns the land required to build the S curve. And 20 St. already has sidewalks, leads to the highway underpass, and connects to the access road parallel to the highway from 30 St. down to the new Marriott hotel and beyond. This road is immensely better suited to collector traffic than any present or imaginable version of "the stretch". Also, whatever is done to "the stretch", at whatever cost, it is danger of collapse. If it were to fail surely it would be wise to have a workable alternative prepared.

I have lost control of my car in snow and ice conditions only twice in fifty years, both times on the steep part of 20 Ave where it feeds to "the stretch". Any driver knows that stopping distances and control problems are worse when travelling downhill. If you make this roadway and "the stretch" one-way, downhill only, you introduce large problems for residents along it. Many times in snowy conditions I travel South along the relatively level "the stretch" even though I wish to head North, to avoid dangerous conditions on the 20 Ave hill. Fine if that roadway is one-way southbound, but how do you expect me to get home again without having to take the even more dangerous downhill run on 20 Ave? **RESIDENTS ON THE STRETCH NEED TO HAVE TWO WAY ACCESS TO AND FROM THEIR HOMES, FOR WINTER SAFETY.** Your option two does not provide this capability, and is thus unacceptable.

If option two were adopted, there would be a large morning surge of traffic, and drivers would not have to consider oncoming traffic. I expect traffic speed would increase, above the already intolerable level.

Traffic "calming" would be in order, either speed bumps, reduced speed limits, or both. I have noticed often that a portion of Lakeshore Rd between Appleyard and Raven subdivisions has a 30 km/hr limit, where the roadway is nowhere as twisting and narrow as portions of "the stretch", no houses have the blind driveway access seen along "the stretch", and traffic volume is much less. We need similar restrictions along "the stretch". Also, the morning surge would have to make its way North in the afternoon, obviously in large part along 20 St heading for Lakeshore Rd north of 20 Ave. It seems the intersection improvements mentioned earlier to facilitate this should be made, also to accommodate surges in both directions if "the stretch" is blocked to traffic for any reason.

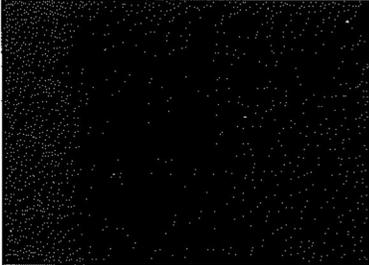
There are large problems associated with option one. Assuming there are not Herculean expensive efforts made to shore up the worst cliff-hanging parts of "the stretch", given that heavier faster higher volume traffic would occur, the roadway would take an increased pounding and the danger of a full collapse would be real and imminent. Even more unfair and disruptive is the cutting back of properties fronting on "the stretch", many of which are already uncomfortably close. You will destroy the peace of mind and property values of the affected owners, many of whom have for decades enjoyed their homes, paid their taxes, and nervously watched their access decay under their feet.

HERE IS A PROPOSED OPTION FOR "THE STRETCH", OPTION FOUR.

OPTION FOUR

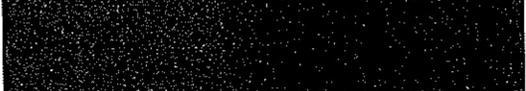
- 1 LOCAL TWO WAY VEHICLE TRAFFIC ONLY, WITH CALMING, BUT OPEN TO PEDESTRIANS AND CYCLISTS.**
- 2 BLOCK VEHICLE TRAFFIC WITH A GATE, AT A POINT WHERE ROADWAY IS MOST LIKELY TO FAIL. GATE OPENABLE FOR MAINTENANCE AND DURING SNOW AND ICE EMERGENCIES. GATE ALWAYS PASSABLE TO NONVEHICULAR TRAFFIC.**
- 3 SAVE MILLIONS BY KEEPING THE EXISTING ROAD SURFACE JUST MINIMALLY MAINTAINED. NO LAND ACQUISITION COSTS. GETS MAXIMUM LIFETIME OUT OF ROADWAY.**
- 4 LOCAL TRAFFIC ABLE TO EXIT FROM ONLY ONE END, EXCEPT WHEN GATE OPENED. ACCESS AT BOTH ENDS WHEN GATE OPEN.**
- 5 MAKE THE INTERSECTION UPGRADES ASSOCIATED WITH OPTION TWO. IN ADDITION MAKE AN S-CURVE CONNECTION BETWEEN 20 ST AND LAKESHORE RD N OF 20 AVE, ON LAND CITY ALREADY OWNS.**

I believe this option fourth option provides an optimal, fair, farsighted and feasible solution to the difficult and escalating problems on "the stretch", the portion of Lakeshore Rd between 10 Ave and 20 Ave. Please give it serious consideration.



From: 

Sent: 

To: 

Subject: 

Hello Jennifer,

My apologies for the delayed response, too many directions lately. Thank you for getting back to me regarding how the Lakeshore Rd changes may or may not affect our property. If the plan is to not change the existing retaining wall located in front of our property I believe our next project phase can proceed.

In regards to the traffic directions and possible changes, as someone who has lived here for over a decade, I am concerned about the safety of having to possibly travel in one direction. My work commute requires I travel long before the plow trucks are out and quite often after they're gone on a daily basis. During the winter occasions, I exit our property in a south direction and return in a north direction to avoid the potential hazards of the hill on 20th. I understand many of the residents in the area like the idea of a possibly quieter Rd, most of these residents are not required to commute and if they do, it's definitely not in the early and late hours of the day.

There is also a concern accessing our property while towing an attachment (e.g. trailer) or oversized truck delivery (e.g. Construction material delivery) if Lakeshore Rd was to become one direction. I know this may seem like a small concern compared to the issues you are facing regarding the road stability, but we really have an on going requirement for the two way traffic flow due to the hairpin driveway entrance.

Thank you again for getting back to me and considering our concerns





> I'm in training for the next couple days so will not be able to get back to you in person until Thursday - sorry! I'll try to summarize through e-mail and then if you have additional questions we can discuss Thursday if you are available.

>

> Your property at  is one of the few properties over the subject area that is unlikely to be impacted by the improvements as we do not anticipate moving the existing retaining wall. The Lakeshore Road travel lanes would be slightly narrowed to move traffic away from the northern failure area and the multi-use path would be offset lower down on the bank from the roadway to the north. However, we will not be 100% confident of the impact until Council approves an Option to proceed with and a detailed design is completed. During the detailed design we would finalize the extent of the anticipated property impact and then we would engage the property owners to discuss the impact to their land. I would expect the detailed design to be complete late summer/early fall.

> Hopefully this helps, but if there is more you would like to discuss, please let me know if there is a time for you on Thursday after 11am that would work for a phone call.

>

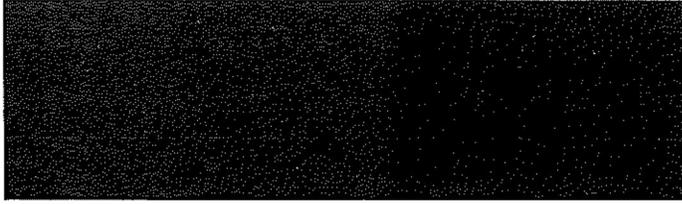
> Regards,

>

296

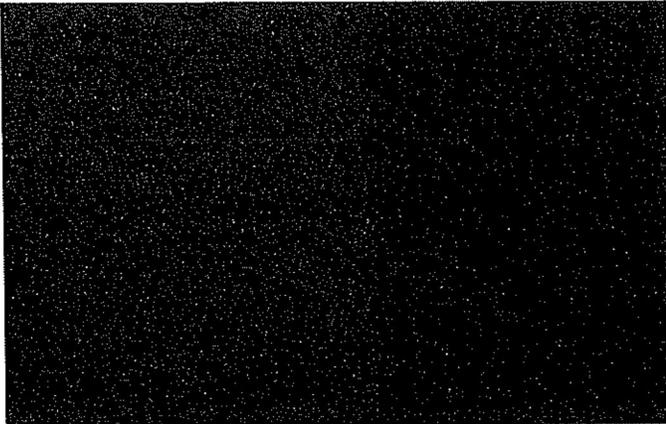
> Jenn Wilson, P.Eng. | City Engineer
> Box 40, 500 - 2 Avenue NE, Salmon Arm BC V1E 4N2 | P 250.803.4018 | F 250.803.4041
> E jwilson@salmonarm.ca | W www.salmonarm.ca

>
>
>



> Good morning Jen Wilson,
> My name is [REDACTED] I am a property owner at [REDACTED] and I am wondering if there would be an opportunity to have a discussion in regards to the future changes to lakeshore rd.
> My wife and I are currently planning projects to our property and we are wondering if the road changes would effect our next project investment.
> I can be reached at [REDACTED]
> Thank you,
> [REDACTED]
>
>
> Sent from my iPhone

Lakeshore Road Slope Stabilization - Future Road Layout



How did you hear about this?

- Sign Board
- Website
- Newspaper
- Friday AM
- Word of Mouth
- Social Media
- Other

Have you reviewed the information package available on the City's website?*

- Yes
- No

Please choose a ranking for each site:

Option 1: Two-way with Multi-Use Path*

- Very Good Option
- Good Option
- Okay Option
- Poor Option
- Very Poor Option

Option 2: One-way Southbound*

- Very Good Option
- Good Option
- Okay Option
- Poor Option
- Very Poor Option

Option 3: Two-way; no Multi-use path*

- Very Good Option
- Good Option
- Okay Option
- Poor Option
- Very Poor Option

See comments on reverse side.

Thank you for giving me the opportunity to weight in on this.

During the public information sessions for the Ross Street Underpass. I learned that the City had an opportunity to do an underpass 30 years earlier, but put it off. The cost projection, if it had been done at that time was exponentially less than now. I'd hate to see Salmon Arm choose to pursue a One Way Road, only to have to later do more work to make it two way. That section of Lakeshore Drive serves a lot of people on a Daily Basis & divert traffic from using the Trans Canada

Please choose Option One

Sincerely

By signing in or creating an account, some fields will auto-populate with your information and your submitted forms will be saved and accessible to you.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: LAKESHORE ROAD SLOPE STABILIZATION

We received a notice in the mail requesting 'OUR FEEDBACK' regarding Lakeshore Rd Slope Stabilization from 10 - 20 Ave NE. In the notice we are invited to view the three (3) conceptual road layout options and to provide our feedback. There was no information package or feedback questionnaire in the package mailed to us. I did go online and viewed the three proposed layouts but could not find any more informational package or feedback questionnaire online.

After trying to call your office and city hall (now seconds after 4pm) I was unable to contact you, therefore, I am submitting our concerns to you.

As long time residents, our property is adjacent to 20th, we are concerned with the usage of Lakeshore Road. Lakeshore Rd is **'THE MAIN ARTERIAL ROAD' & 'ONLY SCENIC'** route into Salmon Arm from the NE where a large part of the population reside. For years we wondered why this road had not been addressed with it's stability problems, winding, narrow and dangerous road for vehicles and pedestrians alike. This arterial road must remain accessible by east & westbound traffic and a safe sidewalk for pedestrians. We feel public funds would be wisely spent on a quality stability for this route.

We believe that option 1 is our best option, but this would be a quick temporary fix and would have to be revisited again in the future with proper bank stabilization.

Regards,

[REDACTED]

CITY OF SALMON ARM

Minutes of the Meeting of the Active Transportation Task Force held by electronic means on Tuesday, April 6, 2021 at 10:00 a.m.

PRESENT:

| | |
|-----------------------|-------------------------------------|
| Mayor Alan Harrison | City of Salmon Arm, Chair |
| Councillor Tim Lavery | City of Salmon Arm, Chair |
| Phil McIntyre-Paul | Shuswap Trail Alliance |
| Craig Newnes | Downtown Salmon Arm |
| Marianne VanBuskirk | School District No. 83 |
| David Major | Shuswap Cycling Club |
| Joe Johnson | Greenways Liaison Committee |
| Blake Lawson | Citizen at Large |
| Steve Fabro | Citizen at Large |
| Patti Thurston | Social Impact Advisory Committee |
| Louis Thomas | Councillor, Nesklonlith Indian Band |
| Gary Gagnon | Citizen at Large |
| Jenn Wilson | City of Salmon Arm, City Engineer |
| Barb Puddifant | City of Salmon Arm, Recorder |

ABSENT:

| | |
|---------------------------|---|
| Gina Johnny | Councillor, Adams Lake Indian Band |
| Camilla Papadimitropoulos | Citizen at Large |
| Anita Ely | Interior Health |
| Kathy Atkins | Citizen at Large |
| Lana Fitt | Salmon Arm Economic Development Society |

GUESTS:

The meeting was called to order at 10:02 a.m.

1. Call to Order, Introductions and Welcome

2. Acknowledgement of Traditional Territory

Mayor Harrison read the following statement: "We acknowledge that we are gathering here on the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together."

3. Approval of Agenda and Additional Items

Mayor Harrison requested that Phil McIntyre-Paul speak regarding his role with the Shuswap Trail Alliance.

3. Approval of Agenda and Additional Items - continued

The Agenda for the April 6, 2021 Active Transportation Task Force Meeting was approved by general consensus of the Task Force members.

4. Approval of minutes from March 1, 2021

Moved: Marianne VanBuskirk

Seconded: Blake Lawson

THAT: The minutes of the Active Transportation Committee Meeting of March 1, 2021 be approved.

CARRIED UNANIMOUSLY

Phil McIntyre-Paul spoke regarding his upcoming role at the Shuswap Trail Alliance. As of June 1, 2021, his role will be project focused and he will be transitioning organizational responsibilities to the board.

5. Presentations

- a) **Jenn Wilson, City Engineer – Overview of current and upcoming City projects**
Jenn Wilson, City Engineer provided a summary overview of the City's current and upcoming greenspace projects and was available to answer questions from the Task Force.

- b) **Mayor Harrison – Communications with the Neskonlith and Adams Lake Indian Bands (West Bay Connector)**
Mayor Harrison provided an outline of the West Bay Connector project and spoke regarding the communication process/protocol and the Memorandum of Understanding entered into between the parties. Mayor Harrison was available to answer questions from the Task Force.

6. Old Business / Arising from Minutes

7. New Business**a) Sub-Group update**

Preparation for RFP sub-group – David Major will be the coordinator for the sub-group and will schedule a meeting to prepare for anticipated grant opportunities.

Interim Ideas sub-group – Blake Lawson outlined the topics discussed at the last meeting of the sub-group. The group has identified four categories of major items for additional discussion.

b) Lakeshore Road update

Councillor Lavery and Jenn Wilson, City Engineer spoke regarding the proposed improvements to Lakeshore Road from 10 to 20 Avenue NE. The City is inviting public feedback on 3 conceptual road layout options for discussion at the April 12, 2021 Regular Council Meeting. Councillor Lavery encouraged the Task Force members to review the options on the City of Salmon Arm website.

Moved: David Major

Seconded: Joe Johnson

THAT: the Task Force recommend an option for improvements that incorporate an Active Transportation corridor.

CARRIED UNANIMOUSLY

c) Downtown Salmon Arm visioning

Craig Newnes, Downtown Salmon Arm provided an overview of the areas of focus for Downtown Salmon Arm including the DSA's vision statement. He provided an outline of future projects and the importance of incorporating active transportation in downtown management.

8. Other Business &/or Roundtable Updates, Ideas and Questions**9. Next Meeting – May 3, 2021**

The meetings for June and July will be as follows:

Monday, June 7, 2021

Monday, July 5, 2021

10. **Adjournment**

The April 6, 2021 Meeting of the Active Transportation Task Force was adjourned by general consensus of the Task Force members.

CARRIED UNANIMOUSLY

The meeting adjourned at 11:30 a.m.

Mayor Alan Harrison, Co-Chair

Councillor Tim Lavery, Co-Chair

Received for information by Council the day of , 2021.

From:

Sent:

To:

Subject:

Lakeshore Stabilization Comments

Please accept these comments as part of the public feedback survey.

I am not supportive of any one-way option as the overall circuitous route to/from homes on the affected section of Lakeshore would be required to traverse two distinct sections of steep grade roadways, which in winter conditions increases risk to road users, notwithstanding the overall time & distance required for overall re-routing of daily trips. Considering the City public commitments to overall safety as well as carbon pollution reduction, this option seems the least favorable in meeting those standards.

I do not support the logic behind an addition of a multi-use path. The section of Lakeshore immediately southwest of the study area does not have a multi-use path, rather a simple concrete sidewalk, nor does it seem cost effective to install a path on the steep slope portion of the roadway edge. None of the roads to the Northeast have pathways, rather concrete sidewalks. It appears that the existing built infrastructure on the interconnected road segments in this area, already constructed and paid for by the City, favors a 1.5m wide concrete sidewalk.

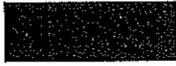
I am supportive of a two-way roadway, with a 1.5m wide sidewalk on one side.

Further, I am suggesting downgrading of the roadway classification in the OCP from Collector to Residential, and the associated narrower lane requirements. This would by default slow traffic as narrower well delineated lanes are proven to provide a perception of traffic calming for motorists, and thus an increase in safety. Narrower lanes would also accommodate a move of travel lanes away from the slope edge while minimizing the cost of land acquisition, thus keeping capital costs low while achieving the slope stability lifecycle goal, and improving vehicle and other road user safety goals.

I am supportive of removal of commercial truck travel from this section of road. Not only would removal of truck use from this section of roadway act to preserve/extend the slope stability, it would allow for safer passage of shared uses of the roadway.

At this time I will also request installation of improved shared roadway use signing on either end of this segment of roadway, providing 'pedestrian and cyclists on road' warning signs, to provide better roadside warnings to motorists of the different modes of transportation using the roadway.

Respectfully submitted.



Lakeshore Road Resident

not included - owners would not have known - absent
 3 or 4 Rentals on Lakeshore
 3 rentals in 174 St. Caldesac.

Changes and Options proposed for Lakeshore Road

We, as residents within this area, would like to add some alternatives to the three options, address our concerns, and have significant input into any decisions made regarding these issues.

We the undersigned are concerned citizens who urge the City of Salmon Arm to seriously consider a long term solution to the slope destabilization of Lakeshore Road along with further city planning for the infrastructure of feasible traffic routes in our fast growing community which do not impact the stability of Lakeshore Road.

on corner of road closure

| Date | Signature | | Comment | |
|---------|-------------------------|--|---------|---|
| 3/23/21 | <i>Amanda Laskie</i> | | | <i>Very busy road!!</i> |
| 3/24/21 | <i>Christine Uhl</i> | | | <i>Close Rd. Local traffic only</i> |
| 3/24/21 | <i>W. Romney</i> | | | <i>#1 Preference CLOSED TO LOCAL TRAFFIC ONLY</i> |
| 3/24/21 | <i>Leid Fowler</i> | | | <i>Block to vehicles at line spot, local traffic only</i> |
| 3/24/21 | <i>J. Sarnes</i> | | | <i>closed to local traffic only</i> |
| 3/24/21 | <i>Doug DAs</i> | | | <i>Good choice</i> |
| 3/24/21 | <i>Emily McFaulkner</i> | | | <i>Local traffic only</i> |

| Date | Signature | Printed Name | Address | Comment |
|-------------|--------------------|--------------|---------|---|
| Mar 24 | <i>[Signature]</i> | | | Close NE Road |
| ✓ | <i>[Signature]</i> | | | Close Road |
| March 24 | <i>[Signature]</i> | | | Close Road |
| March 24 | <i>[Signature]</i> | | | Road Closure local only |
| March 24 | <i>[Signature]</i> | | | Road Closure on both local → fix problem erosion + bank |
| " | <i>[Signature]</i> | | | → traffic only |
| March 26 | <i>[Signature]</i> | | | local only |
| MARCH 26/21 | <i>[Signature]</i> | | | repair Bank local traffic only |
| March 26/21 | <i>[Signature]</i> | | | local traffic |
| March 26/21 | <i>[Signature]</i> | | | local traffic repair bank |
| March 26 | <i>[Signature]</i> | | | Local Traffic only, repair bank |
| March 26/21 | <i>[Signature]</i> | | | — |

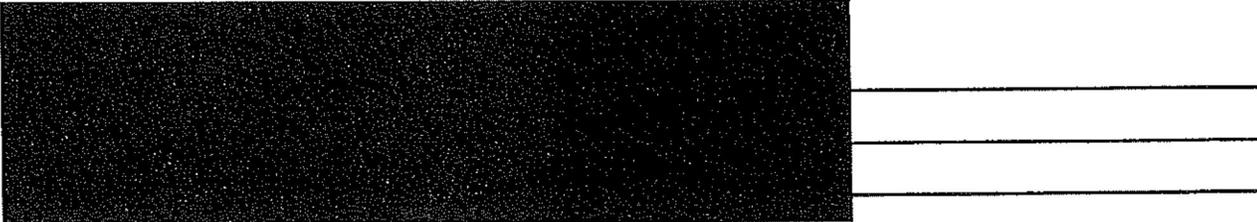
↓ he owns 2 houses on street.

| Date | Signature | Printed Name | Address | Comment |
|------------------|--|--|---|---|
| MARCH 26 2021 |  |  |  | Desperately need MULTIUSE PATH |
| March 27 2021 |  | | | Local traffic ONLY need wide path for safety |
| APR 06 2021 |  ghuo | | | LOCAL TRAFFIC ONLY MULTIUSE PATH A MUST! |
| | | | | |
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CITY OF SALMON ARM

Lakeshore Road Slope Stabilization - Future Road Layout

CITY OF SALMON ARM



How did you hear about this?

Sign Board 2nd. Newspaper Friday AM
 Website Word of Mouth 1st Social Media
 Other _____

Have you reviewed the information package available on the City's website?

Yes No

Please choose a ranking for each site:

| | Excellent Option | 1 | 2 | 3 | 4 | 5 | Very poor option |
|---------------------------------------|------------------|-----|---|---|---|---|------------------|
| Option 1: Two-way with Multi-Use Path | | 1 | 2 | 3 | 4 | 5 | |
| Option 2: One-way Southbound | | 1 | 2 | 3 | 4 | 5 | |
| Option 3: Two-way; no Multi-use path | | 1 | 2 | 3 | 4 | 5 | |
| option 4 local traffic only | | (1) | 2 | 3 | 4 | 5 | |

Please explain the main considerations in your rankings.

PLEASE READ ATTACHED LETTER !!

Please continue on reverse

Any additional comments?

Well once again Lakeshore Rd. is a topic of discussion for the past + current council. When will Action finally be taken, considering the engineer feels this is a medium to high risk road with catastrophic failure. SO WHY IS THE ROAD NOT CLOSED?? While the city still allows heavy traffic (dump trucks, transport trucks) under these conditions!! ARE ROAD RESTRICTIONS IN PLACE??

I have lived on Lakeshore Rd. for 35 years while 30 years ago Don Rogers persistently coming to our home asking us to sell our frontage. My husband and I not wanting to be right on top of road. With Don Rogers threatening us with expropriation if we didn't sell the frontage. Young + naive we reluctantly gave in, expecting to have the city working on the road the following year (It was in the budget) Needless to say 31 years later our children have all grown up + still no sidewalk and now no need for one. I feel the city of Salmon Arm were never planning on building a sidewalk back then + just told us a story in order to purchase our property. MISREPRESENTATION!!

So now you have devalued every residents property along this stretch of road, not to mention further on Lakeshore, where in Ravenscroft houses have slid years ago to now again. Did engineers give approval to build there?? I place the blame on the city of Salmon Arm. you are playing with peoples homes + lives by. →

Any additional comments?

Ignoring your responsibilities!

After personally talking to the residents along Lakeshore Rd. it has been pretty much unanimous except for our at-town homeowners, plus 3 rentals that this road be closed off to LOCAL TRAFFIC because we strongly feel fixing the road is only a bandage. The real problem of slippage needs to be #1 priority. Anything else is a waste of our taxpayers dollars and doesn't address the concerns of the residents who purchased homes originally here because of the close proximity to town. Therefore a single one way is unacceptable unless you also allow for local residents to continue 2 way, and allow to maintain the ease of to/from town.

So, are you going to respect the decision made by local residents or ignore + put our lives + homes at a greater RISK?? Apparently this has been a problem for 60 years. FIX IT!!

After reading All your options I cannot agree with any of them as none of them address the real issue of bank slippage + stability. THIS CITY HAS KNOWN ABOUT EROSION ON THIS ROAD FOR 60 YEARS. FIX THE PROBLEM AT HAND FIRST!!

A FRUSTRATED RESIDENT
OF LAKE SHORE RD

RE: Changes and Options Proposed for Lakeshore Road

As residents living within this area, we would like to add some alternatives to the three options, address our concerns, plus have significant input into any decisions made regarding these issues.

With respect for those at the City of Salmon Arm and with appreciation for the time, effort, planning, research, and preparation of the report on slope stabilization, plus, road layout options for Lakeshore Road, we would like to add our input.

We appreciate that the City is proposing some options for the long term problems on Lakeshore Road.

The ongoing effect of the dramatically increased traffic experienced on Lakeshore Road, combined with the substantial unstable slope failure experienced over the years, continues to have a direct impact on our lives, more so than the residents who only use this route to travel to and from town on a daily basis. We would like to see the repair of the bank, including preventive measures for further slippage and erosion of the slope once and for all be the top priority.

We are concerned that none of the 3 options presented in your report appear to provide a concrete, long term solution to permanently repair the slippage, erosion and destabilization of the slope. As property owners and taxpayers we would much rather see our tax dollars go toward a long term remedy.

The dramatic increase in traffic along Lakeshore Road (coming from both directions) over the past few years will only continue to get worse and certainly exacerbates the erosion issues. Few drive the posted 50 KM speed limit, plus, there is often a bottleneck of traffic heading south into downtown Salmon Arm at an already congested intersection at the entrance to the downtown area.

Along with a long term solution to the slope destabilization, we would like to see further city planning for the infrastructure of feasible traffic

routes in our fast growing community which do not impact the stability of Lakeshore Road.

The Official Community Plan encourages infilling to minimize costs to the infrastructure and development of land in close proximity to town. While this is commendable, the traffic increase we have experienced from residential infilling and construction of new homes plus existing homes above Lakeshore Road, on Upper Lakeshore Road, Green Emerald Estates, the Laitinen property lots, The Bluffs, Andover Place, the new development of lots off of 20th St., NE, plus traffic from Raven Subdivision, Ravenscroft, Upper Raven Subdivision, Appleyard Subdivision, Bastion Subdivision, Lakeview Meadows, plus any new construction in the future (near or far), has (and does) only add to the traffic load and the existing problems we continue to experience.

