WHAT WE HEARD REPORT

Penrith Avenue Road and Utility Upgrades

September 2025

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1.0 Executive – Engagement Summary

What We Did

To gather community input on proposed street design options for Penrith Avenue, the project team conducted:



An online survey from July 14 to August 11, 2025.



An in-person feedback session, a pop-up event, on July 15, 2025, held at the corner of First Street and Penrith Avenue.

These engagement activities provided residents with opportunities to share their perspectives and connect directly with the project team.

Participation in Numbers

Thank you to everyone who participated in the Penrith Avenue Road & Utility Upgrades engagement activities this summer.



We heard from a total of **127 participants**:

- 97 through the online survey
- 30 at the in-person pop-up event

Key Takeaways

Preferred Concepts

- The One-Way Street concept was the most favored, especially after participants viewed the video presentation and discussed the tradeoffs and benefits with the project team.
- While Option 2 initially received support in the survey, many participants shifted their preference to the One-Way concept after learning more about its advantages and community benefits.

Key Design Priorities

- Wider, continuous sidewalks that accommodate all mobility needs (e.g., strollers, wheelchairs) were ranked as the most important feature.
- Green space and tree coverage were highly valued by participants.
- Formalized parking received strong or moderate support from over half of respondents.
- Opinions on using laneways for garbage collection and parking were mixed, with some support and others expressing uncertainty or opposition.

The project team will review all feedback and, where feasible, incorporate community insights into the next phase of planning and design in alignment with village policies and planning criteria.

2.0 Project Overview

Just one block from Dunsmuir Avenue, Penrith Avenue is a key route for people walking, biking, rolling, and driving in our community. The Village is upgrading this section to enhance safety, improve accessibility, and ensure it meets both current and future community needs. In addition to surface improvements, we'll be upgrading underground utilities to enhance service reliability and reduce maintenance needs. The existing infrastructure is aging and requires renewal to prevent critical failure.

Why This Upgrade Matters

- **Key connection near downtown**
  - Penrith Avenue is a vital link steps from the village centre.
- **Better access to local destinations**
  - Enhances connections to nearby businesses and community services.
- **Smarter parking**
  - Adds more parking through better organization and formalization to meet growing demand.
- **Wider, safer sidewalks**
  - Designed for people of all ages and abilities to walk comfortably and confidently.
- **Seamless mobility**
  - Ensures continuous sidewalk connections for walking and wheeling (e.g., wheelchairs, scooters, strollers).
- **Accessibility for everyone**
  - Includes modern curb let-downs that meet Canadian accessibility standards, including features for people who are blind or have low vision.
- **Ready for the future**
  - Supports more efficient waste collection and Village operations.

3.0 What We Did

We conducted an online survey from July 14 to August 11, 2025, to gather community input. Additionally, we hosted an in-person feedback session on July 15 from 4:30 to 6:00 PM at the corner of First Street and Penrith Avenue, offering participants the opportunity to connect directly with the project team.

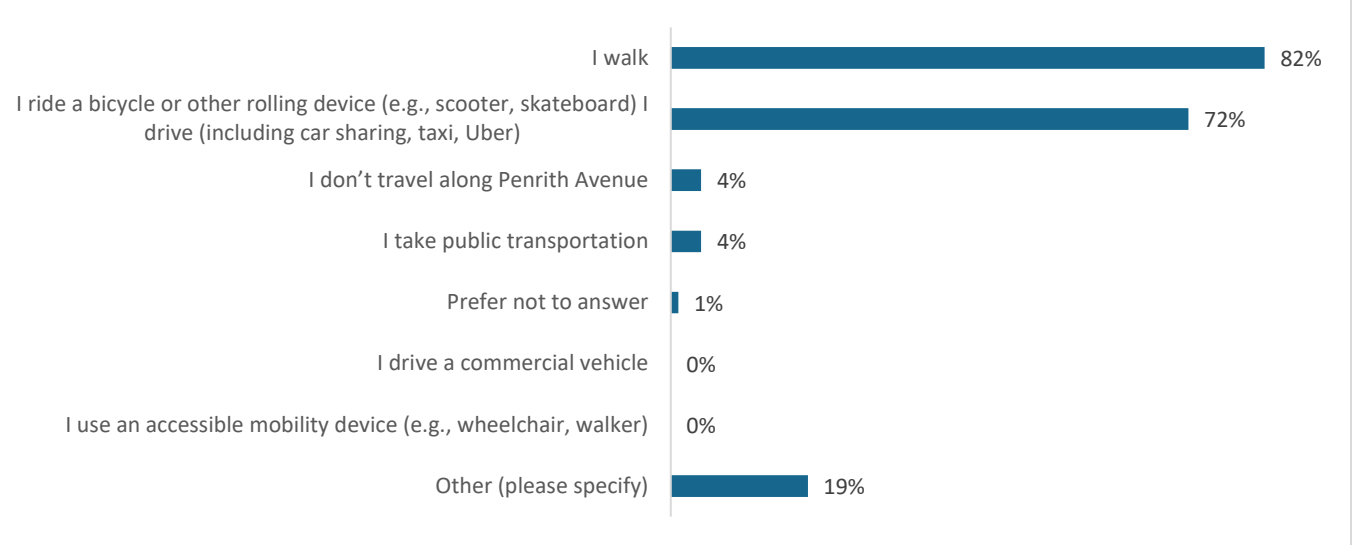
4.0 Who We Heard From



We heard from a total of **127 participants**. We heard from 97 participants in the online survey and 30 participants at the in-person pop-up event.

4.1 How do you typically get around?

Most survey participants said they walk, ride a bicycle or other rolling devices and travel by car to get around.