For those traveling to town from the Raven area etc., there are alternative routes which could be used rather than have so much traffic funnel through our quiet residential area along our narrow, compromised road.

We would like to propose other alternative options until the problem of slippage and erosion is solved and dealt with for the long term.

We feel that a good solution would be to close Lakeshore Road off to a 2 way "local traffic only" for residents on Lakeshore Road.

Another option would be to make Lakeshore to 20th one way either north bound or south bound but continue to allow 2 way traffic for those of us who live on this part of the road.

Alternatively, a traffic circle could be built at 20th to direct traffic in other directions and keep traffic from entering Lakeshore and driving into the downtown core, where problems already exist at the first stop sign intersection to downtown. Even with an underpass, the amount of traffic that will bottleneck at the end of Lakeshore will be significant if traffic keeps funnelling south down Lakeshore Road and into the downtown core.

The tax dollars you are proposing to spend for the preservation,

improvement and stability of Lakeshore Road would be better spent fixing the problem of slippage and erosion along those parts of Lakeshore affected and building and enhancing alternative traffic routes for the existing areas such as mentioned above, ie Raven Subdivision ETC. and areas experiencing exponential growth.

Our major concern is that the bank erosion and slope failure that are causing the problems on Lakeshore should be number one priority for our tax dollars. Whatever that entails, whether it be a wall with backfill or tiering of the bank or what an engineer would recommend is what we wish to be done.

In conclusion, we are also concerned the flashing sign currently installed on Lakeshore Road is not enough to let many residents know what your plans are.

Many of the residents along here are elderly and without computers. Some even have others pick up their mail so seeing the sign may not be possible for them. Some rent their homes out and live elsewhere and should have the opportunity to know what the city proposes for their area.

There may be some residents who would wish to further discuss the three options, however, many do not have computer access and a virtual meeting would be impossible without access to a computer.

We would like you to deliver to each of the residents that live on this portion of Lakeshore and up to the corner of 20th at Andover corner a copy of your proposals to be certain everyone receives the information.

Thank you in advance for your consideration of our concerns.

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|-------------------------------------|---|--|
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | This road is arterial and needs to remain as such. One way is a no way for us. | |
| Social Media | Yes | Very Good Option | Poor Option | Good Option | We live between Broadview and upper Lakeshore and use this road daily to go to town. | |
| Sign Board | Yes | Very Good Option | Poor Option | Good Option | Make it 30km/h add a path for bikes and foot traffic. Two way is best. | I don't understand how you believe a one way would even be an option. If I lived on Lakeshore I would have considered it an insult. |
| Social Media | Yes | Very Good Option | Good Option | Very Poor Option | We need a multiuse path. Keeping status quo with travel plus adding safety for pedestrians is the best of both worlds and helps for future growth. | Worried about the road's long term infrastructure as it seems to be sliding down the hill. |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | Maintaining traffic flow, resident access and improving safety are all accommodated in Option 1. | |
| Social Media | Yes | Very Good Option | Poor Option | Very Poor Option | The existing two way road is another funnel of traffic in and out of downtown for those not comfortable on the highway. Not having to merge onto the highway or cross it to get into the main part of the city has been a consideration. We live where we do because of the convenience to work and back that this road offers. The existing road without a path is still used by walkers/cyclists but has high risk with being narrow with many blind spots. | I would love to be able to walk from home to downtown with my children. It is a very reasonable distance but I won't currently do this without a safe path. Trail systems do not allow us to be visible and I would prefer sidewalks on main, visible, well-lit roads. 2 vehicles and a stroller on the existing road is not feasible or safe. |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | Safety | For the small additional cost, option (1) is preferable to option (2) and option (3) is like doing nothing at all. |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | If the City is going to the effort of rebuilding Lakeshore Road, considering the future is paramount. Option 1 looks to the future and isn't really that much more expensive. Option 2 is bad because a one-way street wouldn't work well. Routing for people unfamiliar with the city would be confusing. Option 3 is more or less status quo. Fix it but don't improve it. | |
| Social Media | Yes | Good Option | Very Good Option | Good Option | Reduced stress and usage on an important and challenged terrain. | |
| Website | Yes | Very Good Option | Very Poor Option | Very Poor Option | Gained usage of multi-purpose pathway. | |
| Social Media | Yes | Very Good Option | Okay Option | Good Option | Reduced risk of collision with flow going in one direction. | |
| Social Media | Yes | Okay Option | Very Good Option | Poor Option | We definitely need more options for active transportation in town and I like the idea of the one way being more cost effective. I think there are lots of ways for folks to circle around to the various places they may live. | |
| Sign Board | Yes | Very Good Option | Poor Option | Very Poor Option | I work downtown and use lakeshore as my primary commuting route. I bike and walk to work when the weather permits, but typically have to use alternate routes as there is no safe area for pedestrian or bike traffic. The road needs to remain a two way road regardless of the walking path as it is a primary commuting road for a significant portion of the Northern communities to get both into and out of downtown. Having it as a one way would also decrease response times by emergency services to the homes along lakeshore as the emergency vehicles would have to detour around through other side streets that were not constructed for a heavier traffic flow. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | It would be a great inconvenience for those living on Lakeshore, or any of the several side streets in the area, to have to come from town and go all the way up and around to get back to their homes. This also affects everyone on the way out to/including Raven - all that traffic will have to be re-routed - and to where?? 20th is a narrow windy road that, in my opinion, cannot handle a sudden uptick in traffic. That leaves 30th, which is a heck of a long detour for homeowners. Not acceptable. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | I drive this route daily both to and from work. Making it a one way is a ridiculous option. I'm surprised more pedestrians aren't hit, a multi use path will save lives. The additional cost to fix the road properly the first time, will save taxpayers from needing to make further changes, adding costs in the future. | |
| Social Media | Yes | Poor Option | Very Poor Option | Very Good Option | Cost factor | Prefer option 3 |
| Social Media | Yes | Very Good Option | Poor Option | Very Poor Option | Although costly, the advantages outweigh the disadvantages in the long-run. It is the safest option and a multi-use path is an absolute necessity so Option 3 is not even a contender. Option 2 is not user friendly for the residents. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | Many people use this road for walking, running. Considering how narrow the road is already and the curves that impair field of view, not having a proper multi use path puts both pedestrians and drivers in danger. | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Option 1 is over all my preference. If it's going to be worked on, then do it right the first time. | |
| Website | Yes | Very Good Option | Very Poor Option | Good Option | Option 2 - it's ok. I'll get used to it if that's the chosen option. | |
| Sign Board | Yes | Good Option | Very Poor Option | Very Good Option | Option 3 - not a suitable option if not multi-use. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | The one-way option requires a major detour in our commute. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way With Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way; no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|--|
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | One way is a non starter. No multi-use is a non starter. This road needs to be put to an acceptable standard which includes two way traffic and pedestrian or bike lane. The cost is what it is. Saving money to put in a halfway solution is money wasted. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | I prefer two way traffic along lakeshore because it provides a great option during summer months to avoid highway travel to and from town centre.. during the summer traffic on the highway gets very busy - we have a lot of seniors that prefer to use this road especially during summer months - great for scooters as well. I really like the idea of the walking path addition! Option 1 is the most forward thinking and really not that much more expensive considering what we gain as a community. | I think it would be a very big mistake only providing one-way traffic on the this alternate access road. |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | The two way lanes and the fact that it has a multi purpose lane. This makes it safer for everyone, no matter their mode of transport. | |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | multi use path is appealing. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | A 1 way would make it difficult to navigate. 2 way traffic is a must! And multi use paths are always a bonus | |
| Sign Board | Yes | Good Option | Very Poor Option | Okay Option | Safest of all 3 options | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | With an active city it's important for many pathways. Also two way street is the only options for locals. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | Option 1 is the most accommodating to drivers and bikers, etc. and encourages slower speeds. Option 2 is completely inconsiderate to anyone who lives on that road as they cannot easily return to their house from either direction. Option 3 is a good back-up if Option 1 is not viable. | |
| Sign Board | Yes | Okay Option | Very Poor Option | Very Good Option | This is my main route into town. I don't want to increase traffic and use. It is busy enough | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | Our town needs to support biking and walking. It is unreasonable for locals to take a 3km detour if the roadway is one way. The two way multi use option is the only reasonable option in my opinion. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | Best option for keeping two way and also having a safe path. I, among many, use this road multiple times every day, and to make it one way would be not only inconvenient, but dangerous, and difficult for emergency vehicles as well. Two way with no path would also be dangerous, as many walkers and cyclists use this road already. | In my opinion, Option One makes the best sense, even though it is more expensive. If we are going to spend the money to fix this road properly for the future, we should choose the best and safest option and also keep this road as an important route in and out of the city, including use for vehicle traffic and path users. |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | Safety and time | That is why I clearly choose Option One. |
| Website | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Social Media | Yes | Very Good Option | Poor Option | Okay Option | As a daily user of that stretch of road (both ways) I enjoy the privilege and the ease of access to home (Canoe) and the view offered on the drive. I am in favor of making it convenient and attractive for as many as possible both vehicles and foot traffic or other means of transportation. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | | |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | It is a very busy road with high usage. It needs to be safe for everyone using it. | |
| Social Media | Yes | Very Good Option | Okay Option | Okay Option | Maintain service level. Enhance active transportation options. | Thanks! |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | This is a major connector between Raven and the downtown. As someone who has walked and biked this route, it is absolutely essential to have room for this activity. The cost, compared to the other two options seems minimal to me | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | The current lack of space for pedestrian traffic is tremendously unsafe (esp in winter). It would appear that the amount of land acquisition would have minimal impact on landowners on that road hence my opinion in favour of Option 1. (Of course, it's not my front yard that's impacted, but I would think that Option 2 would be even worse for those Lakeshore Road landowners.) Option 3 does not address the safety issue and is only \$300K less than Option 1. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | We use this route daily to go back and forth to town. A detour on the way home seems very inconvenient and the cost benefit ratio on a one way route doesn't seem profitable in terms of extra distance and inconvenience. The cost involved in option 1 seems minimal when the benefit of a two way road with path is an option. I think the present road is unsafe for pedestrians and cyclists and I think this major road to town should have more to offer. | |
| Social Media | Yes | Good Option | Poor Option | Okay Option | I think Lakeshore should remain a two way connector as it serves a large area and provides easy access to downtown. A walkway would be an added bonus. I believe the City acquired land many years ago along Lakeshore to allow for such an expansion. Hopefully the walkway will be better planned than the very short section that was done a few years ago. | |
| Social Media | Yes | Good Option | Very Good Option | Very Poor Option | Option 1 is good but definitely more expensive, option 2 is perfect for a small town in my opinion and option 3 seems too unsafe as it already is for cyclists and pedestrians. | |
| Social Media | Yes | Very Good Option | Okay Option | Okay Option | I travel both ways on Lakeshore multiple times a day. A walking path would allow me to use alternate modes of transportation into downtown. | |
| Social Media | Yes | Very Good Option | Okay Option | Okay Option | | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|--|
| Social Media | Yes | Very Good Option | Poor Option | Very Poor Option | I occasionally cycle along lakeshore, but restrict my travels to very early morning rides as the road isn't very safe for cycling, but is a nice flat route from downtown. | With the rest of the active transportation developments in Salmon Arm, developing this road without any provision for walking and cycling would be a very poor choice indeed. I also think making the road one way would be a poor choice. A significant amount of traffic leaving downtown would have to redirect elsewhere, and the cost of changes to other parts of the road network would far outweigh the difference in cost between option 1 and 2. |
| Social Media | Yes | Poor Option | Very Poor Option | Very Good Option | there is no multi use path as it is, so why add one and just fix the road that's there? the wharf and bird sanctuary is right there, 2 seconds away they can wait | |
| Sign Board | Yes | Very Good Option | Good Option | Very Poor Option | We need a safe multi use path on this stretch, period. Upgrading and keeping everything as is without a simple sidewalk shouldn't even be considered. Those people walking or riding bikes who I drive around everyday deserve to be as safe as we are driving. | If property owners along lakeshore complain about losing land to upgrade the street to make way for a path then they should be more than willing to have a one way street Southbound and detour home. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | I believe we need to keep the road two ways in case of emergency. | |
| Sign Board | Yes | Good Option | Poor Option | Good Option | It is a significant section of roadway and reducing it to a one way seems like an inconvenient and unsafe option for residents and emergency vehicles. As the city grows planning ahead for roadways capable of handling more, not less, traffic seems most logical. | |
| Social Media | Yes | Very Good Option | Okay Option | Poor Option | Iway traffic for people living along this section makes them drive further. Puts extra traffic on other roads. Multi use path important in this area for safety of users. Helps get us out of our cars | I have chosen most expensive option but I feel in the long run it will prove to be cost effective and also provide the best solution considering all the information provided |
| Social Media | Yes | Good Option | Very Good Option | Very Poor Option | It would be great to have a path as I have tried to walk up it in the past with my children and it feels dangerous. It would be a great scenic walking/bike route to town/schools etc | |
| Social Media | Yes | Very Good Option | Poor Option | Okay Option | I think in the long term this option (#1) is the best. It will remain viable for many years where the others will always be revisited and future upgrades will far out strip the initial \$300,000 cost difference. You will save money by doing it right the first time. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | Working for the Salmon arm fire department a one way option is probably not the best option. I'm not a cyclist so wouldn't really care if there was a MUP. However using the road everyday to and from work I see people biking and walking along the road and see the importance of having a MUP. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | One way with so many accesses to that road and so many citizens that use that road to get to and from their homes, it would be a disservice to put in a one way. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | #1 is best option. Worth the extra expense | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | | My absolute preference would be closed to all traffic except local traffic and safe pedestrian and bike passage. This would be for safety and for preservation of the road we have left, not to mention reducing noise, although that is the least of my desires here. |
| Word of Mouth | Yes | Okay Option | Good Option | Very Poor Option | This road needs traffic calming and safe pedestrian travel. One way with a pedestrian is the best of the options given by a long shot. | |
| Social Media | Yes | Poor Option | Very Poor Option | Very Good Option | | |
| Sign Board | Yes | Good Option | Poor Option | Okay Option | I use this road daily to and from home and would be really inconvenienced if it becomes a one way street | |
| Other | Yes | Very Good Option | Good Option | Poor Option | Walking on lakeshore is dangerous. | Train track pedestrian overpass to foreshore trail would be nice at 20th and lakeshore area. Then you wouldn't need the walkway. |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Having a bike/pedestrian path is essential. As someone who regularly uses this road, I have seen how dangerous it is when people are walking or biking on this narrow roadway. I do not ride to town with my kids for this very reason. | |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | I would really like that area to have a path for bikes and walkers. I don't feel single way traffic is ideal. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | Option 1 benefits both vehicle and non-vehicle modes of travel. Makes the area more useful to more people. | Encourage the City to fully ignore option 2 and 3. |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Social Media | Yes | Very Good Option | Poor Option | Good Option | Having the multi-use path will be much safer and is definitely needed | Having the road be only one-way (Option 2) would be very inconvenient |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Website | Yes | Very Good Option | Okay Option | Poor Option | We need to continue to allow two way traffic for the advantages mentioned but it's currently very unsafe for pedestrians. People will have more options to stay fit and active while enjoying lakeshore scenery. | |
| Social Media | Yes | Good Option | Very Poor Option | Very Good Option | A one way would be incredibly inconvenient. The path sounds nice, but the road is so busy it's hard to tell how often it would really get used and may just go to waste. Keep the 2-way. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | That section of road is so popular, to change the traffic pattern would be dramatic. As a daily user, by car and bike and walking, I think it is worth the money to make the road two way with multi use lanes. I'm surprised more people aren't hit or hurt walking and biking on the side of that road. | |
| Sign Board | No | Very Good Option | Very Poor Option | Good Option | There have been too many close calls with people walking/biking along the road. Especially crossing to get to the nature trail. However, having lived in Raven and using the lakeshore road as my main route getting to and from SA, it would be a very stupid decision to make it a one way. | I stated my opinion above. Just fix the road so no one gets hurt and do not make a wide enough road, a one way street, too many people drive in both directions on Lakeshore daily for that to even make sense. |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | a one way would be the most inconvenient option | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | because it still needs to be a two way with safety concerns for foot traffic. Number one is the best option for that | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|--|
| Social Media | No | Very Good Option | Okay Option | Poor Option | I think we need to move away from car culture in planning cities. Some people do not own cars and need a safe place to walk. People with cars may want to park somewhere and walk too. Accessibility near the lake should be part of planning. I also think it would be inconvenient to have a one-way in that route. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Good Option | Great idea to add a multi use path to Lakeshore so no traffic snarls from cyclists or walkers. Also increases the safety of pedestrians. Option 2 is useless. Option 3 is great too just fix the road and leave it as is. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Good Option | Lakeshore is a fast road to get into or out of town without going on the highway. Specially in the summer with high tourism on the highway going through town. A walking path should be added on the side to make the road more friendly for walkers or bikers. | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | It is not an option to rebuild Lakeshore without a path. The current road is extremely dangerous for pedestrians and cyclists walking/riding on the most scenic road in our town. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Good Option | I use this stretch of road both ways daily | Can you save acquisition by rerouting multuse path through residential streets? |
| Social Media | Yes | Very Good Option | Poor Option | Good Option | Let's do the fix right - the cost difference really isn't that much. | Active transportation will need to take second place on this vital transportation link in the community. |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | I use this road daily and also have a young family who would love to use a multi use path | |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | There needs to be a MUP. | |
| Social Media | Yes | Good Option | Very Poor Option | Very Good Option | I used to live at 1820 Lakeshore and can understand a walking path would be a benefit but I understand the city bought some property frontage along here years ago stating a side walk would be put in place, but nothing ever came of it. So to perhaps seek more property from those who gave up already would be unfair and there is not alot of foot traffic on that rd to justify the costs. Single laning will increase speed, this is not now with 2 lanes a meandering rd, we bore witness to many people travelling at high rates of speed regardless of the weather, many pets were lost on that rd, and wild life as well. A higher rate of speed is a death waiting to happen, not only accidents but the fact that the emergency services will have to go around way to get to Lakeshore. 2 lanes as it is with better speed control may help as well, keeping the vehicles closer to the center lane not close to the edge as the maneuver the corners adding sheering and added pressure to the roadway. | Thank you for allowing us all to have a say. Altho I no longer live there (partially due to the fact of the amount of traffic speeding by daily (only lived there 2 years) and nearly being hit trying to get out of our drive or rear ended trying to get in. I do think of our old neighbor's (we only moved last July) I loved the location due to proximity to town and my parents and the view but in the end the reckless speeders pushed us over the edge. |
| Sign Board | Yes | Good Option | Poor Option | Very Good Option | I would like to keep the road a 2 lane. Not many pedestrians use this road and there are better walking options by 16 street be. It is mainly used to get downtown and uptown by vehicles. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | For me, a multi-use pathway is imperative. Many people use this route to commute by bicycle (myself included) and I often see folks walking. I think as a community that is doing very well in going green and facilitating cycling we should absolutely do this. A trade off of having to narrow the roads to slow traffic is just fine. Making this a one-way street seems silly. The area is growing and there will be more traffic flowing through here in the future. We need a long-term fix, and this is one area where we should not really be trying to save money. | I think the cost estimate of 2.1 million for the 2-way with multi-use roadways seems very low. This stretch of road is going to require extensive geotechnical works to ensure it remains stable in the long term. I work with Westrek Geotechnical Services Ltd. We specialize in this sort of thing. I would be more than happy to answer any questions or give a second opinion on some of the geotechnical aspects of this project if you like. My number is 250-515-3250. |
| Sign Board | Yes | Good Option | Very Good Option | Very Poor Option | I'd love to have a large public trail to be used along lakeshore! More active transportation is a great thing! Although there is a more substantial capital cost up front I believe the benefits far outweigh the costs to have Lakeshore be two-way with multi-use path because this road connects two parts of town to each other, is beautiful for walking, cycling, etc. and would provide the community with safe access to the location for both travel and recreational purposes. The idea of making this road one way would be frustrating and cut off that access from one part of town to another without going all the way around. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Safety for pedestrian and vehicular traffic. | We are extremely happy to see that this issue is being addressed. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | Option 1 seems like the best option long term for residents even with the highest costs. | |
| Social Media | Yes | Very Good Option | Poor Option | Poor Option | One way would be confusing and dangerous. A walking path has been needed there for years. Too dangerous for pedestrians now. I used to live out lakeshore rd so I've driven it lots. | |
| Social Media | Yes | Very Good Option | Poor Option | Okay Option | The residents of this stretch deserve to be able to walk out their front door and have access to a safe walk along the road. Some of them have to walk or bike to work! I feel all of Lakeshore Road should be made safe for pedestrians and bikes as it is a major connection between residences and downtown. It should be kept 2 way for ease of access for all area residents to access downtown. It is my first choice when I am heading downtown or to work as it is the most direct and safest route. Taking this traffic over to other routes increases the vehicle traffic in those areas and none of the routes are truly designed for heavy traffic. | |
| Sign Board | Yes | Good Option | Very Poor Option | Very Poor Option | | Has there been any thought to creating a retaining wall to help with the erosion along this section? |
| Sign Board | Yes | Poor Option | Okay Option | Good Option | I believe option 2 would be the best but without knowing the additional costs I'm reluctant to pursue this avenue. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|---|
| | | | | | | For anyone living in the area north and east of town that is the most direct route to and from town. Traffic is only going to increase in the future as population increases. To move traffic to other less desirable routes will only add to future problems. |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | Best long term solution as it addresses the safety issues and allows for two way traffic. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Good Option | I think that road needs to stay a two lane roadway either with a multi use path or without. I drive this road daily and changing it to a one way would be very frustrating. | |
| Social Media | Yes | Very Good Option | Poor Option | Okay Option | 2 way traffic flow required | |
| Social Media | Yes | Very Good Option | Poor Option | Poor Option | Public safety, ease of vehicular access and the public enjoyment of a very lovely, mostly flat scenic path. | |
| Website | Yes | Very Good Option | Very Poor Option | Very Poor Option | This would make Lakeshore a safer road for both cars and bike riders. I realize the cost is more but I feel money well spent. We have friends that live in that area. Hate driving to their place, night driving is the worst and winter driving can be a nail biter. Very poor visibility should there be pedestrians on the road or someone riding their bike. Option 2 and 3, nothing changes. No land for proper improvements and one way southbound would be a joke, just saying. | |
| Social Media | No | Very Good Option | Very Poor Option | Good Option | I don't like the one way option, it would be inconvenient to residents. | I like the idea of the path, but I'm not sure of the extra cost is worth having a path. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | Since Lakeshore is a main thoroughfare, especially if there is any trouble on Highway 1, it only makes sense to keep it two way, with room for pedestrians on both sides | |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | This road needs to remain 2way. People living on those streets would have to go half way downtown and then deek around if you wanted to go uptown (ie college, Home Restaurant, Askews) and then you would have to take the highway back unless you went by the RCMP and Service Centre. I also think if we are going to the trouble of fixing this road which has to be done then we might as well put in the walking and biking path so that it is safe for everyone. | |
| Sign Board | Yes | Very Good Option | Poor Option | Very Poor Option | We believe that the city should be striving to become pedestrian friendly in all locations. This means whenever a road upgrade occurs, bikers and pedestrians need to be considered as a priority over car transport. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Two way road is needed | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Option 1 although most expensive is best option as it is safest option and provides redundancy in case of emergency. More and more people are walking and biking so this gives those an opportunity to use this important road. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I think this road needs to stay as a 2-way street as it links the highway at 20th to the downtown core. It currently does not have room for walking, bikes, etc. but would be well used for that. | |
| Sign Board | Yes | Very Poor Option | Very Good Option | Very Poor Option | | |
| Word of Mouth | Yes | Good Option | Very Poor Option | Good Option | I am torn between 1 & 3 Option 3 is confusing... Not crazy about increased vehicle speeds But, also says traffic remains calm ?? No pedestrian path on Lakeshore...but footpath all the way at lake level...Harborfront drive ... | I dont like the one-way option #2.... I like option 1 : it says keeps traffic at a slower pace ! And a path for pedestrians...? ? Although - there already IS the foot path ALL along at lake level Option 3 allows faster vehicle traffic...I dont like that ! (disadvantages)... but, then goes on to say (advantages) narrow lanes add traffic calming & reducing speeding ??? Let's make up our mind here - which is it ? |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | I believe that a One-way option would be terrible, you would be directing traffic up to the intersection at Setters Pub and that intersection is very concerning at times already | |
| Sign Board | Yes | Okay Option | Very Good Option | Very Poor Option | With the growing population north along lakeshore, the road is being over utilized. Add to this the increased use of electric bikes the multi use path will grow to be essential. | I ride Lakeshore most days, and the comments about narrow lanes calming traffic and reducing speed is not accurate at all. People drive very fast down Lakeshore. One last comment would be that the multi use trail should be extended up 20th to lakeshore, and from 10th into town for bike traffic. |
| Sign Board | Yes | Very Good Option | Poor Option | Good Option | I drive this road to and from town almost daily and it's very difficult to see people walking in the evenings. A dedicated walking path would be ideal. | |
| Social Media | Yes | Very Good Option | Poor Option | Poor Option | We need a multi use pathway. I also dont want a one way rd... | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | I'm concerned about safety for pedestrian and bike traffic on the road. I think a multi-use path would make it a much safer option. I'm also believe we should make active transportation as easy and safe as possible in our community. | Thanks for all your work on this project! |
| Website | Yes | Very Good Option | Poor Option | Poor Option | I think the one way option will be a real hassle for drivers and will lead to driving excess distances. Common sense | |
| Sign Board | Yes | Good Option | Very Poor Option | Very Good Option | cost, | no indication of upgrade to 20st x 20av intersection, it would be cheaper to establish and signpost an alternative to bike or walk to avoid the need for pedestrians to walk that section. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way; no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|---|
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | We need to improve upon the road, not take away from it. This project should have taken priority over any underpass project in our opinion. We believe the road needs to remain as two way with the addition of a multi use path. Making this road one way will not address the issues that we face going forward. | We are trying to encourage more cycling and walking and a safe way to do that along this stretch is critical. Even though more expensive, much more sensible use of funds. |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | Safety, eases of traffic access, good traffic flow. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | That street is very busy and needs to be a two-way also lots of foot traffic and would need a path for those walking and biking. | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Lakeshore is the main connection for those uptown to quickly get downtown | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | The City of Salmon Arm seriously needs to consider the safety of our residents young & old | City of Salmon Arm needs to consider a bike/walk system for upper lakeshore toward Raven |
| Newspaper | No | Very Good Option | Poor Option | Very Poor Option | Roadways such as Lakeshore are a fatality waiting to happen | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | bicycle commuting route | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Avoid ending up with even more of a race track as it is already now and allowing for safer bike & foot traffic | Forget about the over priced under pass and use funds more wisely on projects like this which are a total necessity and long overdue |
| Newspaper | Yes | Very Good Option | Very Poor Option | Poor Option | Two way traffic is important to maintain along this section of road due to already very busy alternate travel routes making Option #2 by far the worst. Considering the relatively minimal costs of option #1 with significant active transportation improvements over option #3, Option #1 is the best. | |
| Website | Yes | Very Good Option | Okay Option | Poor Option | Need more room for pedestrians and cyclists, while maintaining safety on a busy roadway | You guys should put a sidewalk on Canoe Beach Drive. It's busy too! |
| Word of Mouth | Yes | Good Option | Very Good Option | Very Poor Option | Active transportation is critical and should be given ample space. Costs should be controlled as much as possible. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Very Poor Option | Safety both vehicular and pedestrian | |
| Website | Yes | Very Good Option | Good Option | Okay Option | If we can keep two way traffic and add the path for only 300k more its very worth it. | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | Traffic flow both directions, plus space for bikes, walkers, joggers. | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | I live on 20th Ave NE and use Lakeshore almost every day for driving, cycling, and walking. From the day I moved here, I thought that Lakeshore ought to have much better infrastructure for pedestrians and cyclists. Having this would allow residents easy walking and biking access to downtown in a much safer manner than we have now, and this is very important to me. | I'm very happy to hear that such a project is being considered! |
| Website | Yes | Very Good Option | Okay Option | Poor Option | The two way with path is the best option, the other options are terrible in comparison. But I would rank a one way with path higher than keeping as is, two-way w/o path simply because people use this road for walking and biking and its dangerous as heck. I'm surprised nobody has been killed, for real, this road needs a path. | |
| Social Media | Yes | Very Good Option | Okay Option | Okay Option | Narrow lanes is NOT going to slow traffic on this road. It will just be a narrower road with increased likelihood of accidents. But lane for pedestrians will increase their safety as are a hazard on the road currently. Speed bumps or such would slow traffic. One way option would be a nightmare on roads already not dealing with congestion well. Too many decisions being made that seem to not take traffic safety into real consideration while increasing density. Removing road options is not the answer. | |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | There is a desperate need for pedestrians to use road safely | Option 2 one way just pushes increased traffic heading north through other roadways that are already congested at certain times of day with walkers and cars. School dismissal. |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | Having only southbound lanes would greatly impact travel in town. Continuing to have both directions of traffic will benefit travel and the addition of the walking path will greatly benefit this community | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | #1 Allows for traffic flow to and from downtown and includes a safe path for bikers and walkers. Plans for future. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | We need to keep it as a 2 way street, but it needs to have a pedestrian walkway for safety | |
| Social Media | Yes | Very Good Option | Poor Option | Okay Option | | |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | | |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | Option 1, though more expensive, does not impact upon existing traffic patterns - a major concern for local residents, and permits emergency vehicle access. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | For very little cost difference, existing traffic pattern can be maintained. With Option 3, people will walk the edge of the road at their risk-better to make it safe for them. | There is not a low enough ranking for option 2. It is a very poor idea |
| Website | Yes | Okay Option | Very Poor Option | Good Option | The one way suggestion is highly undesirable as it is a frequently used road - Lakeshore Rd must severely reduce congestion on the highway and intersections downtown. It is not a road I often see pedestrians on, and should the lanes be widened to any degree, it'll only help traffic yield to any pedestrians there might be. Not to mention what it would be like for the locals living on that stretch of road - their access would be reduced significantly. I am not a proponent for Option 1 as inviting more foot traffic along this stretch could pose further problems. Would we need to consider adding more streetlights for pedestrian safety? Would there be a necessity to add a bus stop along this stretch? What do we do about snow removal? Too many questions, too many potential problems. | Keep it designated as a road for vehicles, consider adding some signs reminding folks to yield to pedestrians. |
| Newspaper | Yes | Very Good Option | Good Option | Okay Option | Option 3 does not have a multi-use path. Option 2 will still be fairly expensive due to work needed outside of the immediate road zone. Although more money, Option 1 ticks all of the boxes. | |
| Social Media | Yes | Very Good Option | Poor Option | Good Option | I would like to see two way traffic maintained. The road is a main corridor and I don't want to traffic flow reduced to one-way. | |
| Word of Mouth | Yes | Very Good Option | Poor Option | Okay Option | Keep the traffic both ways and make a multi use path | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way; no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|---|
| Other | Yes | Very Good Option | Okay Option | Very Poor Option | We need safe pedestrian use of this section as well as 2 lane traffic. Best option for long term safety. Absolutely need to slow traffic down on this section. Speed bumps and cross walk to path on east side would help. | |
| Social Media | Yes | Very Good Option | Poor Option | Okay Option | Having a pedestrian path along this road would make it much more usable for walkers, runners and bikers. This road is very narrow at this moment and can be dangerous for pedestrians with the speed vehicles go. One way seems like a poor option with the large detour some traffic would have to do. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | long term viability and safety. One way creates issues for other routes that have to pick up the additional traffic. The only option for travel to the lakeshore/raven area then requires additional traffic along 20th St. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Do it once and do it right. This is a main artery in the north east of Salmon Arm and so should be done to promote an efficient flow of traffic whether vehicles, bikes or pedestrians. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | Making this one way is ridiculous - the amount of traffic on this road necessitates a two way road. | It would be very nice if Lakeshore was actually paved. the condition this road is in, and has been left in for the past several years, defies understanding. You have left this road to deteriorate to the point that vehicles have to navigate their way around cracks in this road - a condition made worse by the incredibly poor lighting for such a busy road. For anyone foolish enough to walk or (gasp!) try to bike on this road, they put their life at serious risk. |
| Newspaper | Yes | Very Good Option | Very Poor Option | Good Option | Southbound only will put too much pressure on the surrounding routes. New developments in upper Raven will continue to increase the amount of traffic. I prefer two way along that stretch of road. | The number of street lights on this road is also poorly managed. for a road as well travelled as this road is, there should be AT LEAST double the number of street lights. |
| Social Media | Yes | Very Good Option | Good Option | Very Poor Option | Salmon Arm actually has very poor infrastructure that supports active transportation. Having a separate multi use path in this area would be an ideal way to start to add these into our road building plans. Option 1 would be the best and would have the least impact on traffic flow. Option 2 would still be ideal even with the traffic flow disruption. Improvements to the alternate routes would in time be accepted with only a few local residences impacted. Option 3 shouldn't even be on the table in my opinion. | The more we can encourage people to use alternate forms of transportation the better our community will be. Having this as a signature move in this direction would be a solid statement that we do more than just talk the talk. All future road way plans and improvement should include separate multiuser paths. |
| Newspaper | Yes | Very Good Option | Very Poor Option | Okay Option | Many walking trails accessing lakeshore no safe way to utilized roadway for bikes or walking. Single direction poor for emergency needs. Hwy grade tank hill in winter leaves few option to move traffic when blocked | Was lowering grade to gain width looked at in study ...extend home owners drives to suit |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Option 1 is the best alternative from perspectives of vehicular safety, road operation network and pedestrian safety at a cost only marginally more expensive than the other two poorer options. | Single lane alternating lights consider? |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | Option 1: better for long term planning (increased density) and safety (walkers, bikers) Option 2: not an option due to accessibility issues, major upgrading of residential area and travel inconvenience Option 3: a poor option due to safety especially as area growth will increase density | I believe that the City of Salmon Arm needs to make decisions based on long term best outcomes. Option 1: Two way with multi-use path anticipates both residential growth (school bus access, walkers, bikers, hikers); winter weather conditions - snow removal, sanding etc will be easier to maintain culminating in safety for all current and future residents. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | Option 1: long term benefits | Option 1: Benefits - Infrastructure already in place; - two-way access limits additional traffic in surrounding neighborhoods - allows homes on Lakeshore to drive either way when exiting their properties - Increases safety for pedestrians and cyclists |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | I live up the hill. On many occasions I have had to use this route to get home from downtown because of icy roads or an accident. When icy roads okanagan Ave is not a good option. Multi use should be a priority to encourage walking, biking. Better for the environment, helps people get to jobs when they do not have a car. Our bus system is not great. | There is not enough difference in The cost to consider not doing the whole job at once. If the multi use path is not done now it never will be done. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Option 1 is the safest option and keeps the most travel options available. Option 2 is too unsafe for all the different users. Option 3 is too dangerous for road bikers and walkers. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Sign Board | Yes | Poor Option | Very Good Option | Poor Option | Tax payer cost plus reduced traffic flow. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | Usually do not see very many walkers or cyclists on Lakeshore in the designated area because dangerous. The pathway would be excellent. | |
| Newspaper | Yes | Good Option | Okay Option | Very Poor Option | Feel the footpath is extremely important. | |
| Social Media | Yes | Very Good Option | Good Option | Poor Option | Lakeshore is a main route for commuting to and from downtown salmon arm. I think multi-way traffic is important but also there NEEDS to be a walk/bike path. That road is way too narrow with a very steep bank to not have one. | |
| Word of Mouth | Yes | Very Good Option | Good Option | Poor Option | There is no pedestrian access along this route and it is important to have a path/sidewalk. The access along the foreshore is not always accessible because the trail is at times flooded and icy. The difference in cost between option 1 or 2 is not significant. Our second option is option 2. | A few years ago, the City of Salmon Arm undertook a survey, strategic direction. We recall that one of the number comment was the lack of sidewalks/paths. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | I feel that a multiuse path is essential and I think a one way road would be extremely inconvenient to residents and to local traffic. | |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | Traffic flow and path access. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|--|
| Sign Board | Yes | Okay Option | Good Option | Poor Option | | has there been any consideration given to one way southbound in AM hours and one way northbound during PM hours? |
| Sign Board | Yes | Poor Option | Very Good Option | Very Poor Option | I am in favour of designating lakeshore rd as an active transportation corridor - car traffic can be rerouted safely. I do not understand the safety issue. The town where my parents live redesigned the entire town road system. Most people opposed the one way sections and rerouting would require much additional driving for most. Now 10 years later almost nobody would want it differently. Streets are calm and used by all modes safely. New driving pattern becomes a habit in a matter of weeks. Also for emergency vehicles | I would like to know how this fits in the city wide strategy for green and active transportation. How is this strategy being rolled out? If option 1 or 3 is chosen would this severely impact an already accepted and heavily invested strategy. Traffic decisions should be made with the entire system in mind. Not a one off decision on each and every stretch. |
| Sign Board | Yes | Good Option | Poor Option | Very Poor Option | Given road uncertainties keeping it 2 ways is important. | Congratulations on making the multiuse option a priority in the city. That stretch of road through to the downtown core is dangerous for pedestrians and cyclists in its current state. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | Lakeshore is a major artery for traffic and needs be a viable route to downtown . With the high density development already approved for the area from 20 Street to 16 th Street along 10 th Avenue there will already be an increase in traffic through this area. Option 2 would redirect traffic into this very busy area .The traffic SW along 10th Avenue funnels down to an already congested area with Hospital , Jackson Campus and Fairfield hotel . I think we need a multi-use path as more people chose to walk or bike. Salmon Arm is growing so rapidly we need to plan our infrastructure and not be afraid to spend the needed funds! | I am finding the proposed developments and rezoning etc hard to find out about. The newspaper is not the best way of posting things or is Facebook. Better ways of dispersing this information so more of the public can be made aware need to be found. Not great to find development and rezoning in your area has gone to third reading in council before you have seen the notice! Impacting where you live! I do appreciate in Covid times this has been more difficult with virtual council meetings etc. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | It is a main route for us that we take often several times everyday - keeping us off the highway and the other side streets. Driving through the other routes north will get very congested and potentially hazardous to pedestrians - especially around Jackson's busy drop off/pickup times. I strongly prefer the two-way options. | There is already good walking along the bird sanctuary path. Is there not a good way to connect that to the multi-use path you are wanting to incorporate? |
| Sign Board | Yes | Okay Option | Good Option | Very Poor Option | I have seen a number of near-misses on this road when drivers swerve around pedestrians and cyclists. If there is no multi-use path they will still continue to use the roadway. It would be wonderful if lakeshore had a safe pedestrian pathway. That's been something I've wished lakeshore would have had for years. A one way road would be pretty inconvenient, and I think a lot of people would have difficulties adapting to it and would get pretty frustrated about it. The two way with no multi-use path is fine. That's what we've had forever and it works in a pinch, but I think most people wouldn't mind spending the extra \$300,000 for the multi-use path. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Option 1 seems the most practical despite the capital costs. Option 2 is intriguing but likely too innovative for its own good. Option 3 seems like a missed opportunity | I live in Burnaby currently, but my family lives at 1650 24th St. NE Salmon Arm BC. We use that road a lot, so I'm happy it's getting an upgrade! |
| Word of Mouth | Yes | Very Good Option | Okay Option | Poor Option | | The road reworking seems like a good opportunity to install under-the-road passages for turtles if possible. |
| Sign Board | No | Very Good Option | Very Poor Option | Good Option | I definitely hope it stays a 2 way as this is the most convenient route to and from work for me no matter whether driving, walking or biking. I have done all in the road as it is and while there is not multi-use paths which would be an amazing addition it does work. I am not in favour of a one way but am all for making the most valuable routes such as this one and 30th safer and more accessible for multipurpose use :-) Safety of primary importance Pathway access for all - walkers, runners and cyclists using pathway Perhaps fewer cars with more cycling and walking to access downtown services and scenery | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | | This section of Lakeshore Rd. provides a gorgeous unrestricted 180 degree lakeview. For years we have observed tourists parking in front of our home and risking their safety to take a few photos of our magnificent waterfront. Making Lakeshore RD one way with a multi-use path will allow people to really enjoy this lovely area. We remain concerned that speeding along this stretch of road will remain an issue unless speedbumps are added. We do not mind that the new route north will be a bit longer for those of us living here. Also we are happy to give up whatever land is necessary for the building of the path. Thank you for finally dealing with our crumbling road. |
| Sign Board | Yes | Very Poor Option | Very Good Option | Very Poor Option | We have lived at 1240 Lakeshore Rd NE since 1996. Since then there has been a steady increase in traffic including huge over weight construction vehicles. Every day speeding vehicles endanger pedestrians, dog walkers, cyclists, pets and wildlife. 1. It would keep loaded trucks off the road. They are hard on the road, and create a lot of noise pollution climbing the hills. 2. I think it would be the safest option. I would like to hear the reasoning behind the statement in the presentation that it would be the least safe option. 3. I think in the long run if heavy traffic is allowed on Lakeshore the road will ultimately require significant repairs and upgrades. | If the city decides to go with option 1. or 3. I think they should put a load restriction on Lakeshore Road. I don't think that road was built for the heavy traffic it is receiving. Also, I believe Lakeshore is designated as some kind of future major corridor, although I don't recall the exact wording. I doubt if that would ever happen without a massive investment in land purchases and construction. Best to make an alternative plan. |
| Sign Board | Yes | Poor Option | Very Good Option | Poor Option | | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your ranking. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|--|
| Word of Mouth | No | Very Good Option | Okay Option | Very Poor Option | I like to walk from my home down to the lakeshore trail and it is dangerous with no sidewalk. I want to be able to walk or jog along the lake on the roadway | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | Safety and ease of use. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | If there is room I feel this is the best option as there is very little room for people on foot. | |
| Newspaper | Yes | Good Option | Very Poor Option | Very Good Option | Option #3 is the lower cost and addresses the present need to correct the slope stabilization. Option #1 is great to have a MUP, but at an extra cost. Option #2 will make it inconvenient for many people having to go around to go north bound; still extra costs not presently budgeted & generally a safety issue. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Lakeshore is already a two way with no path, (seems to work well) so the path makes sense for safety. It's also an excellent alternate route for people who live in N.E. right from downtown. Especially when Highway 1 is out of service. | |
| Sign Board | Yes | Okay Option | Okay Option | Very Good Option | Thank you | |
| Word of Mouth | Yes | Good Option | Okay Option | Poor Option | Traffic flow, and the need for a 2 way road. | |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | My main consideration is the ability to connect pedestrians down to the foreshore and Dtown areas in a safe way while still allowing the current vehicle traffic flow. | |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | there needs to be a 2 way for multiple reasons. a path with a 2 way would be great as there are lots of kids that use this road to walk to school on and currently it is VERY UNSAFE as drivers cannot see them. | |
| Sign Board | Yes | Okay Option | Very Good Option | Very Poor Option | I like the one way traffic as I believe it will reduce the traffic overall. I think the multi-use path is necessary. I enjoy walking everyday and I wish I could walk along that road. BUT it is not safe. I have seen others trying to walk along there, but they are often forced to walk in an unsafe manner such as walking along the top of the Jersey Barrier. I have also seen people walking along the tracks. If there was a bike trail there, it might take some bike traffic off the Foreshore Nature Trail. | |
| Sign Board | Yes | Poor Option | Very Poor Option | Very Good Option | Getting around in Salmon Arm with the current poorly designed road system is difficult. Closing another main road is not the answer. I am an avid cyclist and I wouldn't use Lakeshore on my bike at all with any of the options. | Lakeshore is the most direct route from downtown to NE Salmon Arm, changing that will increase the load on the alternate route immensely. The alternate route has a lot of foot traffic from the schools and kids walking. I think it will create future safety issues with the increase in traffic. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | One Way option is a major disadvantage to residences on the North East side of Town and a huge disadvantage for access to those living on that section of Lakeshore Dr. It is better to spend a little more money today which appears that it will have the best reduction in future costs. Also allowing pedestrian / safe bicycle access is a significant improvement and will be another small step in helping reduce emissions as it will enable citizens to bike and safely walk into the downtown | |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | Two way traffic allows easy access to the downtown for citizens on the NE side of down. Including safe walking and bicycle movement permits better low carbon access into the downtown and we have to find all means possible to help reduce carbon emissions ... each small piece of the puzzle helps. Spending a little more today to reduce the costs of the tomorrows only makes sense. | |
| Other | Yes | Very Good Option | Good Option | Poor Option | Any new road work needs to have a multi pathway component to provide safe walking and biking around town in my opinion. We need more walking and biking paths. | |
| Website | Yes | Very Good Option | Good Option | Very Poor Option | People will continue to use this route for "active transportation". Most drivers are very courteous and give me lots of room by moving into the incoming traffic lane to pass me - clearly not ideal. Please build the infrastructure needed to keep our traffic (active and otherwise) safe. The existing bike routes are steeper and not popular. The 2 way with multi use path is preferable as the one way option would have increased traffic past the high school and Jackson soccer fields. One way with a multi use path is still better than the 2 way with no path for the reasons already stated. | Thank you for looking into this and supporting active transportation! |
| Word of Mouth | Yes | Very Good Option | Okay Option | Very Poor Option | Multi-use path extremely important in area (cyclists and pedestrians use it anyway, and it's risky, we need the arterial route to downtown for cyclists too). | |
| Social Media | Yes | Good Option | Okay Option | Okay Option | One way route would likely be more confusing and difficult for drivers, but I'm less educated on this topic. | |
| Social Media | Yes | Very Good Option | Okay Option | Poor Option | Lakeshore is a busy, narrow route that is popular with cyclists, so a multi-use path is not only a forward-thinking, sustainable approach that will undoubtedly be well-used for years, but increases the safety of all who use Lakeshore; whichever option chosen should absolutely add this infrastructure (and ideally continue the path to downtown without using the steep sidewalk to 9 Ave). However, funneling extra vehicle traffic onto 10 Ave Ne and 16 St NE is a dangerous plan. Those roads, already designated cyclist routes with too narrow lanes and blind corners that endanger slower moving traffic, cannot safely handle the large volumes that come with being a collector road. Please only pursue this option if you plan to simultaneously install a sidewalk from Lakeshore to 16 St NE! We walk our small children along this road multiple times a day and increased traffic with pedestrians forced to walk on the road will lead to casualties. A separated bike path to keep slower cyclists safe from speeding vehicles would be ideal as well. | |
| Social Media | Yes | Okay Option | Very Good Option | Very Poor Option | I like the idea of creating our community roads to encourage pedestrians and bikers. This is the safest option for pedestrians, doesn't cost a lot of money and doesn't waste land with wider roads. Drivers can easily use detours and highways. Overall better for city aesthetics and building an active community. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way no Multi-use path | Please explain the main considerations in your ranking? | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|-------------------------------------|--|---|
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Pedestrians are very unsafe in current situation. Road conditions are currently very poor and need Improvement. 2 way traffic important on this corridor. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Salmon Arm being an outdoorsy & recreational city, I believe a multi-use path would be a given for the demographics of sports/ health enthusiasts. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | Overall safety and ease of use. | A single southbound lane with the multi-use path would be the greatest inconvenience with the least gain, in my mind. |
| Sign Board | Yes | Very Good Option | Good Option | Poor Option | Multi use path vital - road has been dangerous for pedestrians and cyclists for many years. Difference in cost is not large. MUP will be great for tourists. Perhaps a pedestrian overpass of the railway at 17th to connect to the Lakeshore trail network could be a long term plan. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | Currently it is a dangerous busy road with pedestrians and cyclists. The one way option would be a nightmare route heading up 11th Ave, away from town due to high volume of traffic. | |
| Other | Yes | Very Good Option | Poor Option | Okay Option | As a cyclist and pedestrian. There needs to be access for non vehicle users along Lakeshore that is safe to travel. Two way traffic must remain as there is no other direct access to the northern neighbourhoods from downtown other than TCH. There is rapid growth in the north that needs a full access route for all users. | |
| Word of Mouth | Yes | Very Good Option | Poor Option | Poor Option | The need for a safe active transportation corridor on Lakeshore Road leading into town and the ability to maintain two-way traffic highlights my ranking on this. | Wondering if there is an option to have a physical barrier between the vehicle lanes and pedestrian lanes identified on the Option #1 cross-section. One option could be a concrete no-post, rather than the proposed curb and gutter. |
| Sign Board | Yes | Good Option | Good Option | Very Poor Option | Walking/biking path is definitely needed for safety. More people would walk/bike to downtown. | Looking forward to see this upgrade! |
| Word of Mouth | Yes | Good Option | Very Good Option | Poor Option | Changes need to address safety as well as pedestrian and cyclist room. Traffic calming measures such as speed bumps would also enhance safety on Lakeshore. | |
| Other | Yes | Very Good Option | Okay Option | Poor Option | It is my personal opinion that a multi-use path is an important component of this work that will promote safe active transportation. Option 1, though the most expensive option, is also identified as the safest option. Option 1 seems to better align with the cities motto of a small city having big ideas by providing the best solution for all residents. I use that road daily and having the road move in both directions saves me time and money by not having to take a large detour. Having the road be one-way would seriously impact my day-to-day quality of life. | |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | I also like to take walks, so having a multi-use path would also improve my QOL by making it easier to connect my activities to the rest of the city and existing paths in the area. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | Option 2 is not really an option. Hills are dangerous in the winter. Alternate road(s) north from town, past the hospital and school, not suitable for additional traffic and adds considerably to the distance we would have to travel to get home. Option 1 may be the most expensive but it is certainly far cheaper and has much more use and traffic than the hole being dug under the railway tracks. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | If it only costs a little bit more then do the longterm solution, it will be more useful for more people than the underpass | |
| Sign Board | Yes | Poor Option | Good Option | Poor Option | I think it will cut down on traffic | |
| Sign Board | No | Very Good Option | Very Poor Option | Very Poor Option | Lots of traffic with no walkway,, not safe | I have lived here for 18 years and the traffic is getting worse, with no walkway for walking or biking..I'm surprised nobody has been killed on this road...Do we as taxpayers have to wait for this to happen before someone dies.. Speedbumps would SLOW DOWN TRAFFIC TOO.... |
| Social Media | Yes | Good Option | Poor Option | Good Option | Option2: one way is a disadvantage for residents, excess driving. I use this road heading into town sometimes, rarely to come home so the one way option works for me if needed. Listed as "Poor" for road network and "Fair" for safety. Options 1 and 3 are good. Do we really need the MUP? Cyclists use the road as required and if there was a path, pedestrians would be annoyed with cyclists on it. Just how it is. Most pedestrians aren't using this road anyways. | We should be making more effort to use alternate transportation (other than motor vehicles). Our health depends on that. Continuing to cater solely to cars does not accommodate other options. Being crowded into a guard rail or a ditch is not safe. Citizens need to be able to walk and cycle SAFELY! If I had my preference, every street and highway construction project would require plans for safe travel with non motorized (or limited slow moving) vehicles. |
| Other | Yes | Very Good Option | Very Poor Option | Very Poor Option | Lakeshore is a through street in both directions. Another road would need to work in the opposite direction to make it even reasonable to consider making it one way. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Very necessary to have pedestrian and biking along this route. At present it is very unsafe for pedestrians and bikes. | Please proceed under a high priority. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Very necessary in order to have pedestrian/cycling on this route. Right now, it's really unsafe for pedestrians and cyclists. | This is a high priority project for residents and visitors who may enjoy this scenic route. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|---|
| | | | | | I have lived near lakeshore drive for 15 years. I am surprised that there has not been a pedestrian/cyclist death due to the almost non-existent road on side of road, my opinion in current state I would not have younger members of my family walk on lakeshore. Cars drive far too fast on what should be a lovely, quiet and scenic road. Option 2 in my opinion is the way to go. Or have the road as a local traffic only. | |
| Sign Board | Yes | Okay Option | Very Good Option | Poor Option | | |
| Sign Board | Yes | Very Poor Option | Poor Option | Very Good Option | Assuming there is a good way to get from point A to point B just ABOVE the bank along this section - I for one would prefer that then walking/biking alongside of traffic and trains. | Info on alternative walking/biking other than alongside the road in this section would be useful as would the alternative route one would take should it become one-way. |
| Social Media | Yes | Good Option | Very Good Option | Okay Option | A safe and easier to travel multi-use path to the downtown core is lacking here at this time, and I believe having one would be a great asset to residents. | |
| Sign Board | Yes | Very Good Option | Very Good Option | Very Poor Option | My main consideration when evaluating the options is the presence of a multi-use path. I use this road every time I go to downtown. I live in Raven. Increasingly I see people walking or biking along this route and it is clear that it is dangerous. We need a path to avoid an accident. | I would like to see Salmon Arm move away from the old car dependent design to one that reflects the population of Salmon Arm. I have witnessed more active youth and seniors and I feel that this type of resident is going to increase as people choose the Shuswap to move to. The rising popularity of e-bikes is going to add to the demand for safe travel throughout the city. It is a growing trend for cities to include bike lanes and safe pedestrian travel. Salmon Arm needs to start to incorporate this healthy trend into their planning. There are many parts of the city where it is dangerous for a person to travel without a car, including portions of roads where children are having to walk to catch a school bus or go to school. A city that only accommodates car travel is outdated and unhealthy, no longer reflecting the needs of the population that lives there. |
| | | | | | This road needs a multi-use path for pedestrian safety. Many people, including children, walk and bike along here, morning and night and it is so dangerous, especially at night. | |
| | | | | | If the city goes with option 3, no multi-use path, this does not mean people (including children) will stop biking and walking along that road, pedestrians will continue to walk and bike this road as they/we do now; therefore, an even more unsafe situation will occur because, as has been noted in the information package, Option 3 will have wider streets and faster traffic speeds with no dedicated pedestrian path, this is just asking for a terrible accident, or several accidents, to occur. I do not support option 3 because it would create a very unsafe situation. | |
| | | | | | The other unsafe practice people do is jump the rail road tracks (and sometimes the parked train cars) so that they can walk along the bird sanctuary as an alternative safer option compared to walking along the busy Lakeshore Road. If a multi-use trail was established along Lakeshore hopefully this unsafe and dangerous practice of jumping the tracks and train cars, will stop. | |
| | | | | | Option 2 is better than Option 3, however, definitely not ideal. Changing the traffic pattern would significantly impact a large portion of this town; there is substantial existing residential development in the north east part of town and it is continuing to grow quickly with several new subdivisions being developed. Lakeshore Drive is a main traffic route for a large portion of this town already and with the significant development that is occurring in that area of town, it will only continue to increase in significance. To change the road to southbound only is a creative option and has the multi-use path which is needed, but I think it will create a lot of frustration for a lot of residents who use this road multiple times a day. | I sympathize with the property owners who may lose land for acquisition, but resident and child safety is priority and that means a multi-use path is necessary. There are 1000's of residents currently (and future potential) that use this road and a one-way route is just not realistic and is shortsighted regarding the long-term impact for that portion of town. |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | If the city worked with CP Rail to establish a safe pedestrian crossing to access the bird sanctuary trail, then Option 3 is a good one for Lakeshore Road. | I appreciate the 3 options given and the creativity of the options. Although option 1 is most expensive, I believe it is the best long term option for our community. Our city is growing exponentially and we need to make smart planning decisions right now, like choosing Option 1, for our current and future growth. |
| Social Media | Yes | Good Option | Very Poor Option | Okay Option | One way traffic on lakeshore would be a disaster. A multi-use lane is essential...people walk on it anyway and risk death. | |
| Sign Board | Yes | Good Option | Okay Option | Very Poor Option | I think that a multi-use path is necessary - that road is so unsafe for anyone on a bike or walking. We use the road every day which is why I rank it as a good option but it is a more costly option therefore I did not rate it as a very good option. I don't like the idea of turning the road into a one-way street as not only will it affect people who use the road regularly but it would also be a hindrance to those that would live along the one-way portion. | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Main concern is the dangerousness of pedestrians along the corridor between 10th st and 29th ave. I drive that stretch every day and see pedestrians trying to navigate the stretch in question safely. This includes students, tourists, dog walkers, bicyclists. I am surprised no one has been seriously injured yet given the narrow, sometimes non-existent pathway currently utilized. As for one way, a southbound route would be best as trying to get up 20th during icy conditions from my side road is impossible some days. | Multi-use pedestrian pathway is a must in my humble opinion regardless of one or two-way traffic flow decision. I am glad this issue is finally being looked at. Thank you |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way; no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-----------------------------|-----------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--|--|
| Other | Yes | Poor Option | Good Option | Very Poor Option | Safety and accessibility for pedestrians, cyclists, etc Cost Low land acquisition requirements | |
| Word of Mouth Sign Board | Yes Yes | Poor Option Very Good Option | Very Poor Option Good Option | Very Poor Option Poor Option | Preserves the road, allows for pedestrians and cyclists and costs the least amount of money. Very interested in having safe pedestrian area along Lakeshore Rd. | Creating a local traffic only road with a blockage of the road at an appropriate location along Lakeshore is the best option. It is the cheapest option, it will preserve the road and allow for pedestrian and cyclist traffic. |
| Other Sign Board | Yes Yes | Very Good Option Very Good Option | Okay Option Okay Option | Very Poor Option Good Option | I like option one because it makes the most sense. People will walk along the road regardless of whether there is a trail or not, so might as well make a designated trail! Equitable access to all users. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Your comments that it is the safest option overall. | Although the costliest, option 1 I believe addresses the issue best....addressing the problem of that ridge eroding. Option 2 and 3 seem to be more of a band-aid solution. |
| Sign Board | No | Very Poor Option | Very Poor Option | Poor Option | The town is growing, busy both ways, I know there is limited room, wud be nice to see bike/walk lane also, gorgeous alone the road thank you | I feel Lakeshore Road needs to be two lanes because itâ€™s very busy both ways getting busier...needs to be redone to make it safer for all, wud be nice for a walk or bike lane also, but I know there is limited room. Thank you. OPTION FOUR 1.Local access only for vehicle traffic, but a safe and pleasant route for nonvehicular views of the lake. 2.Block with a gate open for foot and bicycle, openable for emergency vehicle use, located at point where roadway is most likely to fail. 3.Save millions by keeping the existing road just minimally maintained. It should last a long time if not subjected to the pounding it gets now. 4.Make the upgrades for intersections associated with option 2. In addition, make an s-curve connection between 20 St. and Lakeshore Road N of 20 Ave, on land the city already owns. |
| Other | Yes | Okay Option | Very Good Option | Very Poor Option | I am forced to choose from options all of which are unsatisfactory. All money spent trying to keep an urban collector grade road operational on this route is wasted. This road could last for many more years if restricted to bike and foot traffic, with limited vehicle access only for local residences. A multi-use path is absolutely necessary. See "additional comments" for a fuller description of OPTION FOUR, my preference. We chose to live in this part of the City for ease of access to the downtown core, medical services, etc. A Two-way option is a must for us. The One way option will not work for us as it will inhibit our access to medical services and businesses. The One way option will also increase traffic congestion on Highway #1 as this will be our only route to return to our home, as it will be for many others in this area. Because of the ongoing congestion on Highway #1 we try to avoid using that route, if possible. | |
| Sign Board Friday AM | Yes Yes | Very Good Option Very Good Option | Very Poor Option Very Poor Option | Good Option Very Poor Option | Tried just residences once. Didnâ€™t work. Too confusing for one way. Keeping two way traffic is important to me as is creating paths for non-motorized travel. I did not rank any options as very good because I did not see slope stabilization as part of any plan. | |
| Social Media | Yes | Good Option | Very Poor Option | Poor Option | | |
| Social Media | Yes | Okay Option | Good Option | Very Poor Option | The BEST OPTION in my opinion is: One way Southbound with Multi-Use path. Making Lakeshore a one way Southbound road makes the most sense to me. The road is too narrow for two way traffic and a multi-use path and I think a Multi-Use path is a HIGH PRIORITY, therefore One way Southbound with a Multi-Use path is the best option. | We have lived on Lakeshore Rd for 40 years. Traffic has increased exponentially, including heavy trucks. The City's failure to locate more suitable routes is paramount. Individual rights must be sacrificed for the greater good. After due consideration, we believe Option 1 is the likely alternative. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | This poor connector road, being used as an 'arterial' road, is not the best option but, in consideration of all the residents using this road, option 1 appears to be the least offensive. | Ken and Barbara Baird 1780 Lakeshore Rd NE |
| Social Media | Yes | Very Good Option | Poor Option | Poor Option | I think there needs to be a two way on this road because of lack of other options for drivers. There also definitely needs to be a path as it currently is unsafe. Option 1 is probably the best option especially for the residents along this section of the road. The path below the road would be pleasant for walking and sightseeing. | |
| Sign Board | No | Very Good Option | Okay Option | Poor Option | | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | The residents that live along that section of Lakeshore Road would be very inconvenienced if Option 2 was made. Option 2 would certainly not be good for emergencies along that section either. Option 3 would be better than 2 but the road is used by many bikers and walkers who will still be at risk with no path. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your ranking. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|---|
| Word of Mouth | No | Very Poor Option | Very Good Option | Very Poor Option | When we moved in Lakeview Terrace 6 years ago we were told by the City Planning Dept that Lakeshore Rd would limit traffic and slow it down. Nothing has been done to make that happen. Meanwhile the traffic on Lakeshore Rd and 10th Ave. has increased exponentially with the rapid expansion of sub-divisions to the north of us. | Lakeshore Rd. has become a roadway that is unfriendly to ALL users. Pedestrians and cyclists take their lives in their hands use it. It has been expected to do what it was NEVER intended to do. Also 10th Ave is expected to do what it was NEVER intended to do. Traffic must be re-directed up to the RCMP Station and beyond where roads are actually equipped with shoulders. A neighbour of mine has pointed out to me that a NORTHBOUND option makes much more sense from a traffic flow perspective. All the very best with your deliberations! Garry Landers |
| Sign Board | Yes | Good Option | Very Good Option | Very Poor Option | Safety is my main concern. People like to walk, bike and take their kids out on this road. It would be beneficial if this road was one way to enable people to be able to use this road safely. So, that's why I picked option #2. Option #1, is okay too, but I don't like going down a trail beside the road, I like to stay on the road for safety. | It would be beneficial if this road was a one-way, to enable people to be able to use this road safely. It is actually scary when cars come roaring down this road. I would like to see a on-way road, speed bumps, and a nice bike/walking path for people to access. |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | I regularly use this road in both directions. I would also enjoy the use of a multi-use path so that I can use it biking as well as in my car. | I've seen cars do over 100 kms an hour down this road. With no side walks, this is very dangerous, so the third option is not good at all. This road needs to be an accessible option to walk to town. |
| | Yes | Very Good Option | Very Poor Option | Very Poor Option | I love using Lakeshore Drive and would love it to be safer to walk. At present it is not safe for either. I don't want the city to skimp out again for a few \$\$\$\$\$\$. Spend the money now and do the right thing first time around! | I use Lakeshore every day because you get beautiful views. Would not like being forced onto the highway. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | Option #1 allows for future roadway use iE more bikes commuters, expanded use of electric bikes/scooters..golf carts etc. Option #2 completely limits roadway and causes issues for residents as well as emergency response problems, a very short sighted solution. Option #3 is adequate but does not address future road use which will change over time. | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | | |
| Other | Yes | Very Good Option | Very Poor Option | Okay Option | Lakeshore is a major artery for many parts of Salmon Arm and making it one-way would be a horrible decision. Having a sidewalk or some sort of space for pedestrians and cyclists is preferable, but if the cost is excessive it is a luxury and not a requirement since the foreshore trail can be used. | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | however you configure it, I would very much appreciate a multi use path for bikes, strollers, kids on scooters or skateboards, and walkers. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | One-way not an option | I find it hard to believe you would even consider making this a one-way. This road gets a lot of use, and making it one-way would be a major inconvenience for the majority of people living in Salmon Arm NE. This suggestion must come from someone who lives elsewhere. I am a little surprised at the costs listed, I would have thought this would cost more, as such, adding the multi-use path seems worth while |
| Sign Board | Yes | Very Good Option | Very Good Option | Very Poor Option | The need for bike and pedestrian safe use of this section of lakeshore is very important and currently not provided. So the two lane narrow current situation is a strong deterrent to any use other than vehicular. If we are to allow for and yes even encourage other means of transport on Lakeshore then a multi use lane option is essential. Whether that is accomplished by single lane or appropriation is more a financial consideration and should involve consultations with the residents on Lakeshore since these both would have a significant impact on them. | |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | I feel that adding a safe multi-use trail would encourage more people to ride their bikes to and from town along this corridor. Currently, it is very unsafe! The one-way option would make it difficult for people living along Lakeshore and add to congestion along other roadways. The two-way road only wouldn't address the safety issues of bike riders or walkers. I feel strongly that we should be improving our transportation networks for non-vehicular traffic within the city roadways. | |
| Word of Mouth | Yes | Very Good Option | Okay Option | Poor Option | | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | I scooter into town a lot and it would be great to have a safe path for my travels! | |
| Sign Board | Yes | Very Good Option | Poor Option | Good Option | Safety & convenience for nearby residents and citizen of Salmon Arm | There is a \$300-600 hundred thousand dollar difference in the options. It's a lot of money but not in the big picture of things when it involves the city budget and the amount of years this problem can be ultimately corrected going forward. This is a main collector road in the city and deserved attention to have the project not just done correctly but in a manner that invests in the growth of the city in the future. Option one is the safest option. Always go with the safest option, especially when considering future liabilities. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Most important to maintain 2 way traffic. Sidewalk development would be good for safety. | |
| Other | Yes | Poor Option | Very Good Option | Poor Option | | |
| Other | Yes | Poor Option | Very Good Option | Poor Option | | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|--|
| Sign Board | No | Poor Option | Very Poor Option | Very Good Option | Remove non motor vehicles and large vehicles from creating hazardous conditions | The road was built when large vehicles were either rare or nonexistent, keep large vehicles off as well as bicycles which create safety hazards for all users. |
| | Yes | Very Good Option | Poor Option | Poor Option | (Paraphrased by Jenn Wilson from Phone Conversation) - Considerable traffic uses routes and the alternatives are not good options; 2-way traffic necessary; Lots of pedestrian usage along area therefore MUP is a good idea; | (Paraphrased by Jenn Wilson from Phone Conversation) - As a hobby bicyclist, 20th street & 11 Ave NE is the much safer route right now as lakeshore currently not safe for bicyclists. |
| Social Media | Yes | Very Good Option | Good Option | Very Poor Option | As a Jogger, I have run from Canoe to Salmon Arm on Lakeshore, I always feel like I am taking my life in my hands on the narrow part. There is no safe way for two cars and a human to be on the road in some spots. The one way option is also good, but reduces an option for cars when Highway 1 is closed. The pathway is critical for me, I care less about the cars. | |
| Newspaper | No | Very Good Option | Very Poor Option | Okay Option | This is a very busy road that is funneling all of the ne section of area . There is no way of making it a one way street without making a big inconvenient for The people living in the troubled area. The road should be stabilized, widened and add a multi-use path . There is plenty of room for this option 1. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | | |
| Sign Board | Yes | Very Poor Option | Very Poor Option | Very Good Option | access for residents is all important. multi use paths are not a reasonable consideration in a northern climate!!! bicycles and pedestrians can use back streets. the priority is stabilizing the bank for the road, the railway and the local residents. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | I have choose the first option for it is the flow of traffic and pedestrians. | The only thing the walkway needs to connect all the way to lakeshore rd. As so many walk from there to down town. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Lakeshore road is a collector/arterial road and needs to have 2 way traffic. Turning this section of Lakeshore into a one way road would be a major inconvenience and a major disruption for the North Broadview community and the residence on Lakeshore. | There is at least 2 meters of unused road right of way South and East of the existing asphalt allowing the road to move further to the South and away from the slope. |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | Safety-lots of people walk along Lakeshore as is currently. Convenience-A one way would be a major inconvenience especially along that road and it being 3km stretch. | |
| Sign Board | Yes | Okay Option | Poor Option | Very Good Option | I believe option 3 along with a convenient (possibly seasonal) public transit shuttle route (with bike racks) would be great. | |
| Sign Board | Yes | Very Good Option | Good Option | Poor Option | This is the main road we use to get downtown and back home. It is preferable to having to go the "long" way via the highway during congested times. | I bike quite a bit and this is the route I take. A narrower two way road with no multi-use path takes away my ability to bike this way. The foreshore trail is not a suitable alternative as it is often not fit for travel on. I think with our outgoing and athletic community, a multi-use path is the most important option in the new design. |
| Social Media | Yes | Good Option | Very Poor Option | Very Poor Option | Multi use path essential and two way traffic preferred. | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | multiuse path along lakeshore is essential for safety and function. One way vehicle road will be challenging and create poor traffic conditions to other roadways. The absolute cost difference is not very large to have the better option. Continuation of the multiuse path to Marine Park Dr should be considered | It would be fantastic, safer, and rational (given the project is already underway) to continue the multiuse path to the Marine Park Dr Intersection (no vehicle road upgrades should be required. |
| Social Media | Yes | Very Good Option | Poor Option | Very Poor Option | The multi use path is essential for the community along this route. I prefer the two way vehicle option as alternate routes are restrictive inconvenient. The alternative vehicle routes northbound would also need improvements to accommodate traffic in my opinion. | |
| Word of Mouth | Yes | Very Good Option | Poor Option | Poor Option | | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | It Imporat that we start building a community that Involved all transportation needs and stop developing community around automobiles. | |
| Sign Board | Yes | Poor Option | Very Good Option | Very Poor Option | Cost | |
| Sign Board | No | Very Good Option | Very Poor Option | Okay Option | Accessibility for bikes and walking | This is a great opportunity for eco-tourism for our town. |
| Sign Board | No | Very Good Option | Very Poor Option | Okay Option | I live on the road and use this both ways all the time and walk run and cycle through a road. | |
| | | | | | | We see an increase in young families, professionals and entrepreneurs coming to Salmon Arm and making it their homes. This demographic is more aware of the benefits of active transportation. This is an opportunity now to create a multi-use path. |
| Social Media | Yes | Good Option | Very Good Option | Very Poor Option | Multi-use path is a key for active transportation corridors. This would encourage not only current active transportation commuters but those looking for opportunities to become active transportation commuters with safe travel routes into downtown. | Slowing traffic down is important. I used to live in NE Broadview and this was my commute into downtown every day and back. Traffic speeds are high along this stretch! Excited to see this project get the go-ahead! |
| | | | | | Traffic issues with one way portions , need for more multiuser paths , large percent of population living In Bastion, Appleyard, Raven areas and roads get a lot of use . If we can spend a huge amount of money to build an underpass for a small amount of residents across the tracks then we can surely improve Lakeshore Rd to the best of our abilities - Don't cheap out ! | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Option 1 seems the safest with the least disruption in traffic flow (once completed). | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|---|
| Social Media | Yes | Okay Option | Very Good Option | Very Poor Option | I think the one way traffic would add to appeal of Salmon Arms waterfront, more specifically given locals and tourist a great option to go for a walk with some great view I have lived on Lakeshore for 15 years and in the summer have witnessed the large amount of foot traffic both local and tourist that use Lakeshore to go for a walk and the lower section very dangerous Also single lane traffic would decrease the high volume and speeding, the way so many people come up Lakeshore especially when they start the Incline is ridiculous. Simple put I am surprised no pedestrians have been hurt at that corner | Although option # 2 may require some additional roadwork elsewhere this is something that was probably required in the future regardless of Lakeshore mods |
| Word of Mouth | Yes | Good Option | Very Good Option | Very Poor Option | I travel this route driving to work then home again, most days. I would really love to see a spacious active transportation route from downtown to Coyote Park, eventually. Driving into town from Raven area is a beautiful experience, driving home along the highway is a decent option in exchange for the active transportation route. | |
| Sign Board | Yes | Good Option | Very Poor Option | Very Good Option | | |
| Sign Board | Yes | Very Poor Option | Very Poor Option | Very Good Option | Salmon Arm has a lot of pathway/trails and the Nature Path is just below this proposed path route. The neighbourhoods of Appleyard, Raven, Upper Raven(Raven Hill) Uplands, Woodlands, Rock Bluff, Green Emerald all need the two-way options for getting down town and returning. I live in Upper Raven. | Possible loss of life and accidents with auto traffic and multi use pathway |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Short of banning pedestrians and bicycles from Lakeshore, the road needs to be multi-use with dedicated space for non-vehicle traffic, or people are going to die on it. Even at \$2.1 million, the cost of the upgrade is nothing compared to that simple benefit to public safety. | |
| Social Media | Yes | Very Good Option | Good Option | Very Poor Option | Drivers already speed heavily on that stretch of Lakeshore. Option 3 allows for the possibility of increased speeds which makes the section of road more dangerous. Just because the road is not outfitted for pedestrians and cyclists doesn't mean that people won't use it anyways. Prioritizing the needs of pedestrians and cyclists makes the area safer for everyone, drivers included. | Thank you for the opportunity to submit my preference. |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | Being that I live in Raven, and go to and from town, often more than once a day, I prefer the option of 2 way with a multi use path. I feel it would be easier to get back home instead of trying to cut through neighbourhoods or use the highway. Also adding a multi use path enables people to walk more without worrying about getting hit by a vehicle. I use this route to travel to town and back home. It is faster than having to go down the highway or using alternate route. I like to stay off the highway to avoid traveling with the frequent semi trucks. The other routes all go through school zones which are very busy at certain times if the day. | ALSO, there is a road concern that I have nearer to Raven subdivision. There is a part of the road that has been sinking since I moved here 2 years ago. There is an electric pole beside this spot located close to 4350 Lakeshore on west side, heading towards town. There have been black tar repairs, but with the heavy equipment over the passed winter I had noticed the dip is bigger than last year. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | | I would be very upset and frustrated if this was turned into a one way road. Just to let you know that we are authors of a petition which was conducted about 9 years ago and was signed by about 400 residents of Lakeshore Rd and surrounding area and which was presented at that time to the City Council but was put away due to lack of funding. Maybe it would be good idea to go back to that petition and see what most of us wanted to have done with that stretch of the street. |
| Friday AM | Yes | Very Good Option | Poor Option | Very Poor Option | This first option makes the most sense but any option with multi-use path would work too! | |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | Lakeshore is a main traffic route for many people in Raven and the shortest to get down town. The one way option would disrupt traffic flow and add time to people's commute. The two way with no multi-use path would not solve the problem of pedestrian/cycling access and safety. Option 1 seems the most beneficial option. | I believe the extra money and time to construct and acquire property should be spent on Option 1. It will serve the community for many years to come and solve the issue of pedestrian and cycling access along that portion of Lakeshore. |
| Friday AM | Yes | Poor Option | Very Poor Option | Very Good Option | First there is a wonderful nature trail within 100 yds. No need for multi use. Two redirecting all the traffic from Broadview Upper Raven Raven Green emerald woodlands uplands and the other communities to # 1 is crazy and dangerous #1 is already packed. | We use this route to shop dine and attend offices on a constant basis do not change this.... Yes the upgrade is warranted and needed... We as a city can afford it. Thank you. |
| Word of Mouth | Yes | Very Good Option | Poor Option | Poor Option | A safe pedestrian and bike friendly route to downtown is desperately needed as well as upgraded roadway. My family and I cross the rail road tracks and walk the foreshore trail to downtown to avoid the unsafe conditions on lakeshore. Speeding and narrow/no shoulder conditions make this route treacherous for both drivers and the brave (desperate?) people who go on foot/bike. A one way road would be very inconvenient for us. | Speeding is a major issue on lakeshore. This should not be a commuter highway. I would like to see additional traffic calming options considered for Lakeshore added to option 1 to deter speeding and commuter arterial use including roundabouts, minor speedbumps, raised pedestrian cross walks, flashers, etc. Other options/add-ons to consider: 1. Pedestrian and bike overpass at the pull out - this crossing is heavily (illegally) used by residents to access the foreshore trail. Expand green way access and direct foot and bike traffic to the foreshore trail instead of. This could replace/complement the need for a multiuse trail on lakeshore. 2. Make Lakeshore an alternating one way with a light along the narrow section after 10th |
| Sign Board | Yes | Very Good Option | Poor Option | Very Poor Option | Too much of an inconvenience to people living along Lakeshore and Raven. | Walking and bike path desperately needed. Too much of an inconvenience for the people in the area and the north east of town. Also a sidewalk in needed for the safety of the walking citizens walking to and from town. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Lakeshore road should be 2 way | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|--|
| | | | | | | I am really happy that pedestrians and cyclists will finally have safe access to Lakeshore Drive. It is good that the driving lanes will be narrower and encourage cars to slow down. I would also like to see the speed limit on the Lakeshore Drive reduced to 30 Km/hr. Penticton's downtown has a 30 Km speed limit on their lakeshore road and throughout the downtown. It makes it a safe, calm, and pleasant environment for everyone: drivers, cyclists and pedestrians alike. Also I noticed in the conceptual drawing for option 1, there appears to be no access to the multiuse path from 17th Avenue. I trust that that was an oversight; and that one could get onto the path from 17th Avenue. In fact, 17th Avenue and 16th Street might make a good route for pedestrians and cyclists: avoiding the sharp turn and steep incline from Lakeshore Drive to 20th Avenue. |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | The multi-use path is critically important. Pedestrians and cyclists need safe, convenient, and enjoyable routes into downtown. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Multi use path is very important so people can use their bikes to get to town. Two way access is also very important not only for the local resident, but also for seniors not wanting to take the highway or meander through near the hospital. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Maintain two way traffic Safety | |
| Sign Board | Yes | Okay Option | Very Poor Option | Very Poor Option | There are no safety features currently for walkers, bikers currently but the fact that this may need to end at 17th is very poor as it lacks connection to the sidewalk from 20th onto Lakeshore RD continuing to Appleyard. One way streets cause confusion. Older residents rely on less change. Causes us to drive farther and more turns. | I bike & walk and know how unsafe I currently feel. There are gaps of street lighting all the way to Raven where I live. The road is narrow & dangerous after dark. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | Walkways are always a positive for communities particularly along the lakeshore. | Considering 1 way seems like a way to save money in a growing area with more traffic year by year. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | Multi use paths should be a priority. Really not liking the idea of the one way traffic. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Good Option | Needs to remain a 2 way! That's a MUST. The extra path - is worth it. To save lives. 1 Life is too much to lose! Money saving is not the option. | Or repair the 2 way. Lakeshore road is in very poor condition as it winds its way up and over the hill heading to Raven area. Thank you. |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | Glad to hear changes are being made, for its long overdue I feel it should stay a two way road for it has served me well for the past 15 years I And a pathway for people walking . | If the city is going to do it , may as well do it right ! |
| Friday AM | Yes | Very Good Option | Very Poor Option | Very Poor Option | 1/Need easy access in and out of town;(especially with the increase in residential traffic in the NE in the future) 2/turning off Lakeshore up onto 10th AVE NE is very steep and slippery in the winter. 3/ Added volume of traffic past Jackson and Bastion Schools which already have busy volume with students is poor planning. 4/ Students have to cross the road at one of those busy intersections to remain on the sidewalks into town. In Jackson corner and RCMP corner 5/ volume of traffic at 4 way stop by RCMP is high and busy/fast already. 6/ Painting a bike lane onto 10th and 11 Ave NE does not actually add to the safety of cyclists using that road AND cars are accelerating up and around that 10-11th corner!!! (speaking from experience as they whiz by) | Salmon Arm is ranked as one of the best places to live BUT the cycling access in and out of town to the NE is POOR. Pedestrians and cyclists already take their lives in their hands using Lakeshore road. Options such as using the foreshore to access town are not viable on a bike due to permanently wet areas on the trail as well as rocky areas(stone dropped by rail work in the past), on the path which are not safe to ride across on a road bike with their skinny tires. I have watched pedestrians walk into town along Lakeshore for years (trying to be healthy) and they virtually have to stop walking and hug the hillside to allow the traffic to pass them. The seniors that are retiring here for the lifestyle need access to safe walking and cycling especially if we are to go Green!! |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Walking or riding a bike along the side of the roadway is dangerous and there are no real alternatives. | |
| Other | Yes | Very Good Option | Very Poor Option | Poor Option | 1)Use: A lot of people who live in the NE use this road to go to and from work in the downtown core. One way means coming home one would have to backtrack along the highway or take side roads. We need the path as well because walking to/from work along Lakeshore is the fastest. Having walked using other paths, I can tell you it's exhausting. 2) Safety: If you live in my particular area, in winter, Lakeshore is the safest option when snow hits and one needs to come home. The hill down 20th gets icy and more than one person has missed the sharp turn. Walking to/from work needs to be an option, and a safe one. 3) Ambulance, Fire and Police need a direct route when an emergency occurs. | I've lived on 17th for over 40 years. Making Lakeshore one-way may not be a problem for those who work on the South side of the highway and live in Bastion/Appleyard, but for anyone living North of that, or working in the downtown core, Lakeshore is a major artery. Coming down the steep hill on 10th to Lakeshore, or coming down 20th on icy roads is far from pleasant. I take Lakeshore because I've come down the hill sideways more than once. Traffic down 16th St/17th Ave increases as soon as the snow hits because people find it safer than trying to round the corner at the bottom of 20th. The concrete abutment was put there for a reason. If Lakeshore becomes one-way, we will see an even larger uptick on my street as those who live further down Lakeshore will be making 20th to Lakeshore their route home. Being a deemed a side road, this area is even lower on the snowplow list, so this could prove a problem for both drivers and local residents. How will making Lakeshore one-way affect the ability of road crews to maintain the side roads during winter? Having to drive a different route to get home will cause more gas usage and increasing our carbon footprint - perhaps not greatly, but it's still a step in the wrong direction - and the hills don't make walking or biking an inviting option. The extra time taken for a first responder to reach a home along Lakeshore may not seem like much, but every second counts if one is having a heart attack, or a house is burning. As well, tourists will constantly be going in the wrong direction with no place to turn around. The number of cars I still see making that mistake on Alexander every year is an indication that this would be an issue. Please do NOT make Lakeshore one way. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way; no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|--|
| | | | | | | <p>Just a few comments:</p> <ul style="list-style-type: none"> - any chance of trying to partner with EMBC for funding to work on a preventative solution that would include stabilization of existing slopes and widening westward rather than property owners losing hard earned land. The idea of EMBC investment in a preventative partnership seems better than the idea of them having to invest in the event of a landslide emergency. - the idea of slope stabilization with terracing or stepping the slope I would be far more supportive - It's hard to comment with the minimal detail I have on the project options, but from the budgets listed and the past repairs witnessed, I am concerned that for the amount of money being spent, the stability of the slope is not truly being addressed, it is just being moved over and the problem delayed. - 1650 Lakeshore driveway entrance is a hairpin to Lakeshore Rd and one direction traffic truly will not work for this property. - over the next several years we have a plan to upgrade and improve our home and property, one of these upgrade improvements is the construction of an in ground pool in the front yard, this project would not be possible if there is a loss of property due to the moving of Lakeshore Rd eastward. <p>Thank you for taking the time to read through my comments, I would be happy to discuss any of them further. Tim Crane 1650 Lakeshore resident tmcventures@gmail.com</p> |
| Sign Board | Yes | Poor Option | Very Poor Option | Good Option | <p>Option 1: I can not support option 1 as presented due to the loss of property to achieve this proposal. Option 2: I can not support option 2 as a south bound one way as in a south bound direction I will not be able to enter driveway while pulling any kind of trailer attached. This will also make future home/property maintenance and upgrades near impossible as no contractor or delivery truck will be able to enter driveway south bound. Option 3: is the only option I can support as proposed as it does not restrict two way traffic and hopefully does not require the loss of property.</p> | |
| Sign Board | Yes | Okay Option | Good Option | Very Poor Option | Lakeshore is narrow with far too much traffic travelling very fast. Currently there is no safe space for bicycles or pedestrians. A proper multi use path is essential. Leaving the road as two way and narrower than before is not acceptable for safety reasons. | Some of the existing driveways in the affected area are already quite steep and one house in particular is already very close to the road. It is difficult to picture the grades that will be involved to give them access when their property is expropriated to widen the road. |
| Word of Mouth | Yes | Very Good Option | Poor Option | Poor Option | Option 2 is a longer route and would go through residential areas near schools. Option 3 would continue to be an unsafe for pedestrians and cyclists. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | The road is a high use path for cyclists already. People will continue to walk and cycle despite what the city wants. Without a 2 way route you are forcing more traffic onto the highway or Okanagan Ave. One of the beauties of this city are the alternate routes to move on keeping local traffic off the highway. The population is growing here. Option is the most forward thinking option. | Encouraging walkers and cyclists into downtown is an environmentally friendly and healthful plan. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | <p>We need two way on Lakeshore otherwise everyone from Raven, upper lakeshore and Appleyard are forced to go the round about way past the Hospital and police station to get downtown or come home. This will result in unnecessary congestion. Also more traffic will be forced to go through the Jackson school zone. If there's a road closure there is no redundancy. If 20th street NE were closed everyone from the north end of town would be forced to drive up to 30th. Again resulting in a large amount of traffic going by the high school.</p> <p>A multi-use path will address the safety issue of people walking along the road. It makes it more accessible and safer for people to walk or ride bikes to get downtown. This will increase overall general health of our population.</p> | |
| Sign Board | Yes | Very Good Option | Okay Option | Poor Option | <p>I think the northbound traffic having to reroute if we go one-way will just be a nightmare on the secondary roads that will become main arteries as a result. I really value making that road safer for pedestrians and cyclists but it will just become less safe on the other roads (some of which also don't have sidewalks or bike lanes) that will become much busier if it's one-way. I think we need to try for a happy medium.</p> | <p>If at all possible - please extend the multi-use path all the way to downtown. People will just continue along lakeshore even if the path tries to take them elsewhere and that doesn't solve the safety issue. If the only way to get it to go all the way downtown is to do the one-way option...that's unfortunate.</p> |
| Word of Mouth | Yes | Very Good Option | Okay Option | Okay Option | Driver ease and pedestrian safety | |
| Sign Board | Yes | Okay Option | Very Poor Option | Very Good Option | I use lakeshore to both come and go from town, and would find it very convenient to keep Lakeshore as is with better use for pedestrians and cyclists. | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | The road needs a path very badly. I see people walking it as is and I worry that someone is going to get hit by a car especially at night. I also think it should remain two way but that traffic calming should be put in to slow down traffic and divert commuters to the main routes. It would be best to keep as much local traffic as possible as the burbs build up over time. | I'd also like to see a bridge over the train tracks if possible. The crossing is dangerous as is and doesn't allow for easy access to the beautiful trails along the water. |
| Newspaper | Yes | Very Poor Option | Very Poor Option | Very Good Option | | |
| Newspaper | Yes | Okay Option | Very Good Option | Very Poor Option | | |
| Social Media | No | Good Option | Poor Option | Good Option | My own travel routes and ease of use. | A one way street would make it more difficult for us to get to or from downtown. We just moved here and I am not used to the routes yet. I love Lakeshore Rd. The views are amazing. I believe there is enough room for safe passage on the two way street for walkers and bikers as the drivers are all very courteous. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-Way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your ranking. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|--|
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | This needs to maintain a 2 way street as that is the only logical option. With the bird sanctuary and walking path below option 2 is the only one that makes sense as people will still walk on the road either way weather the side walk is there or not. | All future roads built in the city of salmon arm should include a bike lane and walking path. |
| Newspaper | Yes | Very Good Option | Very Poor Option | Poor Option | I live in the NE section of Salmon Arm and having Lakeshore as a one-way street would be a big inconvenience; 30th St is already busy enough and this would increase the daily traffic. Either project is expensive but for a few hundred thousand dollars, I think it's best to choose Option 1. With no Multi-use paths, Lakeshore is unsafe for any pedestrians or bike traffic. | |
| Other | Yes | Very Good Option | Very Poor Option | Good Option | Option 1 is the best. Maintaining the current traffic flow is ideal and adding a multi-use path will help keep cyclists and pedestrians safer. It will also make the neighbourhoods located within that vicinity more attractive due to more downtown accessibility. It could also keep traffic down if there is an option for walking/biking into town. Option 3 is good as an alternative if Option 1 turns out not to be viable as vehicular access is most common along that road. Option 2 is the worst as it will hinder vehicular access to the neighbourhoods from downtown which will make them less attractive and could cause more traffic elsewhere. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Okay Option | Option 1 allows for continuing traffic pattern, and will accommodate future traffic growth. It would also expand salmon Arm's walking/biking paths, supporting the residents' healthy lifestyle. | Although option 1 is slightly more expensive, it will not need substantial upgrades, it will not alter the existing (and workable) traffic pattern, and will offer the bonus of the path! \$300,000 difference doesn't seem like very much additional cost considering the bonuses the path will offer. A one-way street is totally unacceptable in all the ways mentioned, and option 3 is fine, if the small additional cost for the path cannot be obtained, but I believe the cost difference is far outweighed by the bonus of the path! The listed advantages/disadvantages for Option #3 are contradictory: Adv. Narrow travel lanes add natural traffic calming reducing speeding. Disadv. "Lanes are wider than Option 1 and 2 allowing for faster travel speeds." How can both be true? |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Option #2 - too inconvenient for residents along that stretch of road (and for the rest of us who use Lakeshore regularly to get to work/shopping). Option #3 - What we have not, but the road is in terrible shape, and dangerous for cyclists & pedestrians, so... Option #1 - I think this is more important than the Ross St. Underpass as far as safety goes. | Speeds somehow need to be addressed. yesterday I was traveling my usual 51-53kph (with all the hills it's difficult to maintain a constant speed) - I was being tailgated until a straight stretch when the driver then passed me (on a solid line) and was short-cutting all the curves I could observe for the next minute or so (i.e. driving in the wrong lane on curves). |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Good Option | Environmental - Cars have to drive further, climb higher and will concentrate traffic somewhere else on 20th causing grief elsewhere. Should have bought a used fire truck & used money for roads if short on funds. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | Collector Roads need to be 2 ways - Environmental Issues making cars drive further and higher. Will concentrate at 20th Ave stop signs just moving problem. large # of homes north of this area. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | 1) There MUST be a multi-use path included in order to make pedestrian and cyclist use SAFE. We regularly use this route to go downtown and to access the lakeshore trail, but currently there are almost no safe ways to do this. 2) We also much prefer this route rather than the higher traffic, higher speed TCH. | |
| Newspaper | Yes | Very Good Option | Good Option | Very Poor Option | | |
| Newspaper | Yes | Very Good Option | Poor Option | Very Poor Option | Safety concerns for cyclists and walkers. A one way will only increase speeding. | |
| | Yes | Okay Option | Poor Option | Good Option | Traffic volume. Cost | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Poor Option | It is a major arterial road which needs to be used as such in the future. The alternate route would be difficult to navigate. And, non vehicle use is continuing to grow. E bikes will change things more than we think I suspect. Other non motorized uses will grow too as we walk more and cycle too. | The difference in cost spread out over our population is really minimal. Just wish 10th Ave between 30th and 97b could be considered a bit too. Scary to watch kids on the side of the road there with such busy traffic flowing to join the TCH at the other end of town. |
| Sign Board | No | Good Option | Very Poor Option | Good Option | | But certainly Lakeshore is a good start. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | It is dangerous to walk on the side of the existing road. We need a sidewalk/path It is very busy and to make it one way would only move the traffic to 11 ave which is going to get even busier with all the development in the plans for housing There are connecting paths to other residential areas if there were a path beside the future road Lastly, we need to be moving towards more use/access/encouragement through available paths rather than encouraging vehicular traffic without an alternative. The public will pay the taxes particularly with the new awareness of quality of life evident from the Virus changes we adopted in our daily lives | |
| Newspaper | Yes | Very Good Option | Poor Option | Okay Option | | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|-------------------------------------|---|---|
| | | | | | If geotech work demands substantial work required, I see no reason not to use this as an opportunity to add cycling/walking infrastructure to one of the busiest roads, and biggest roadblocks to human mobility (walking, biking, running) in NE Salmon Arm. | When I was first going through the proposal, I was expecting option one to be an order of magnitude more expensive than option three. To see the cost of adding a very critical piece of cycling to the town for less than an extra half a million, it seems like a no brainer. In fact, I'm incredibly impressed with the options presented! If there is enough pushback from the community on the price, option two is actually pretty great as well. My only request/suggestion to option two would be, as a part of the proposal, include a "small" (this is important) roundabout to the intersection of 10th Ave and 16th Street. I realize this would add cost, but it would allow for relatively efficient traffic flow for northbound traffic. |
| Friday AM | Yes | Very Good Option | Good Option | Very Poor Option | | |
| Sign Board | Yes | Okay Option | Very Good Option | Very Poor Option | | |
| Word of Mouth | Yes | Very Good Option | Poor Option | Very Poor Option | I support investments to our city's infrastructure, particularly when multi use pathways are included. | Would love if the multi use pathway was open for cyclist/commuter use. |
| | | | | | A one way traffic corridor would be an unacceptable burden to residents on the stretch in question and others who live on northern Lakeshore. Similarly, there is a safety need for a multi-use path. The extra cost of Option 1 is well worth it. We will come to regret the other options and may have to spend a lot more to upgrade them later. | I am a cyclist and a walker. |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | | |
| Sign Board | Yes | Good Option | Very Poor Option | Okay Option | Number one option is not considerably more money than Option 3 but offers a safe bike/pedestrian corridor. Option 2 is not safe for accessibility for close by residents. | Thank you for giving the opportunity for input. |
| | | | | | We use Lakeshore Road every day to access the downtown core. One of the main reasons we chose our home on Upper Lakeshore is for the ease of access to services for my elderly mother. For the additional \$300,000 required, do the job right the first time. I often see people walking on Lakeshore and giving them reasonable berth requires entering the oncoming lane. As Salmon Arm grows, that will become scarier and scarier for everyone. Lets just do this correctly and make room for everyone to enjoy our beautiful city and prioritize ease of access to downtown business for residents. Thank you! | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Social Media | No | Very Good Option | Poor Option | Okay Option | | |
| | | | | | Keeping two way traffic down this corridor is very important. The highway is busy enough through town, why add more traffic to the highway that will already be plagued by construction for the foreseeable future? | Adding a walking path/bike path to would be a great idea, as there are always pedestrians and cyclists on this precarious route, and it offers a way to walk down to the lake. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | | |
| | | | | | | It is one of the great perks of living in Salmon Arm, driving down past the lake. I often see people walking and think how unsafe that is. So I am happy to hear about the new trail. |
| | | | | | | Realistically Salmon Arm is growing and things need to be built with that in mind. We don't want to take it down to a one way road and wish we would had done two lanes. It is a well utilized road for locals and helps keep congestion off the trans Canada especially going downtown. |
| Social Media | Yes | Very Good Option | Poor Option | Okay Option | I use this road quite often especially during tourist season. | |
| Social Media | Yes | Very Good Option | Okay Option | Poor Option | I think having a multi use pathway should be a priority Having a one way road seems like a major inconvenience and a lengthy detour | |
| | | | | | Lakeshore Road is a very narrow road and unsafe for walkers and cyclists. Our city promotes an active lifestyle. The only way for residents in the Raven area to enjoy an active lifestyle is to walk or cycle on the foreshore trail. This trail floods out during the summer and is unusable during this time. Also the large rocks which have been used to raise the path make it dangerous for a street bike. I have to walk my bike over this stretch. | This road improvement is long overdue and necessary to promote the safety of our residents in NE Salmon Arm. 1) please consider that this road could be one of the most beautiful drives in SA if you don't ruin it with ugly concrete blocks or metal railings: consider aesthetics and tourism and scenic drive possibilities, not just initial costs. 2) thank you for a well designed information package with pros, cons, costs, and other considerations. One way road is not an option in my opinion, this road is very used and has been for years with out a walk way. Two way traffic is more important then a walkway that is only used 2/3 of the year. |
| Newspaper | Yes | Very Good Option | Okay Option | Very Poor Option | | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Local accessibility to downtown without using highway, plus increased walkability. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | Cost vs deliverables, and access to town from our house on a daily basis. | |
| | | | | | Important to invest in infrastructure, especially transportation/active transportation. It is a nice stretch of road that many could enjoy by bike/running/walking if safer. Let's have more bike paths/trails/sidewalks in this city! Having it one way for road traffic would make a huge detour and very awkward for many residents- I do not think this makes sense in terms of traffic pattern. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | Cost vs deliverables | One way road is a full option to a very used road. Walkway will only be used 2/3 of the year |
| | | | | | Currently unsafe for any other use than vehicle traffic, with a need to upgrade not to put pedestrians at risk. Therefore multi-use path is essential. Two way traffic is also essential to prevent traffic being diverted into other residential areas and ensure direct route for emergency vehicles. As Salmon Arm continues to grow, traffic growth will be a reality and should ensure that direct flows can be maintained as much as possible now as future upgrades will undoubtedly cost significantly more due to inflation and rising land values. Therefore, strong land acquisition policy to meet anticipated future needs should be a priority now. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|-------------------------------------|---|--|
| Social Media | Yes | Very Good Option | Very Good Option | Very Poor Option | I commute by bike, and have stopped riding along the designated bike route on Lakeshore Drive because it is simply too dangerous. Cars/trucks either pass too close to me, or drive in the opposite lane to avoid me but can't see past the next curve so put us all in danger. | Every road improvement project should include active transportation lanes. The car cannot be the only consideration when planning our community connectors. |
| Social Media | Yes | Very Good Option | Good Option | Poor Option | Active transportation for multiuse path. Cost. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | | |
| Sign Board | Yes | Okay Option | Okay Option | Very Poor Option | Enhanced walking/biking in town is my top priority. | Is there any way to put in multi use connections down to the bird sanctuary to enhance walking/biking. Through chess creek. Down the end of 20th. Through apple yard. Then we may not need multiuse trail on this road. Otherwise let's prioritize multiuse trails on lakeshore |
| Sign Board | Yes | Good Option | Very Poor Option | Okay Option | Option 1 - I would rank it "very good" if the road could be moved by 3 meters thereby allowing for wider travel lanes. I assume this would involve more land acquisition and the costs would escalate accordingly. Option 2 - A one-way road comes with all the disadvantages you have given in your report and would likely not be acceptable for any residents of the NE. Option 3 - Since the "multi-use path" would lead no where (!!) what is the point of even considering it without extending it in either direction. | Hopefully this is not another temporary "bandaid". As Salmon Arm continues to grow, this roadway becomes more and more of a problem - not just this short stretch, but all along Lakeshore Road from downtown to 60th Avenue NE. The entire stretch of road is extremely treacherous for pedestrians and cyclist (and therefore motorists!) |
| Social Media | Yes | Good Option | Very Poor Option | Okay Option | An alternate route to the hwy for local traffic helps manage the increasing future traffic loads through town. Reasonable continued access for Lakeshore residents only seems to be accomplished by a 2 lane road. Two way to maintain existing travel patterns. MUP as people not travelling are going to use the road regardless of presence of MUP, so MUP is the safest option. One way is least desirable as it will transfer traffic to other areas, increasing congestion. | Well done presentation. |
| Social Media | Yes | Very Good Option | Okay Option | Good Option | | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | This is a well used road and should be improved so cars and pedestrians and bikes can use it safely | I would not support a one way plan at all |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | Traffic flow, safety and accessibility | While Opt #1 is the most expensive the way it is laid out, it's also the safest most practical option. The way Opt #2 is presented there is information missing. How much added cost is there to modify other routes to allow for increased traffic? What would these modifications be? Is that all the way from 20th to Marine Dr? I believe it would create a lot of potential problems in other areas and could end up costing as much as Opt #1 and still not be satisfactory. Opt #3 does not address the need for walkways/bike trails along lakeshore. There is considerable foot and bike traffic along Lakeshore that travels at their own peril. It is only a matter of time before someone is hurt or killed unless there is a safe path and I think there would be an increase in foot and bike traffic if there was. It is the only direct route from Appleyard, Raven and North Broadview to downtown unless you can open up access to the Bird Sanctuary and maintain that path year round including paving it...which would increase the cost of Opt #2 and #3 |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | this is a main transportation corridor. It should remain with the ability for vehicle traffic in both directions. Diverting northbound traffic could drastically and unnecessarily increase transportation time for people that live the Raven area, it could also increase traffic on and subsequently the safety of side roads if vehicles had to take alternative routes. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | If we want to encourage citizens to use active transportation there needs to be adequate paths / road space for this to be a safe and an enticing mode of transportation. | |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | I believe this would be the more appropriate solution. There would be room for cyclists and pedestrians. If Lakeshore became only a one way it would be most inconvenient as we live in the NE area. | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Lakeshore Drive is a beautiful location in Salmon Arm and can be enjoyed to its full walking or biking. Currently it is dangerous to walk along the roadside and I have often missed seeing a pedestrian until I have passed by when I drive into town. I feel that for the sake of local residents it should be a two lane road, but for the health, wellness and safety of our community, there should be a path. Many people use the pull-out above Christmas Island to enjoy the view and a path into and out of the downtown makes sense for those of us who like to walk to a destination. Currently I warn my kids away from cycling along Lakeshore as there is no shoulder and the lanes are narrow in certain places. Option 1 seems the best option for long-term use. | |
| Word of Mouth | Yes | Good Option | Poor Option | Good Option | Road must remain 2 way. | |
| Word of Mouth | Yes | Okay Option | Very Poor Option | Very Good Option | Multi use path only good if it goes all the way to downtown. This is not clear on the proposal. Definitely don't want one way option as it would put too much pressure on other routes from town. | |
| Word of Mouth | Yes | Good Option | Very Good Option | Very Poor Option | Creating traffic calming, but mostly supporting non-motorized roadways indicates a city and council that is current and considerate of future development that supports people moving in a sustainable and climate-considerate way. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | One way makes no sense. Walkway long overdue. Very dangerous for pedestrians. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Daily commute, safety of pedestrians and cyclists. | |
| Newspaper | No | Very Poor Option | Okay Option | Very Good Option | | |
| Newspaper | Yes | Very Good Option | Poor Option | Very Poor Option | It is very important to have a multi use option for walking, bike riding, children's safety. Also it will increase traffic on other routes as Lakeshore is a widely used road. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way; no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|--|
| Newspaper | Yes | Okay Option | Very Poor Option | Very Good Option | I am totally against option 2 as it funnels northbound traffic up 10 and 16th and eventually on 11 Ave NE. The traffic on 11th Ave NE has increased substantially following the introduction of the underpass at the highway at 20th St. There are 2 developments planned for 11th Ave NE which, once completed, will add substantial additional traffic to 11th Ave NE. To suggest that all the traffic that now moves north along Lakeshore be diverted to 11th Ave NE is ludicrous. I have complained numerous times about the speed of traffic coming around the corner from 16 St NE onto 11 Ave NE with no action whatever from the City. I continue to experience close calls as I egress my driveway at 1640 11 Ave NE. I am totally opposed to option #2. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Okay Option | Opt 1. Accommodates the most travel options Opt 2. Cost difference may/will be less than package indicates due to costs of two (potential) intersection improvements. Also no guarantee all vehicles will follow outlined route. Some may go past school and hospital and through residential street (8th Ave NE) depending upon destination e.g. Tim Horton's Opt 3. A \$300,000 is not a large saving and it may not be possible to add the MUP afterward due to cost | Has there been any data collected on the number of walkers, bicyclists on the Lakeshore section of the road in question 7. The steep hill going up 20th Ave NE may discourage many MUP users from utilising the proposed MUP. Although if electric bicycle usage increases this may change. |
| Other | Yes | Okay Option | Very Poor Option | Very Good Option | Not much walking traffic on this road to make the cost worth it for #1 option. #2 option is not an option at all as too many use this road to and from work. #3 BEST option for price and usage. | |
| Social Media | Yes | Okay Option | Very Poor Option | Very Good Option | Option 3, my preference, there is a lower trail along the lake for MUP that works well, very rarely see people walking or biking between 10-20 Ave NE. Option 1, is decent but is it worth the budget?? Option 2 would be a massive inconvenience for the residents living along Lakeshore and 17ave NE area, and beyond. We live on 20 Ave NE and I drive north and south daily along Lakeshore. Option 2 would also increase traffic around the High School, the hospital and already busy Highway. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I AM 80 YRS. OLD AND WALK AND BIKE THAT ROAD WEEKLY. I ALSO DRIVE THE ROAD TO SHOP DOWNTOWN SEVERAL DAYS EACH WEEK. | |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | This option will remain viable for years to come. There would be no need to review and re-plan before perhaps 20 years. One way would be extremely inconvenient for the near by residents. | Taking into consideration a plan that works for all users of Lakeshore remains, in my view, the best solution. We encourage people of all ages, using a variety of modes of transportation, and with mobility issues to enjoy the one-of-a-kind scenic view of our city with safety. |
| Social Media | Yes | Okay Option | Very Poor Option | Very Good Option | Not sure a walking path is necessary for the cost. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I believe pedestrian safety is of upmost importance; although a one-way would impede directly on my and my wife's travel time. The cost difference is fairly minimal considering the overall costs the city and province pay for roadwork. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | It is currently dangerous for cyclists and walkers, many people use the road two ways regularly, plus the city is growing including down Lakeside. Do it once properly so we don't fix it later at double the cost. | If a bike lane/footpath is put in place now alongside Lakeshore it can be continued down along to Canoe beach. With a growing city, a one way road would force more traffic onto the main roads causing more backup. If Lakeshore could be extended to Canoe later in time it would make a good extra emergency route to Canoe or out to the highway. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I travel this street or road to and from town on a regular basis and have done so since 1966.... It is convenient and saves me from taking the dreaded Highway 1.... It should be recognized as an alternate route for the many residents that live and travel on the north side of the Hwy and maintained as such all year round! One way traffic would negate all that. While a pedestrian/bike path would be lovely (it would also prevent traffic problems if one had to pull over due to mechanical problems (been in that predicament in a spot with no wiggle room for that), if the cost or engineering concerns negate that, oh well... there are other routes to get into town for that traffic! | Keep it 2 lanes, please!!! |
| Social Media | Yes | Very Good Option | Okay Option | Okay Option | We need to support those on bikes and those walking. Not everyone can afford to have a car and that is a dangerous piece of road. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | I will be driving this road everyday to and from work and I think with our city growing this is not thinking ahead to the growth we are experiencing and going backwards. | |
| Other | Yes | Very Good Option | Poor Option | Okay Option | Traffic Flow | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | Restricting traffic to one way is a terrible idea from any perspective. Lakeshore is our main thoroughfare to and from downtown, it is the shortest distance and it is vital for emergency, delivery and other services. One way traffic would result in greater distances, greater fuel consumption, cost and environmental degradation. | Leave any decision on this until next year's election and put it to referendum. Council has a nasty habit of ignoring the wishes of tax payers who are going to be affected by their decisions in favor of developers and staff recommendations. Why not use steel I beams pilings to stabilize the road way and create a cantilevered multi-use path attached to the I beams (like a bridge deck) outboard from the road way thereby separating vehicles and pedestrians. After all, pedestrians and cyclist do not represent significant loads. Also impose vehicular load limits on Lakeshore. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|---|
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | For long term planning this would be the cheapest, safest way to go. As electric bikes are becoming more popular, I see a lot more cycle traffic, so a bike- walking path would be a great safe asset with no future up grades necessary. | |
| Word of Mouth | Yes | Very Good Option | Poor Option | Poor Option | Option 1 provides for stabilization and all transportation issues (vehicular and multi use). Costs for project are complete, unlike option 2. Option 3 is detrimental to city's active transportation goals and could lead to other future costs. | |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | That section of road is in need of a Pedestrian/multi use path. Too narrow and dangerous to be a pedestrian there without one. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | maintaining good traffic flow and options and including active transportation option | |
| | Yes | Very Good Option | Very Poor Option | Poor Option | best option for future | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I would choose option 1, as I see it as a long term cost affective investment in a major access point to the downtown that requires two way traffic and a safe corridor for others walkers, cyclists. I believe it is an essential starting point to making our city more liveable. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Okay Option | No matter what option is taken, remedial work on slope stabilization will have to happen. Option 2 is a major inconvenience to residents like us that use Lakeshore to get downtown. We would accept Option 3 as well. I bicycle to downtown and have not had any concerns with current two way traffic. I am 70 years old. STABataB | |
| Sign Board | Yes | Very Good Option | Poor Option | Good Option | Pros/Cons table on website was useful & convincing; Option 1 keeps best traffic flow (and hence fewest unhappy residents); MUP is needed (we're cyclists); It's always cheaper to build it 'all' now than try to fix/change/build later. | Some information about how funding would be achieved & allocated would have been interesting. We have no sense of the extent to which the \$600K difference between the cheapest and most costly options would burden the community coffers. |
| Social Media | Yes | Poor Option | Very Good Option | Very Poor Option | multi-use path is most important consideration. It is too dangerous to walk or bike to town as it is now. | I am also not averse to keeping it local traffic only for those of us that live in this area rather than a through route although that would put more pressure on alternate routes. |
| Newspaper | Yes | Very Good Option | Okay Option | Very Good Option | I wonder if the costs for Option 1 might end up being a lot more with the inclusion of the MUP? For this reason I choose Option 3. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | Two way traffic already exists. Lots of people live along Lakeshore and use this road going and returning to town. A multiuse path is a safety factor for the walkers and bikers. | |
| Sign Board | Yes | Good Option | Very Good Option | Very Poor Option | As a resident that lives past this section of road, there is great difficulty accessing downtown on bikes or walking. There is a great trail across the tracks that we can't access. A strong MUL option would allow many of us to access the downtown without a vehicle. Requiring/acquiring land seems a major complication of option 1. | I don't follow the 3km extra driving for residents along the route - it seems only a very few would be impacted, and only in a very specific situation get close to that 3km number. I think many would enjoy easy access to downtown without their vehicles as well. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | This is the only option in our opinion as it compliments the idea of providing an alternative to vehicle usage by allowing a safe means of walking or biking into town. Now people choose to cross the railway tracks and take the foreshore trail which is not the best approach. | My suggestion is to go with option 1. Also the city should implement a truck restriction. Only vehicles 1 ton or less allowed unless local delivery. Right now the roadway is severely impacted by all the heavy traffic short cutting through. Also the city should lower the speed limit to 40kph for that section and supplement that with electronic speed signs as many progressive communities have done. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | This checks all the boxes for me. As the city continues to grow this road will only become more important to the flow of traffic into downtown. We need to have it address safety as a priority and secondly the need for pedestrian and bike traffic which currently does not exist. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | This stretch of road is too narrow for cyclists, pedestrians etc. We are a non-vehicle friendly town and by not having a sidewalk here, many people are dependent on their cars to get downtown because it is unsafe. I believe making this a two lane one way will simply increase speeds through this residential area making it unsafe as well as causing traffic, congestion issues in other areas. This option also significantly inconveniences people who live along this stretch. Option #3 doesn't solve the issue of safety for non-vehicular commuters which is paramount to address and rectify at this time since road work must be done. | This work obviously needs to be done so solve all problems right away by implementing Option #1, despite the slightly increased cost. I believe if option #2 or #3 is chosen the problems are not solved (see poor outcomes in City's breakdown of the options) and ultimately these issues will need to be dealt with down the line at a potentially higher overall cost. Option #1 makes the most sense! |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | I think it is very important that pedestrians and cyclists have a safe way to travel on Lakeshore. Leaving the road two-way would be more convenient for residents that use that route every day. | |
| Newspaper | Yes | Very Good Option | Very Good Option | Very Poor Option | Selfishly, a one way road would allow for a wider travel lane for both cars and pedestrians/cyclists. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | Most user friendly, keeping in mind all residences uses. | |
| Sign Board | Yes | Okay Option | Good Option | Very Poor Option | A multi-use pathway is a high priority for me. Between option 1 and option 2: the main disadvantages for Option 1 are the higher cost and the pedestrian safety of "good" (vs. "Excellent" for Option 2); the main disadvantage for Option 2 is the noted vehicular "fair" safety. | Option 2 - vehicular safety "fair" - why is this option less safe? Thank you for your very informative presentation and request for input. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | Option 1 is clearly my preference. As for Option 2, I believe one way will seriously disrupt local traffic movements. Additionally, Option Two would of course add increased volumes to 20th Street NE. Option 3, the existing is already too narrow & dangerous for both vehicular and pedestrian traffic. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way no Multi-use path | Please explain the main considerations in your ranking. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|-------------------------------------|---|---|
| | | | | | | <p>The Conceptual document says there are 'Significant safety issues created by one-way roadway' in Option 2. However that conclusion is not explained. I searched the internet for justification of this conclusion. The documents I found said that this point-of-view is not justified by the existing evidence. Here are 2 documents that suggest there is NO significant difference in safety between one-way and two-way streets:</p> <p>'Safety of One-Way Urban Streets', by I. HOCHERMAN, A. S. HAKKERT, AND J. BAR-ZIV, Transportation Research Record, http://onlinepubs.trb.org/Onlinepubs/trr/1990/1270/1270-003.pdf</p> <p>'Are One-Way Streets Really That Bad?', by Mike Brown, Strong Towns, https://www.strongtowns.org/journal/2017/4/18/are-one-way-streets-really-that-bad</p> <p>Could you please explain the justification for the safety concern in this plan?</p> <p>Thanks, Hugh Bawtree hugh@altree.ca</p> |
| Sign Board | No | Okay Option | Very Good Option | Very Poor Option | <p>Salmon Arm desperately needs more and better transportation paths for 'active' users. In other words, not paths through the forest for a Sunday stroll but pathways that go direct from A to B (eg, house to shops). Lakeshore could be a main arterial route for 'active' users. Something we don't have right now.</p> <p>Both Option 1 and Option 2 provide Multi-use-paths. However, Option 2 is much better because it puts the path on the more stable ground. Option 1 puts the pathway on the least stable slope. Furthermore, a pathway beside a narrow, 1-way widening road is much more comfortable and attractive to commuters. Travelling beside 2 narrow lanes going in opposite directions feels less safe. A more comfortable and attractive path will attract more active users. For me, more active users is the goal. So Option 2 is the best Option.</p> | |
| Sign Board | Yes | Very Good Option | Good Option | Very Poor Option | <p>It's nice that Option 2 is the cheapest as well.</p> <p>This option would provide a safe biking/hike route without impacting the residents who live on lakeshore. It would be a pain to have to exit on a one way street.</p> <p>Option one will provide a safer and more environmentally friendly way to walk or ride into town. Right now it is a very dangerous way to ride or walk. It will still accomplish the ultimate goal of stabilization. The higher cost would be justified.</p> | |
| Newspaper | Yes | Very Good Option | Poor Option | Very Poor Option | | |
| Sign Board | Yes | Good Option | Very Good Option | Poor Option | We use this route all the time in our car, but never ride our bikes or walk this way because it is not safe to do so. | |
| Newspaper | Yes | Good Option | Very Good Option | Poor Option | Safety for multi use users, and Cost as well. | |
| | | | | | | I am very aware of current trails - many on private property, and of the loss of paths/trails due to property development. |
| Newspaper | Yes | Very Good Option | Poor Option | Very Poor Option | Salmon Arm increasingly needs safe routes for non motorized movement around the community, particularly for softening the steep hills. | |
| Newspaper | Yes | Very Good Option | Poor Option | Very Poor Option | Safety for walking and biking, as well as access to and from the other parts of town, both for convenience and safety | |
| Friday AM | Yes | Very Good Option | Very Poor Option | Very Poor Option | I hope in an effort to encourage cycling/ walking into town there will eventually be a path/route all the way along Lakeshore into town and so avoid dangerous crossing of busy streets on foot or bicycle. Thanks for reading! | |
| | Yes | Very Good Option | Very Poor Option | Very Poor Option | two way with pedestrian lanes is the best way to move people | none |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | Safety for pedestrians and cyclists under Option 1. Option 2 will create traffic congestion northbound on other routes. Access to emergency services such as fire, police and ambulance service will be delayed under Option 2. Lakeshore road is heavily used by motorists and restricting it to southbound only lanes is simply impractical. | |
| Sign Board | Yes | Very Good Option | Poor Option | Good Option | Pedestrian and cyclist safety overall. Option 3 at least stabilizes the slope and repairs the road. Option 2 would have less traffic for residents on that portion of road but then they would be harmed by lack of access for themselves, garbage pick-up and emergency services. Invest in Salmon Arm and keep it beautiful: Option 1. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Maintaining two-way traffic along Lakeshore offers value to residents living north of 20 Ave NE and west of 30 St NE. Not only does it offer very convenient access to downtown, but by adding a safe path for walking and cycling, this option would be a great benefit. Cycling or walking along Lakeshore is currently quite hazardous. | While I appreciate the additional cost required for option 1, I believe this will be a good investment for the city, in spite of the inherent uncertainty of the long-term stability of the escarpment at issue. Thanks for presenting the options so clearly. |
| Word of Mouth | Yes | Very Good Option | Okay Option | Very Poor Option | While option 1 is the most expensive it best satisfies all users. It seems that multi-use pathways are becoming more and more popular in Salmon Arm. | |
| Friday AM | Yes | Very Good Option | Very Poor Option | Okay Option | The convenience of the two way lakeshore roadway is very important to residents of the North East for access downtown services and avoiding the highway or the longer, more convoluted route off 20th street. The addition of a multi-use pathway for walking and biking would improve access for residents to downtown and for tourists/travellers who wish to explore the community by bike or on foot. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|---|
| | | | | | Lack of safe pedestrian/bike path along this road is major safety concern due to narrowness of road and high speeds of vehicles. Slope stabilization is also necessary. Blend of Option 1 and 3 would be best. Narrow lanes with road calming measures to slow traffic plus inclusion of multi use path. | Though included in the highlighted study area, why has section from 6 St NE to 10 St NE not been included in current work plan options????? Slope stabilization is also a critical concern for 6th NE - 9th NE St as well as need for safe bike/pedestrian access to make connection from downtown to 9th St NE. Our property @ 620 St NE is directly affected as well as the properties NE of us. There is a public? easement sloping up from Lakeshore Dr to 9 Ave NE that could perhaps be incorporated into a proper public path. People "cut through" our property quite often walking along the embankment from 9th Ave to downtown. Others walk along the top of the block retaining wall below our property. There is no safe pedestrian/bike access along Lakeshore Dr and Lakeshore Dr is a natural and attractive bike/walk route. |
| Newspaper | Yes | Okay Option | Poor Option | Poor Option | | |
| Sign Board | Yes | Good Option | Very Poor Option | Very Good Option | Needs to stay a 2 lane road | |
| | | | | | #1 gives the best of all worlds, with the MUP essentially costing about \$300K; #2 is the worst of all worlds - essentially a \$1.5 million MUP that disrupts a lot of other areas, adds cost (time & gas) and causes great inconvenience to route users - a total waste; #3 is fine if we can't afford #1 | As a frequent user of Lakeshore Road in both directions, I vote for #1. In option 1, the extra \$300 K (over cost of #3) is a relatively small price for the MUP and the increased level of safety it would give the pedestrian and cyclist users of the route. The other advantages cited of leaving Lakeshore a 2-way route far out way the disadvantages. Option 2 affects a far wider area than just that section of Lakeshore Road, and that effect is not for the better. It leaves the area in a much poorer condition for access and as such means a much lower level of general safety (eg access for emergency vehicles). The neighbourhoods in the detour area would be adversely impacted with greater traffic on roads not meant for it. The area residents and majority of road users must be given first consideration. The cost of \$1.5 million is mostly wasted money. I hope this option will not receive any further serious consideration. Thank you. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | | With the exception of 30th St, Salmon Arm has very few bike-friendly roads. Roads are generally very narrow, without shoulders and drivers do not watch for bikes or pedestrians in general. This is something I would really like to see change. In addition to making lakeshore more bike-friendly, paving the foreshore trail would be an excellent start! |
| Sign Board | Yes | Very Good Option | Very Good Option | Very Poor Option | Bike and pedestrian friendly. Make city more walkable, bikeable. Reduce car traffic along one of our most beautiful road-ways so that more pedestrians and cyclists can enjoy it together. | |
| Sign Board | Yes | Poor Option | Very Good Option | Very Poor Option | If you are going to upgrade this important, busy feeder road lets do it right the first time!! Spend the money now and make it safe for all types of traffic use. | |
| Friday AM | Yes | Very Good Option | Very Poor Option | Poor Option | | |
| Newspaper | Yes | Very Good Option | Good Option | Very Poor Option | | |
| | | | | | Lakeshore Road is potentially a focal feature of great beauty and continuing pleasure, as well as an essential service for two-way traffic combined with a multi-use path. I use this route both north and south bound every day; and when my children were very young my wife walked Lakeshore Road every day with the children. Let's showcase this roadway along the Lakeshore and make it so that it is one of the most beautiful features of Salmon Arm, eventually linking featured roads and pathways from Salmon River all the way to Canoe. \$2.1 million investment is a very small sum to enhance traffic flow and open up the great beauty of this area of the city. | Let's do it and move quickly on it. |
| Newspaper | Yes | Very Good Option | Poor Option | Very Poor Option | | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | I drive this road often as a route to downtown from my residence. Lakeshore is very unsafe for bicyclists and pedestrians, which I think is a priority. A one way section on this route would be disruptive. Two way with no multi use improvement is pointless. The money difference is not that significant. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| | | | | | Between the vibrations set up by train and automobile traffic it surprises me the road is still there. A testament to the binding strength of the tree roots. As the train traffic is not going away any time soon a reduction in the weight on the top of the slope (less traffic) will reduce the pressure put on the slope. | Option 4, close road to local traffic only with walking and bike lane added. |
| Newspaper | Yes | Poor Option | Okay Option | Very Poor Option | | |
| Newspaper | No | Good Option | Very Good Option | Very Poor Option | | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | There is a fair bit of foot traffic along lakeshore and drivers going far too fast. The visibility on some curves are also dangerous for pedestrians. | |
| Sign Board | No | Very Poor Option | Very Good Option | Very Poor Option | The two-way as it exists now is not only dangerous, it's made even more so by the countless idiots who continue to go well over the speed limit forcing pedestrians to jump over to the dangerous edge because of so many blind curves. | I have thought of option two for many years as being the only viable solution. |
| Newspaper | Yes | Very Good Option | Poor Option | Poor Option | | |
| | | | | | Safety for pedestrians and cyclists keeps with general Salmon Arm flavour. Routing traffic to Ravenhill cause congestion in other neighborhoods and school zones Residents need good escape route in case of emergency Multi-use path respectful of trend towards fewer automobiles. | Any option without a good solid fix will be hazardous due to bank destabilization. Thanks for asking. |
| Friday AM | No | Good Option | Poor Option | Poor Option | | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings: | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|---|
| Other | Yes | Very Good Option | Poor Option | Very Poor Option | Many people commute to and from work using Lakeshore Road. It is dangerous to cycle or walk on that road, and a path is essential for safety. As more and more people are cycling to work, it is critical to provide a safe path to do so. I feel Option 1 is the most progressive long-term option. We must include provisions for active transport in any future developments in the city. Restricting use of this collector corridor (Option 2) will just move the problem somewhere else. | |
| Newspaper | Yes | Very Good Option | Poor Option | Very Poor Option | I think it is ideal to have traffic flowing in both directions. I use this road frequently to quickly get in and out of town while avoiding the high way traffic. | |
| Sign Board | No | Very Good Option | Okay Option | Poor Option | I also love the idea of being able to safely walk/bike to the wharf area from my house! At this point if I want to take a leisurely walk downtime it takes double the time as you meander through more houses/town. A safe, direct path would be helpful. The views from this walking path would be amazing too. | |
| Word of Mouth | No | Very Good Option | Okay Option | Very Poor Option | I have always thought that the road should have a walking/biking path since we moved here 6 years ago. It is a scenic area which makes for a great walk to town. If there is any way to build that to make a safe walking path that would be very beneficial to so many locals. There is no need to speed down that road. It is a nice shortcut to town anyways. | Officially marked biking paths would be a great addition to our town in other areas as well. I see more and more bikers every year, but it's not the safest place to bike around here. |
| Newspaper | Yes | Good Option | Poor Option | Poor Option | People in Salmon Arm love to walk and bike and creating more ways to do that is an all around bonus for our town. Two way traffic and pedestrian safety. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | Lakeshore is a main Thoroughfare for many residents on the north side of town. I feel it would put a strain on the smaller roads and routes back to the north side which were never intended to handle the additional traffic this would cause. | |
| Website | No | Very Good Option | Very Poor Option | Poor Option | I drive this road every day, both directions. It wouldn't be right to not have two way traffic. However, it is also a dark and dangerous road to walk, with zero access to a safe path. | Its about time this was fixed. I suggest making the path, continue through the old road, where it hits the large hill. That hill is not suitable for many seniors to walk or bike. |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | This is a main feeder road for much of the NE of Salmon Arm and needs to be upgraded - The multi use path should be for a bike lane and pedestrian walk way as right now it is a dangerous situation for both of those usages. | I couldnt find the info package on the website, but this is how I feel, based strictly on living and using this road, for 30 years |
| Newspaper | No | Very Good Option | Poor Option | Okay Option | can't help but think if all traffic from the north west is diverted to the hwy it willn't cause many other problems | The suggestion of closure except for local traffic should not even be considered. I feel this should have been addressed and funded before the rail overpass when it comes to city tax payer dollars. We are only growing and this will increase usage of this road and improvements should address all the issues properly rather than some piecemeal fix. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I travel that route daily and it just has to be improved a bit and if you put a bike route u will have to widened the road We need to keep all options open for the cycling/walking public. At the present time that part of the road is very congested and dangerous. | I prefer driving that street as I live in Raven and don't like going up to heavy traffic on trans Canada and the second route I choose is past the police station past the Jackson school and hospital which is so much slower |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Two way traffic allowing access north and south for all salmon arm residents. One way should allow for 2 pathways as noted below | I would also like the council to consider at some future date the inclusion of a cycling/walking path all the way to Raven. Many cyclists use this roadway which is winding and narrow. Not safe. |
| Sign Board | Yes | Very Good Option | Good Option | Poor Option | Pedestrian and vehicle traffic safety is important with option 2. Grants probably available to offset cost. Most functional option. | Would prefer 2 pathways. One for pedestrians and one for bikes Bike riders have no regards for pedestrians. The city of Salmon Arm, during this project, has to consider the future development of Raven Hills and a MUP should be in the vision of the development while economically feasible. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Newspaper | No | Good Option | Very Poor Option | Very Good Option | | |
| Newspaper | Yes | Okay Option | Very Good Option | Very Poor Option | I believe that having a sidewalk/multi-use path is absolutely necessary on this road. It is very dangerous to walk there now as it is a narrow road with almost no space to walk on the side. Option 1 would be ideal, but it seems unfeasible given the available space, so Option 2 gets my vote. It will be an inconvenience to me if it becomes a one-way street, but that inconvenience is preferable to the current lack of sidewalk, imo. | |
| Friday AM | Yes | Okay Option | Very Good Option | Very Poor Option | I support having a safe active transportation route in this scenic location, and would make frequent use of it. Lowest cost to taxpayers | great that the city is addressing issues with Lakeshore Road! |
| Sign Board | Yes | Okay Option | Very Good Option | Very Poor Option | I am in favor of reduced traffic and reduced traffic speeds on Lakeshore Rd I would like to promote active transportation (biking; pedestrians) This would reduce the amount of traffic and the traffic speed on a precarious slope This would reduce/eliminate the need to acquire private property | I appreciate the opportunity to express my opinion regarding Salmon Arm infrastructure. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|--|
| Sign Board | Yes | Good Option | Very Poor Option | Very Good Option | That road HAS to remain a two way street. Everybody on the NE side of town below Broadview (Ravens, Appleyard, Upper Lakeshore) ALL use that road to get into and out of town. Going all the way out to the Trans Canada Highway, should Lakeshore become one way there, just to get into town is way out of the way for a great number of people and very poor second choice to using that section of Lakeshore Rd. to get into town. | |
| Word of Mouth | Yes | Poor Option | Poor Option | Very Poor Option | 20th Ave NE will never be a dependable all season access. Safety related to drop off along north side Lakeshore RD NE, risk will only increase as traffic volume increases | Identify a new access into Salmon Arm for people living in the NE section of Salmon Arm |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | One way would provide too much of a loop for many residents to get to their homes along Lakeshore. Two way is best, with a multi-use path being extremely useful for anyone seeking to travel without a car into town along the lake. | |
| Other | Yes | Very Poor Option | Very Good Option | Okay Option | Option 1 will require too much land to be expropriated from our property. This option will create more traffic from outlying areas. So our house will be closer to the road with an increase in traffic. Option 2 is our choice because we think a walking path is a good idea. A one way road will reduce the traffic and we don't mind going around to get back home. Emergency vehicles can have access. Just block the far end with a police car... Option 3 - Status quo; we can live with that. | <p>The information package is presented poorly and does not have enough detailed information:</p> <ul style="list-style-type: none"> - The maps are not zoomed in enough for the residents to see what the impact on their property is. We're not sure, but it appears that we stand to lose the most land to option 1. - There is no mention of what will be done with the power poles. Will they be moved to the other side of the road? - What will be the cost to the residents for modifications to driveways, retaining walls, and landscaping? <p>Any option without a pedestrian sidewalk is dangerous. There is nowhere for pedestrians to go. I have seen mobility scooters on the street. Making the street one way will detour traffic making the drive from Raven longer and add traffic to another neighbour hood. Not ideal.</p> |
| Other | Yes | Good Option | Okay Option | Very Poor Option | Need somewhere for pedestrians and mobility scooters etc. | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | This is a major connection between the NW of town and downtown and will always be a relatively narrow road, there must be a multi-use path incorporated into the plan. | A one-way route will cause more problems as the city grows. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I live in Canoe and have a few jobs off of Lakeshore for my business. After those jobs I commute via Lakeshore to more work in the west end of Salmon Arm. I also often take Lakeshore via 30th from the area of McDonald's restaurant. Lakeshore is very narrow and dangerous for cyclists and pedestrians, so a multi-use path is a necessity. If there is an accident on the highway, this is the only back way home to or from Canoe. In summer when the highway is too busy I often take Lakeshore in to or out of town. | As a taxpayer, I would be more than happy to fund the extra expense of Option 1, even if the cost ended up being more than anticipated. If you're going to fix something, fix it right the first time with safety being a main concern. A bandaid solution like option 2 would only benefit locals who live on Lakeshore. |
| Sign Board | Yes | Very Good Option | Okay Option | Okay Option | Prefer the two way with path. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | You need two way and you need a sidewalk. A lot of people use this road and it's dangerous without a sidewalk. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | This directly affects my family. We live and drive this route daily. We have a family of 4 who walk and bike on this route, which is highly dangerous to get to school and downtown. We would love to continue to have full 2way access driving downtown and back and would love a safe walk or bike for our children to get to Jackson school. I have one daughter currently in grade 10 and one daughter who will be starting at Jackson for grade 9. We live on 16th st Ne and our children have to walk to school on lakeshore to get to Jackson school. | We are concerned about the additional traffic that will be diverted to other streets that were not designed for this type of change. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Keep the traffic flow where it is - the diverted flow of traffic will overwhelm roads that were not meant to absorb an increase in traffic. | The ripple cost of the affect on a traffic pattern change in this area will require intersection improvements costs on multiple intersections. I.e. traffic lights, turning lanes etc. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Option 2 would undermine the road as a useful connector. Option 3 does not address the need to accommodate non-automotive traffic and is almost as expensive. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Very Poor Option | We need to support active transportation in the city. This is better for the environment, people's health, safety, and lower cost. | |
| Sign Board | Yes | Good Option | Very Good Option | Very Poor Option | | Option 3 is going backwards in fighting climate change. This must be a priority. |
| Word of Mouth | Yes | Very Good Option | Very Good Option | Very Poor Option | I feel very strongly that it is so important that this road be built to promote active transportation given the current knowledge we have about how critical it is for cities to encourage cycling and walking for environmental, health and community building reasons. | Thank you for gathering community members input to help make this important decision! |
| Word of Mouth | No | Poor Option | Very Good Option | Very Poor Option | | |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | It's important to have a proper multi-use trail for pedestrians and bikers. This is very unsafe right now. Also, would prefer to keep road as two-way vs. major detour headed north. This traffic re-routing will likely increase the costs of the project as well from the sounds of it. | I use this road multiple times a day and it is the preferred, most direct route from my home to work, downtown and through town. Thank you for the opportunity to express feedback on this decision. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|---|
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | Location of our residence and frequent use of lakeshore rd Accessibility for walking and cycling along lakeshore rd | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Lakeshore Rd currently feels very unsafe as a cyclist or pedestrian. However, the road seems too essential and has too few intersections to be made a one-way street. Therefore option 1 is preferable, while option 3 is the worst as it does not address safety for non-automobile users. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Safety and pedestrian consideration. Overall the budgetary costs is not too significant. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | It's important to include multi use path. No everyone has a car. The increased cost for the pathway seems acceptable. The second option with one way will make 20 Street too busy. | |
| Word of Mouth | Yes | Okay Option | Very Poor Option | Very Poor Option | Devote to walk and cycle | non Vehicular is most Important for this dāñicher and important route |
| Word of Mouth | Yes | Okay Option | Good Option | Poor Option | Every time I drive or walk that stretch, I am anxious and nervous. The speeding, vehicles are getting bigger, few shoulders to step back into. Distracted driving on the rise. So a substantial reduction of vehicle traffic with one-way travel, with the inevitably increased foot traffic, is not only safer for all but likely less an adverse impact on slope stability. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Keeping Two-way traffic is very important. Having a 2 way Multi-Use path connects the residents to downtown, half etc, important to recreation, having a safe route for families, kids etc to walk, bike etc | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | I would like a 2 way road as we use this route daily. Especially when summer holiday traffic plugs up HWY 1. It gives another access to the downtown core. Over the years we have noticed a need for pedestrian traffic to access the downtown core along this section as well. Currently pedestrians are walking on the road, which is an obvious safety concern. I believe option 1 is the best solution here, even with the added costs involved. | |
| Sign Board | Yes | Good Option | Poor Option | Poor Option | Long term usability, inconvenience to homeowners along route | I'm very keen for a safe multi use path to be installed along Lakeshore. If you build it, they will come! |
| Sign Board | Yes | Very Good Option | Very Poor Option | Poor Option | 2 is a non-starter. Whatever savings it may realize will be eroded with additional costs to upgrade other impacted roadways. 3 simply patches the status quo. A multi-use path is required. 1 is the right choice. Sometimes you have to go big or go home. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Poor Option | I enjoy running and cycling and there is NO safe way to get down lakeshore unless you are in a car | |
| Social Media | Yes | Very Good Option | Good Option | Very Poor Option | In my opinion an multi use path should be the priority over any vehicle traffic. Perhaps an option to choose one way counter flow lane with a multi use path would be helpful. Ease the work commute for drivers while supporting alternate transportation. | |
| Sign Board | Yes | Okay Option | Good Option | Very Poor Option | I think the investment now will be better in the long run. Would be good to have a walk/bike path too. Making it one way seems ridiculous to me. | Have you considered where the traffic would redirect should you chose to make it a one-way? Often that is overlooked or underestimated when planning. |
| Social Media | Yes | Very Good Option | Poor Option | Poor Option | We need to keep it 2 way for resident access and a multi use path for safety of pedestrians. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | It's a busy road way that already has people trying to walk on the sides of it. The option of one way seems poor as it's a well used road | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | I believe it would be best to continue with 2 way traffic to simplify things by keeping them the same, plus add the multi-use path since we are a city which encourages outdoor exercise plus safety. | |
| Social Media | Yes | Very Good Option | Okay Option | Poor Option | | Having travelled the road for the 40+ years we know how vital it is. As cyclists and walkers we see adding a trail as a great addition. As it is it is dangerous to walk or cycle this section. It is only going to get busier and adding safe cycling and walking should encourage more citizens to choose that option. |
| Word of Mouth | Yes | Very Good Option | Poor Option | Very Poor Option | The ultimate multi use transportation corridor | If the money is absolutely not there, the one way option could be considered, but I feel it will cost more as a whole with other infrastructure costs that will result from the changes. 2 way with multi use is really the only good option. |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | Multi use trail is needed all along Lakeshore. Creating a one way would cause congestion at the RCMP corner even more than is now during school drop/pick up times. Inconvenience to drive around to get home. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | One way would be a big detour for getting to my house from downtown. I walk/bike a LOT and would use a multi-use path A LOT! Currently the road is very unsafe for bikes and pedestrians. | |
| Sign Board | No | Very Good Option | Very Poor Option | Poor Option | This is a main route to NE Salmon Arm and I travel that road to and from town nearly every day, a one way with a big loop around to come back the other way would be very inconvenient. I've also walked that road numerous times and the lack of a sidewalk is very dangerous. | What about running a new road below the current section starting around 10th Ave and connecting back to lakeshore near the mail boxes by 23rd Ave (below the bank and above the tracks)? The existing section of lakeshore could be made local traffic only to reduce the stabilization requirements. |
| Sign Board | Yes | Very Good Option | Poor Option | Poor Option | | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Two traffic as we are growing community to keep flow and also multi use path to keep pedestrians safe and encourage more walking /biking. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | We need walking and biking trails on lakeshore all the way to Raven. People are walking it regardless so we need to accommodate this in a safe manner | Making it a one way will be super inconvenient for everyone, take longer to get into town and those living on that road will have extra added driving as well. Please keep it as it is and make it safe for the walkers and bikers and please extend side walks from Appleyard to raven, that area is so dangerous as well and we all walk it regularly |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | I find slot of Lakeshore Rd. is dangerous for pedestrians. There are a lot of walkers and cyclists in Salmon Arm that use this road to their detriment. I would prefer it to remain two way as we use this road slot. | |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|---|
| Sign Board | Yes | Very Good Option | Poor Option | Very Poor Option | Option 2- this would make access to downtown unnecessarily inconvenient, as driving is necessary for services downtown. Option 3- this community is populated by recreation walkers/residents, and their already is a lack of street-side walking and slow cycling pathways. | Many walk for exercise and recreation to and from raven subdivision and adjoining areas to and fro. Theo is not only a lack of walking along lakeshore road, but have avoided many close calls because of no safe or even existing walkways. There is an injury to any resident waiting to happen due to lack of planning for this. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Okay Option | Option 1 allows for the most positives and the least negatives. The additional cost over Option 3 is not a lot for all the people who walk in that area. It allows for the safest passage for motorists and the least interaction with pedestrians. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | Option one identifies and attempts to improve all forms of transportation and use of Lakeshore. | This option will have the least negative impact on the traffic on 10th Ave. N.E. |
| Newspaper | Yes | Very Good Option | Very Poor Option | Poor Option | A pedestrian path is necessary as foot traffic on Lakeshore is persistent and the trail is an inexpensive safety upgrade. That is a very narrow road with no shoulders. Something should be done! It needs to remain 2 way for the residents who live along Lakeshore and further East. Given the increased number of residents who bike and walk in and around downtown, I think it's important to have a safe walkway along this road. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Okay Option | Very narrow road at present. People try to walk along there but it's very dangerous. A multiuse path is now necessary. | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Okay Option | Active Transportation along this corridor is a critical consideration in the long term planning for the City. | Feedback from Active Transportation and Greenway planning consultations over the last years have consistently received comment on this corridor. While a challenge, the Lakeshore Road continues to be seen as an important point of access from community feedback. |
| Sign Board | Yes | Good Option | Very Poor Option | Very Good Option | There is access to the downtown core by foot, both above and below this road on different routes. Money would be much better spent diverting all traffic except cars off of this road completely, and focusing on making sure commuters have access to the downtown core without adding anymore stop signs into their commute. This is furthered by the complete and total lack of any winter maintenance done by the city of Salmon Arm to maintain any routes meant for pedestrians. This would be a multi use lane that would only be able to be used for 5 months of the year, as the other 7 months it would be knee deep in ice and snow and the City would refuse to maintain it as they do with all of the sidewalks in Salmon Arm. At least if it is meant for cars the city would maintain it. | |
| Sign Board | No | Very Good Option | Okay Option | Poor Option | This is a valuable route for those wishing to avoid the highway to join the residential area to the city center, but it is unsafe for cycling and walking as it is now. Spending a little extra now will ensure all residents can enjoy this scenic route | |
| Newspaper | Yes | Very Good Option | Very Poor Option | Poor Option | No consideration appears to have been given to the major impact that a one-way traffic system between 10th & 20th will have on 10 Ave NE, and probably 20 Ave as well. This road is currently not wide enough to accommodate two cars passing if there are vehicles parked on the street outside the health centre or our apartment. There is soon to be another apartment built next door to ours. The high school, Service BC building and the new hotel all bring increased traffic to the area. | FROM THE PEDESTRIAN ASPECT: There is only a sidewalk on a small portion of 10 Ave NE, and as people who walk a lot, we are very aware of the dangers there are to pedestrians when having to walk in the roadway. Despite the current 50 km speed limit of Lakeshore Drive, very few vehicles respect this. If there is no sidewalk developed in this section, it will become even more dangerous, as vehicles will be driving even faster. Salmon Arm is growing exponentially, and a vision into the future is needed when considering how this growth will impact on pedestrians as well as vehicle traffic. |
| Sign Board | Yes | Good Option | Very Poor Option | Very Poor Option | Must keep this a 2-way street and is safer to have a multi-use path for walkers and bikers. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | This is a very convenient and much-used corridor connecting the NE sector to downtown. Reducing to one-way only serves to reduce mobility and creates heavier traffic flows in other parts of town. | |
| Sign Board | Yes | Good Option | Okay Option | Very Poor Option | Option 1 seems to be the safest option. To be honest, I'm actually in favour of one-way roadways, but not for this distance as it would mean a substantial inconvenience for those residents (about 3km distance) and then other plans would need to be made to accommodate the diverted traffic on other roads. Option 3, without a multi-use path, is not one that I would consider. | I am very concerned about the safety of this narrow, windy road - I have seen some near misses with vehicles vs. pedestrians/cyclists, as well as some close calls with vehicles vs. vehicles. Thank you for reaching out for public feedback. |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Safety and accessibility | The difference in cost between Option 1 and 3 is quite small when viewed from a population basis. Not worth the loss of safety for pedestrians and bikers. |
| Sign Board | Yes | Good Option | Very Poor Option | Very Good Option | | |
| Sign Board | Yes | Very Good Option | Okay Option | Very Poor Option | A decent multi use path is a must. Seeing other communities with walking paths and bike trails being built constantly makes me think we are getting behind. That road has a beautiful view and it should be safe for people to walk along or bike along. Right now it is very dangerous and very behind the times. Very happy you are going to be doing something about it! | I actually think the existing road should be upgraded and repaved but make it a ONE WAY. Then, down by the train tracks another road should be built going the opposite way. BOTH roads should have a nice walking/bike lane. If this plan was put in place there should be lots of room for both roads. |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | A multi use path would add so much to our community and outdoor lifestyle. Might even get more people out of their cars. | If this can't be done then somehow make it two way but with a bike/walking path. |
| Social Media | Yes | Very Good Option | Poor Option | Poor Option | There is currently no safe route for people living on lakeshore to walk or bike downtown without a significant detour involving major elevation changes. | Making an arterial route into a one way road would be clunky and shortsighted. Let's do this up right. |
| Social Media | No | Very Good Option | Okay Option | Okay Option | | |
| Social Media | Yes | Very Good Option | Very Poor Option | Okay Option | Very much do not like option 2 with just the one-way for southbound traffic. Option 1 is the most preferable in my opinion as it has the highest amount of safety with a multi use path and traffic flow both ways. Narrower roads slowing traffic down will help as well. | Please do not go with option 2, doing so would be a large detriment to the city that would be difficult and costly to rectify. Don't let the small change in cost be the reason to go with a worse option. We already have bad roads in Salmon Arm as it is, don't intentionally make them worse. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|--|
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | Keeping it open both ways for cars and adding something in for pedestrians is the best long run. I have run a business in town that is 50% delivery and Lakeshore is a widely used road to get from the downtown to residential areas. In the winter it is often an easier route than the highway on heavy snow days. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | Must keep collector road status. Must have off-roadway pedestrian / cycle route. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Good Option | Multi use path is very important | |
| Social Media | Yes | Very Good Option | Very Poor Option | Very Poor Option | One way would bottleneck the road going past Jackson and health unit which is already a busy narrow road and a bike route. | |
| Word of Mouth | Yes | Very Good Option | Poor Option | Okay Option | #2 will funnel a ton of traffic onto 10th Ave NE which is already quite narrow and even worse in the winter when snow gets oiled alongside this road. #1 satisfies accommodating all users. #3 eliminates walkers, bicyclists | |
| Website | Yes | Poor Option | Very Good Option | Poor Option | | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | There needs to be a multi use path and one way is a terrible option. | The extra cost is worth the safety. |
| Word of Mouth | Yes | Very Good Option | Poor Option | Okay Option | My concern is for the increase of traffic on 10 Ave NE if Lakeshore becomes a one way. | 10 Ave NE is already a busy street. Anytime someone parks on the street, other than directly in front of the Health Unit, the traffic is brought to a single lane. As this road is used by large trucks even now this could become a problem. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | We need a path for safety and going with a one way would be very difficult for people who live along the road. | |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | For the city to continue to move towards a new green future the 2 lane with multi use is the only possible option. If it's not done now it will be decades before there is another chance to update the route. | More and more citizens are choosing to walk or cycle instead of using transit or driving and I feel it is of the highest importance for the city to choose the 2 way with multi use option. |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Poor Option | Tenth Avenue NE is already too narrow. Increased traffic on the 10th Avenue is not a good option. A lane for walkers and bikers is a good idea. | |
| Social Media | Yes | Very Good Option | Poor Option | Very Poor Option | Safe and efficient pedestrian mobility in the long term should be a prime consideration along with the need to maintain this critical vehicular route for emergency vehicles and residents. This is why the two-way option with pathway makes sense; even if it is slightly more expensive it is a better long term option to deal with traffic and pedestrians as traffic of both types increases. | A formalized pathway connection to the waterfront trail/Christmas Island from the new road section should be incorporated into the design so that residents can easily and safely connect from 20th Avenue to the waterfront trail. |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | Ease of people movement both motorized and self propelled. We currently do not have a safe self propelled way to move on lakeshore, from downtown to Apple yard, the high school and other communities between. | Happy our City's Leadership is seriously and actively looking into solutions for our community to continue to connect our communities and have the opportunity to move around safely. Both with motorized and self propelled activities. These types of community developments and tax dollar usage is vital for our community population growth, personal health, mental health and community beautification. As more paths, and sidewalks are added to Salmon Arm the more and more our community will use them. |
| Website | Yes | Very Good Option | Okay Option | Very Poor Option | I am submitting this on behalf of the Shuswap Cycling Society as a member of the Board. We believe option 1 provides the balance of supporting active transportation with the least amount of disruption to vehicle patterns. Separating cycling traffic from vehicles has proven to greatly improve the safety of cyclists. Providing a separated path will also encourage new people to use active transportation options along this corridor. | We are supportive of any option that includes a separated path for non motorized use. We are grateful the City is considering cyclists in these kinds of projects. |
| Website | Yes | Very Good Option | Very Poor Option | Good Option | From uptown to downtown it makes sense to be two way and I use the road lots. Having to change route and turn off and around would be inconvenient. | |
| Social Media | Yes | Very Good Option | Okay Option | Very Poor Option | I would like a path for walking/biking for my family to enjoy this part of our town. | |
| Social Media | Yes | Good Option | Poor Option | Okay Option | | |
| Newspaper | Yes | Very Good Option | Okay Option | Poor Option | Multi use path very important - environmentally encourages less car usage safely. one way southbound makes for inconvenient return trip home for me | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | I walk to work on Marine Park Dr and would enjoy being able to use the pathway everyday to make the walk easier and much safer. | |
| Social Media | Yes | Very Good Option | Very Poor Option | Poor Option | Option 1 offers a safer way for people to get around salmon arm, it makes it safer for people to walk and a better investment for the city. Option 2 restricts traffic flow and could divert traffic to other roads causing a greater cost in the future to repair the roads. Option 3 would be my second choice but I believe the path would be a better option. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Good Option | Like the idea of mup. Need to maintain alternate corridors. | |
| Word of Mouth | Yes | Very Good Option | Okay Option | Very Poor Option | Don't want to lose the two way road and having a multi use path is a great idea! | |
| Social Media | Yes | Good Option | Very Good Option | Very Poor Option | I ranked based on active transportation which I personally value the highest for the City. This is a missing component for the City, and completing a one-way road would show precedent to what the City wants to achieve going forward. | Thanks for making this process easy! |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way; no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---|---|
| Sign Board | Yes | Very Good Option | Good Option | Poor Option | I think the two-way traffic flow should be continued so that other areas of town are not taken over with more traffic. Also, this option is better for residents along Lakeshore to access their homes. | |
| Friday AM | No | Very Good Option | Very Poor Option | Good Option | I live off Lakeshore Road and would like two-way traffic. | |
| Social Media | Yes | Very Good Option | Very Good Option | Poor Option | | |
| Social Media | Yes | Good Option | Poor Option | Okay Option | I think local residents deserve a 2-way traffic street. I also feel SA needs more safe Pedestrian/biking options to increase health/well-being for our residents. | |
| Social Media | Yes | Very Good Option | Poor Option | Good Option | For the overall cost of the project the difference from two way without the path to two way with the path was marginal. Creating safe recreation opportunity and routes of travel for non-motorized vehicles should be a priority. Reducing traffic on this long street to one-way without a viable alternative route that doesn't require going far out of the way does not make sense. | |
| Other | Yes | Very Good Option | Very Poor Option | Very Poor Option | The additional use for walking & biking for option 1 | |
| Newspaper | Yes | Very Good Option | Poor Option | Poor Option | Concerned with extra traffic on 10 Ave. N.E. which is heavy enough at present. Narrow road way. | |
| Social Media | No | Very Good Option | Very Poor Option | Good Option | | |
| Sign Board | Yes | Very Good Option | Okay Option | Good Option | I would like to be able to walk or bike to and from town via lakeshore. At this point in time I would never consider it due to the traffic and how condensed that traffic is. I'd like to be able to drive both ways as this is a commute I make often and would encounter lots of stops by the hospital and Jackson if I was to drive home and avoid the highway. | I understand that this is primarily a slope stabilization and safety issue. A multi use trail also makes sense if Salmon Arm is going to encourage commuting, shopping, or leisure activities in the downtown core and not have people rely on cars. I wonder if this could be the start of a big plan to secure corridors throughout the town that link up all sections for safe multi use transport channels that align with long term planning and environmental goals? If so, what is that vision or big idea? |
| Other | Yes | Good Option | Very Poor Option | Very Poor Option | Options 2 and 3 appear to be strawmen as they are so bad. The one-way option is disruptive to the pattern of travel between downtown and residential areas such as Appleyard, Raven, and other subdivisions along Lakeshore Road. In particular it is hugely inconvenient for the residents along the subject section. The option without a path for cyclists and pedestrians should be a complete non-starter as we pursue the idea of active transportation in our community. | Clearly Option 1 is the only viable option overall. There are many design elements that should be considered. The right-of-way is constricted. The road does function at the level of a collector road, but the distance in question is short and a step back in speed and design criteria would not produce a serious bottleneck at any time other than the peak periods in the morning and late afternoon. A speed limit of 30 kmh for this section would be appropriate and would allow much narrower travel lanes. The plan calls for 3.5m. Surely 3m would be sufficient. The UK design standards even suggest going to 2.7m in constricted circumstances. Such a narrowing would also slow traffic through this area. The multi-use path (MUP) is shown as meandering away from the roadway and going down and back up. One issue is the grades up and down. For elderly walkers, scooters, and those in wheelchairs, these grades must be gentle and I am concerned they will not be. For example, the grade of the walkway from Lakeshore up to 9th Avenue NW is not acceptable. The other is one of safety, or perceived safety, for a walker, particularly at night. The walker would be taken away from the roadway with traffic and led down into the bushy area not visible from the road. Many people would feel this is an unacceptable risk to their personal safety. While it would add to the costs, it would be a necessary improvement to have the MUP remain adjacent to the road, probably using pillars of some sort or through a cantilevered support. Finally, there are several significant trees which appear to fall within the proposed right of way. With a slower design speed and narrower lane width, it should be possible to avoid removing these trees, meeting another of our community goals, to sustain an urban forest. |
| Word of Mouth | Yes | Very Good Option | Poor Option | Okay Option | 1. Additional up front costs are better to accomplish the ultimate goal for safe active transportation. Developments are never cheaper in the future. 2. While One way vehicle traffic might not seem so bad on paper, 3km is a long route to go if someone misses a driveway or needs to visit a neighbor 2 houses north of them. More information on potential detour routes is required. 3. Two way traffic with no multi use path is dangerous for non vehicle traffic, but realistic for the needs of residents when the traffic bypass is so long. Maybe the speed limit could be lowered, speed radar signs installed, speed bumps or other traffic calming devices installed? Could a lane be closed in the future to make the route 1 way in the future? | |
| Sign Board | Yes | Poor Option | Poor Option | Good Option | There are multiple routes, this stretch has been a problem for speeders and also for wild life. Local traffic only just makes sense. | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Good Option | | |
| Social Media | Yes | Okay Option | Very Good Option | Poor Option | We must consider the erosion that occurs | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Would like safe bike/walk option and 2 way traffic - I am a frequent user of this roadway | |
| Word of Mouth | Yes | Very Good Option | Okay Option | Poor Option | Ensuring it is a safe, drivable route is top priority. For many North Broadview residents this is the primary way of getting in and out of the downtown core. Adding walking and bike path seems like a no-brainer and will encourage safe walking/biking experience. Including through access to the downtown is highly convenient for locals. | |
| Sign Board | No | Very Good Option | Very Good Option | Very Poor Option | This is the most iconic beautiful road in Salmon Arm. It needs to be fully accessible to walking, biking, wheelchairs. | One way designation would allow for non motor traffic cars can drive on other roads easily. |

| How did you hear? | Have you reviewed the info? | Option 1: Two-way with Multi-Use Path | Option 2: One-way Southbound | Option 3: Two-way, no Multi-use path | Please explain the main considerations in your rankings. | Any additional comments? |
|-------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|--|--|
| Newspaper | Yes | Very Good Option | Very Poor Option | Very Poor Option | Option #1 Our Lakeshore Drive is one of our pride and joys along with McGulre Lake and the fountain. It should be an easy street to enjoy from either direction. I also like the way the multi use path is separated from the road. | I remember that Salmon Arm acquired a portion of properties along Lakeshore for a sidewalk. The sidewalk never happened. Salmon Arm needs to follow through with their promise. |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Ongoing improvement and development of a safe non-motorized route to and from downtown, specifically, and a network of safe paths and lanes for non-motorized movement in Salmon Arm, generally, is very important to me. As a regular motorized and non-motorized user of Lakeshore Drive, I see, first hand, dangerous and inconvenient mixing of motor vehicles, pedestrians and cyclists on an almost daily basis. | I feel it is the responsibility of our community to provide safe, non-motorized transportation options and corridors for the wide range of pedestrians and cyclists who use Lakeshore to get to and from school, and our downtown core. The foreshore trail is a beautiful asset of the community, but its location makes after-dark use risky and it is under water for too much of the summer to be a reliable non-motorized corridor. |
| Website | Yes | Very Good Option | Good Option | Poor Option | I feel any option that would support active transportation along Lakeshore Drive would be acceptable. However, maintaining the two way traffic seems to cause the least disruption. While it is the most costly option I would strongly support Option #1. | Should Option #1 be chosen, you could then cross Lakeshore Drive at the west end of the pathway, and go south up the short concrete path to 9th Ave NE. From there you could go west along 9th Ave NE to where there is a planned pathway included in the Greenway Strategy that would take you to the corner of Lakeshore Drive and 4th St NE. The Lakeshore Drive pathway combined with the 9th Ave NE connector would make a great connector route into the downtown area. In addition it would provide access to the waterfront and more pathways. |
| Sign Board | Yes | Very Good Option | Poor Option | Okay Option | Do it right first time, any other option is a stop-gap measure | Thanks, Steve Fabro Salmon Arm |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Very Poor Option | I live north of the area and go back and forth to town regularly. Having to detour every time I return home is not convenient for our family. Also, I love the drive along Lakeshore and being able to see the lake and the wharf on my drive to and from town and would not like that to be taken away from me. | |
| Word of Mouth | Yes | Very Good Option | Okay Option | Okay Option | | |
| Word of Mouth | Yes | Very Good Option | Poor Option | Poor Option | Lakeshore needs upgrading and a walking path would be excellent for walking into town. | |
| Friday AM | Yes | Very Good Option | Very Poor Option | Poor Option | keeping the road two-way is needed due to the amount of traffic that travels that route daily plus the multi-use path is needed and would be well used one way option means less land has to be bought a designated walkway is essential | It is probably the most scenic drive in Salmon Arm for locals and visitors |
| Newspaper | Yes | Okay Option | Very Good Option | Very Poor Option | | |
| Sign Board | Yes | Very Good Option | Very Poor Option | Very Poor Option | Keeping the road a two-way street Important to have a second route both ways to downtown from the north west side of the highway. Especially with r winter conditions possibly closing the main highway in town | I drive this way to work and back home every day, twice a day. It's a beautiful drive and I would like to keep it that way. |
| Website | Yes | Very Good Option | Poor Option | Okay Option | | |
| Social Media | Yes | Very Good Option | Good Option | Very Poor Option | Regardless of which option it needs to have a multi use path for cyclists and walkers. | |
| Word of Mouth | Yes | Very Good Option | Very Poor Option | Okay Option | | |
| Social Media | Yes | Very Good Option | Okay Option | Poor Option | The cost difference from Option 2 to Option 1 is not enough to worry about for long-term use and convenience and safety. You have to get people used to travelling a different route, away from this very narrow and unsafe road. We have a lot of one way road in Salmon Arm one more shouldn't be a problem. Would be great to have some more safe walking streets. | |
| Newspaper | Yes | Okay Option | Good Option | Very Poor Option | | |

Marius & Grace Krukowski
Lakeshore Drive
Salmon Arm, BC V1E 2V7

April 6, 2011

Salmon Arm Board of City Councilors
Re: Walkway Proposal Alongside Lakeshore Drive, Salmon Arm

Greetings City Councilors,

We are writing to you with a proposal to resolve an issue we have noticed on our street which affects many residents of this city. We live on Lakeshore Drive, and we have noticed a large and constant amount of pedestrian traffic on this narrow and winding road everyday. People either walk or bike ride on the side of the road to commute back and forth from work, or simply traverse the city which often appears dangerous and unnecessarily challenging for these citizens.

We would like to propose a solution- an extension- to the existing suspended sidewalk between Heron View and Prestige Inn along the harbor's front edge. As pictured in Appendixes A & B, we could use the available space between Lakeshore Drive and the CPR tracks to construct a wide walkway in a boardwalk style with greenery, Victorian inspired streetlamps and seating fixtures, & scenic viewing areas of the lake and bird sanctuary.

The proposed extension of the existing walkway with crossing/overpass connecting the existing structure to the new suspended walkway which would run alongside Lakeshore Drive up to 23rd Avenue NE is one option -OR- going to 1360 Lakeshore Drive and using the (purchased by the city) strip of land alongside the street from 1360 Lakeshore Drive to 23rd Avenue NE to build a pathway, paved and in the same style as described above, is yet another solution.

We believe creating such an accessible amenity would encourage and support even more people to use green means of travel, and to of course be able to enjoy the beauty of our city and surroundings all the more. It should also easily become a tourist destination!

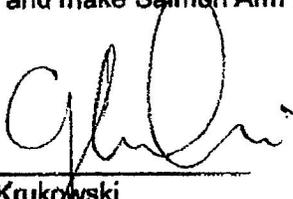
Besides addressing immediate issues, this walkway could also pave the way for future development and change of the area between Lakeshore Drive to Lakeshore Boulevard. This is a unique space in the city which should be seriously considered and utilized to enjoy it well into the future of our beautiful city.

The above project would be an investment for the city as it would benefit both residents and tourists. It would be a great way to enjoy this part of Shuswap Lake, as well it would provide a link to the north part of the city for commuters and pedestrians alike.

We, the undersigned, call on the city of Salmon Arm to support our proposal to extend the walkway alongside Lakeshore Drive, and make Salmon Arm an even more enjoyable and safer place to live and visit.



Marius Krukowski



Grace Krukowski

& All the Area Residents (Petition in Progress)

Marius & Grace Krukowski

Work UR

Greg Kylo
MLA for Shuswap, BC
PO BOX 607
Suite 202A 371 Alexander Street NE
Salmon Arm, BC V1E 4N7
1 250 833 7417

Dear Mr. Kylo,

We are writing to you with a proposal to resolve an issue we have noticed on our street which affects many residents of the city. We live on Lakeshore Drive NE and we notice a large and constant amount of pedestrian traffic on this narrow and winding road every day, this is hazardous with the fast moving traffic in this area. People either walk or bike ride on this side of the road to commute back and forth from work, or simply traverse the city which often appears dangerous and unnecessarily challenging for these citizens.

We would like to propose a solution- an extension- to the existing suspended sidewalk between Heron View and Prestige Inn along the harbor's front edge. As pictured in Appendixes A & B we could use the available space between Lakeshore Drive and CPR tracks to construct a wide walkway in a boardwalk style with greenery, Victoria inspired street lamps, and seating fixtures and scenic viewing areas of the lake and the bird sanctuary.

The proposed extension of the existing walkway with crossing/overpass connecting the existing structure to the new suspended walkway which would run alongside Lakeshore Drive up to 23rd Avenue NE is one option. Another option is going to 1360 Lakeshore Drive and using the (purchased by the city) strip of land alongside the street from 1360 Lakeshore Drive to 23rd Avenue to build a pathway paved and in the same style as described above is yet another solution.

We believe creating such an accessible amenity would encourage and support even more people to use green means of travel and to of course be able to enjoy the beauty of our city and surroundings all the more. This would also be a huge asset for the many seniors living in the area to be able to safely get out more and be able to reach the heart of the city by healthy means of walking or using motorized scooters, to support healthy active lifestyles. It should also easily become a tourist destination!

Besides addressing immediate issues, this walkway could also pave the way for future development and change of the area between Lakeshore Drive to Lakeshore Blvd. This is a unique space in the city which should be seriously considered and utilized to enjoy it well into the future of our beautiful city.

Sincerely yours on behalf of the Citizens of Salmon Arm who signed the enclosed petition,

Marius & Grace Krukowski

encl

Letters to the Editor

Walkway wanted for pedestrians using Lakeshore Drive

To: Salmon Arm Board of City Councillors

Greetings City Councillors,

We are writing to you with a proposal to resolve an issue we have noticed on our street which affects many residents of this city. We live on Lakeshore Drive, and we have noticed a large and constant amount of pedestrian traffic on this narrow and winding road every day. People either walk or bike on the side of the road to commute back and forth from work, or simply to traverse the city which often appears dangerous and unnecessarily challenging for these citizens.

We would propose a solution of an extension to the existing suspended sidewalk between Heron View and the Prestige Inn along the water's edge. We could use the available space between Lakeshore Drive and the train tracks to construct a wide walkway in a boardwalk style with greenery, Victorian inspired streetlamps and seating fixtures, and scenic viewing

areas of the lake and bird sanctuary.

The proposed extension of the existing walkway with crossing/overpass connecting the existing structure to the new suspended walkway which would run alongside Lakeshore Drive up to 28th Ave NE is one option - OR - going to 1360 Lakeshore Drive and using the (purchased by the city) strip of land alongside the street from 1360 Lakeshore Drive to 23rd Ave NE to build a pathway, paved and in the same style as described above, is yet another solution.

We believe creating such an accessible amenity would encourage and support even more people to use green means of travel, and to of course be able to enjoy the beauty of our city and surroundings all the more. It should also easily become a tourist destination.

Besides addressing immediate issues, this walkway could also pave the way for future development and change of the area between Lakeshore Drive to

Lakeshore Boulevard. This is a unique space in the city which should be seriously considered and utilized to enjoy it well into the future of our beautiful city.

The above project would be an investment for the city as it would benefit both residents and tourists. It would be a great way to enjoy this part of Shuswap Lake, as well as it would provide a link to the north part of the city for commuters and pedestrians alike.

We call on the city of Salmon Arm to support our proposal to extend the walkway alongside Lakeshore Drive, and make Salmon Arm an even more enjoyable and safer place to live and visit.

Marius & Grace Krukowski,
Salmon Arm

Editor's note: Marius & Grace have started a petition to support this proposition. You can find it at <http://www.gopetition.com/petitions/support-the-walkway-extension-along-lakeshore-drive.html>.

Rest stops a much-needed resource for drivers

Dear Editor,

Last night I spoke with Ministry of Transportation and Infrastructure officials at the open house for the proposed upgrade of the Trans Canada Highway east of Monte Creek at Pritchard. I expressed my concern over the very-soon-to-be-permanently-closed eastbound Chase Creek Falls highway rest stop and the need for a rest stop with toilets in this area.

I explained that Chase Creek Falls is the only accessible eastbound public rest stop between some 15 kms south of Cache Creek and Craigellachie

rants with toilets along those routes to accommodate the traveling public. It seems to me that gas station and restaurant toilets are meant to be a courtesy to patrons and most businesses are gracious enough to allow emergency non-patron use. Why should the businesses be expected to accommodate the traveling public at large? And where are night-time travelers expected to relieve themselves when gas stations and restaurants are closed? One of the officials commented on the number of travelers who have been seen stopped unsafely day and night at the ends of the road flares where retaining

Write us!



Letters to the Editor

www.lakeshorenews.com

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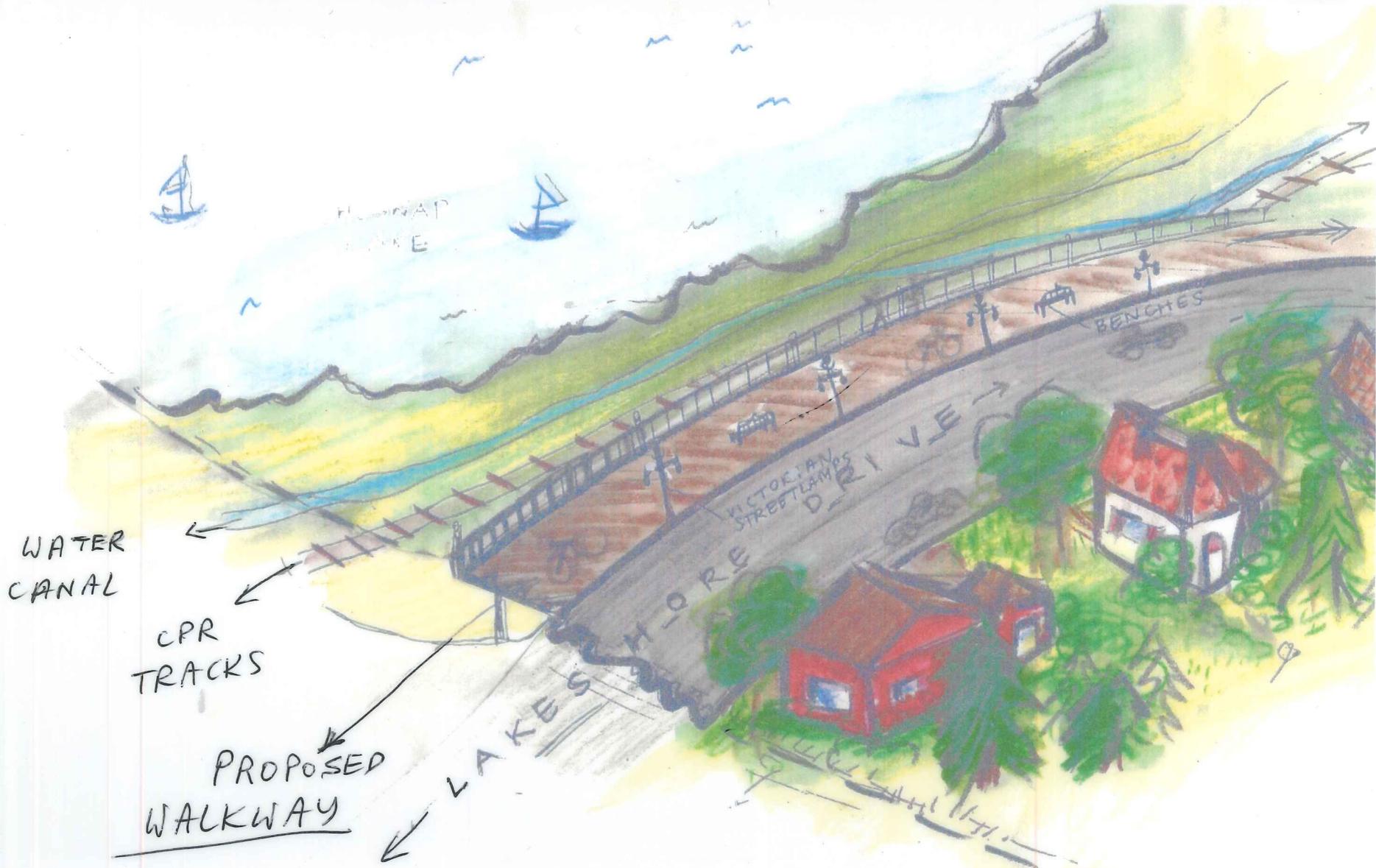
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PROPOSED LAKESHORE WALKWAY

"APPENDIX B"
ILLUSTRATION NOT TO SCALE

Supporters For the Lakeshore Drive Suspended Walkway Proposal

| | Name | Address | Phone | Signature |
|----|-------------------|---------|-------|--------------|
| 1 | RICK PETERS | | | R. Peters |
| 2 | Carole Lentz | | | Carole |
| 3 | Therese Rote | | | S. Rote |
| 4 | Briel Cowan | | | Briel |
| 5 | TIM CRANE | | | Tim Crane |
| 6 | Rachel Barnes | | | RB |
| 7 | Margaret McCarney | | | M. McCarney |
| 8 | FLO WEISSER | | | F. Weisser |
| 9 | JULIA BOWLEY | | | J. Bowley |
| 10 | Joy Johnston | | | Joy Johnston |
| 11 | Jack Foulkes | | | J. Foulkes |
| | Joanna Lazzaro | | | J. Lazzaro |
| 12 | RON RADDOLFI | | | R. Raddolfi |
| 14 | Stella Jack | | | S. Jack |
| 15 | E Abbott | | | E. Abbott |
| 16 | CA Baker | | | C. Baker |
| 17 | Ruth Horne | | | Ruth Horne |
| 18 | M. MORRISON | | | M. Morrison |
| 19 | M. CHARRIDGE | | | M. Charridge |
| 20 | D Sanderson | | | D. Sanderson |
| 21 | AVONNE MAIR | | | A. Mair |
| 22 | AER JORGENSEN | | | A. Jorgensen |
| 23 | Kathleen Milledge | | | K. Milledge |
| 24 | Vicky-Lyn Wyatt | | | V. Wyatt |
| 25 | D. Sewell | | | D. Sewell |
| | E. Orcutt | | | E. Orcutt |
| | V. Edell | | | V. Edell |
| 28 | Pat MEARNS | | | P. Mearns |
| 29 | Gwen LUTLEY | | | G. Lutley |
| 30 | Ruth Lutley | | | R. Lutley |

Supporters For the Lakeshore Drive Suspended Walkway Proposal

Name

Address

Phone

Signature

| | Name | Address | Phone | Signature |
|----|------------------|---------|-------|-----------------|
| 1 | Tara Gallant | | | T. Gallant |
| 2 | Lisa Nobbs | | | L. Nobbs |
| 3 | Collin Nobbs | | | Collin Nobbs |
| 4 | Dave Strle | | | D. Strle |
| 5 | Rich Thorne | | | R. Thorne |
| 6 | Shirley Savera | | | S. Savera |
| 7 | B. Rogers | | | B. Rogers |
| 8 | Kathy Holmes | | | K. Holmes |
| 9 | Joy Jones | | | J. Jones |
| 10 | L.E. Bradley | | | L.E. Bradley |
| 11 | L.R. Burton | | | L.R. Burton |
| 12 | W. PROSEILLO | | | W. Proseillo |
| 13 | P. Nolan | | | P. Nolan |
| 14 | Gene W. Co | | | Gene W. Co |
| 15 | Sheila Wolfe | | | S. Wolfe |
| 16 | Sherry Hall | | | S. Hall |
| 17 | DESPAR | | | DESPAR |
| 18 | Alex Seer | | | A. Seer |
| 19 | P. STROM | | | P. Strom |
| 20 | K. Sanborn | | | K. Sanborn |
| 21 | S. McCallum | | | S. McCallum |
| 22 | A. McCallum | | | A. McCallum |
| 23 | M. Bary | | | M. Bary |
| 24 | B. Stubbins | | | B. Stubbins |
| 25 | J. Wahl | | | J. Wahl |
| 26 | K. RENDLEMAN | | | K. Rendleman |
| 27 | Dorothy Bradshaw | | | D. Bradshaw |
| 28 | L. + G. Pealman | | | L. + G. Pealman |
| 29 | GORDON PEACH | | | G. Peach |
| 30 | COOP / COOPER | | | COOP / COOPER |

Supporters For the Lakeshore Drive Suspended Walkway Proposal

| | Name | Address | Phone | Signature |
|----|------------------------|---------|-------|------------------|
| 1 | Jeanne W. Kurland Teel | | | Jeanne Teel |
| 2 | RANDY KURYLE | | | R. Kuryle |
| 3 | Shirley Kuryle | | | S. Kuryle |
| 4 | GORDON DERRICK | | | G. Derrick |
| 5 | Mark Kuran | | | M. Kuran |
| 6 | Joe Chartier | | | J. Chartier |
| 7 | Fran Egin | | | F. Egin |
| 8 | Jean Wright | | | J. Wright |
| 9 | Vanessa Schuster | | | V. Schuster |
| 10 | Jack Leonard | | | J. Leonard |
| 11 | Debbie Luttman | | | D. Luttman |
| 12 | Debbie Hall | | | D. Hall |
| 13 | Clive Bryson | | | C. Bryson |
| 14 | Doreen Mearns | | | D. Mearns |
| 15 | TREVOR JOHNSON | | | T. Johnson |
| 16 | J. Hayward | | | J. Hayward |
| 17 | D. ROSS | | | D. Ross |
| 18 | H JANZEN | | | H. Janzen |
| 19 | S. Heggen | | | S. Heggen |
| 20 | L. Burton | | | L. Burton |
| 21 | GRANT COWIE | | | G. Cowie |
| 22 | JACK D'NEILL | | | J. D'Neill |
| 23 | Kat Bradshaw | | | K. Bradshaw |
| 24 | D. Marshall-Pear | | | D. Marshall-Pear |
| 25 | H.D. Magee | | | H.D. Magee |
| 26 | Kim Reynolds | | | Kim Reynolds |
| 27 | Ellen Underch | | | E. Underch |
| 28 | Katherine Ladymon | | | K. Ladymon |
| 29 | Margaret Thorne | | | M. Thorne |
| 30 | Melanie Johnson | | | M. Johnson |

Supporters For the Lakeshore Drive Suspended Walkway Proposal

Name

Address

Phone

Signature

| | Name | Address | Phone | Signature |
|----|---------------------|---------|-------|-------------|
| 1 | Sigvaldason | | | [Signature] |
| 2 | D. B. Hume | | | [Signature] |
| 3 | D. B. Hume | | | [Signature] |
| 4 | C. Schubert | | | [Signature] |
| 5 | Jian Li Lin | | | [Signature] |
| 6 | James Wilson | | | [Signature] |
| 7 | Kyle Isbister | | | [Signature] |
| 8 | DARCY FAMILY | | | [Signature] |
| 9 | | | | |
| 10 | | | | |
| 11 | Graham | | | [Signature] |
| 12 | | | | |
| 13 | Charles W. Ferguson | | | [Signature] |
| 14 | Richard Ser | | | [Signature] |
| 15 | Nora Dahan | | | [Signature] |
| 16 | TABITHA BANCARZ | | | [Signature] |
| 17 | MONICA SIKORSKI | | | [Signature] |
| 18 | JOS FENNER | | | [Signature] |
| 19 | MW Mackay | | | [Signature] |
| 20 | Alisha Chappell | | | [Signature] |
| 21 | Colin Fieber | | | [Signature] |
| 22 | Alexis Fieber | | | [Signature] |
| 23 | Connie Fieber | | | [Signature] |
| 24 | Chris Elliott | | | [Signature] |
| 25 | Jong Ae Han | | | [Signature] |
| | Pauline Waelti | | | [Signature] |
| 28 | CHA & MAISONNEUX | | | [Signature] |
| 29 | Greg & Kari Most | | | [Signature] |
| 30 | Rita Romanis | | | [Signature] |

Supporters For the Lakeshore Drive Suspended Walkway Proposal

Name

Address

Phone

Signature

| | Name | Address | Phone | Signature |
|----|-----------------|---------|-------|-----------------|
| 1 | C. LETIAM | | | C. Letiam |
| 2 | A. Stewart | | | A. Stewart |
| 3 | N. KOLKIND | | | N. Kolkind |
| 4 | B. LEGGETT | | | B. Leggett |
| 5 | J. BONSON | | | J. Bonson |
| 6 | R. DEVINE | | | R. Devine |
| 7 | G. WATAS | | | G. Watas |
| 8 | M. BIANCO | | | M. Bianco |
| 9 | Carol Siemens | | | Carol Siemens |
| 10 | D. BOFFIE | | | D. Boffie |
| 11 | Maxim Canuel | | | Maxim Canuel |
| 12 | Edna Violet | | | Edna Violet |
| 13 | Don Jones | | | Don Jones |
| 14 | Alfonso Lopez | | | Alfonso Lopez |
| 15 | W. Garman | | | W. Garman |
| 16 | H. Celliers | | | H. Celliers |
| 17 | E. GRIGGS | | | E. Griggs |
| 18 | J. Johnson | | | J. Johnson |
| 19 | J. SHMYR | | | J. Shmyr |
| 20 | B. COVILL | | | B. Covill |
| 21 | G. Larson | | | G. Larson |
| 22 | R. Williams | | | R. Williams |
| 23 | P. Mendenhall | | | P. Mendenhall |
| 24 | K. Spence | | | K. Spence |
| 25 | Don Moran | | | Don Moran |
| 26 | DAVE LONG | | | Dave Long |
| 27 | Barbara Annette | | | Barbara Annette |
| 28 | Karen Angove | | | Karen Angove |
| 29 | Elva Wainikoko | | | Elva Wainikoko |
| 30 | HALINA BROWN | | | Halina Brown |

Supporters For the Lakeshore Drive Suspended Walkway Proposal

Name

Address

Phone

Signature

| | Name | Address | Phone | Signature |
|----|-----------------|---------|-------|-----------------|
| 1 | M. BORTZ | | | M. BORTZ |
| 2 | Jane Cou | | | Jane Cou |
| 3 | Derrick Connell | | | Derrick Connell |
| 4 | FRANK HUBBARD'S | | | FRANK HUBBARD'S |
| 5 | W SMITH | | | W SMITH |
| 6 | G. McLENNAN | | | G. McLENNAN |
| 7 | S. SMITH | | | S. SMITH |
| 8 | M. Dunleavy | | | M. Dunleavy |
| 9 | Tammy Wight | | | Tammy Wight |
| 10 | W Walker | | | W Walker |
| 11 | Jean Marshall | | | Jean Marshall |
| 12 | B. Peters | | | B. Peters |
| 13 | J. K. Mulligan | | | J. K. Mulligan |
| 14 | Jacqui McShane | | | Jacqui McShane |
| 15 | Don Lobb | | | Don Lobb |
| 16 | McHavoc | | | McHavoc |
| 17 | J. Munn | | | J. Munn |
| 18 | Don J | | | Don J |
| 19 | Lynne O'ne | | | Lynne O'ne |
| 20 | Kelsey Gibbeau | | | Kelsey Gibbeau |
| 21 | Taylor Nelson | | | Taylor Nelson |
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Supporters For the Lakeshore Drive Suspended Walkway Proposal

| | Name | Address | Phone | Signature |
|----|--------------------|---------|-------|-------------|
| 1 | Nancy Rousse | | | [Signature] |
| 2 | Candace Lacey | | | [Signature] |
| 3 | Inge Moberg | | | [Signature] |
| 4 | Dee Dymond | | | [Signature] |
| 5 | LESLIE SCHWARTZ | | | [Signature] |
| 6 | Shirley Faveil | | | [Signature] |
| 7 | J. MACDONALD | | | [Signature] |
| 8 | Mervyn Kra | | | [Signature] |
| 9 | J. PARKINSON | | | [Signature] |
| 10 | D. TOOP | | | [Signature] |
| 11 | G. Skellern | | | [Signature] |
| | PT. MMY | | | [Signature] |
| 13 | J. ANDERSON | | | [Signature] |
| 14 | MYA LEBY | | | [Signature] |
| 15 | Chinclair | | | [Signature] |
| 16 | Bootsma | | | [Signature] |
| 17 | Kris Nordeman | | | [Signature] |
| 18 | Jerry Baird | | | [Signature] |
| 19 | Anto Wilson | | | [Signature] |
| 20 | P. Waugh | | | [Signature] |
| 21 | Sharon Lockie | | | [Signature] |
| 22 | KAY RICHARDSON | | | [Signature] |
| 23 | Renee Rye | | | [Signature] |
| 24 | L. ANGELE | | | [Signature] |
| 25 | JAMES BARR | | | [Signature] |
| | Bob Ravilwit | | | [Signature] |
| | GUYTON P. F. S. T. | | | [Signature] |
| 28 | Lori Waldring | | | [Signature] |
| 29 | ERIC BROCK | | | [Signature] |
| 30 | Hilary Wahlstrom | | | [Signature] |

Supporters For the Lakeshore Drive Suspended Walkway Proposal

Name

Address

Phone

Signature

| | Name | Address | Phone | Signature |
|----|----------------|--|-------|---------------|
| 1 | Bob Boydell |  | | R Boydell |
| 2 | - Emma Mier | | | E Mier |
| 3 | Crystal deBoer | | | CdB |
| 4 | Adam Arleman | | | AA |
| 5 | L. W. Johnson | | | L. W. Johnson |
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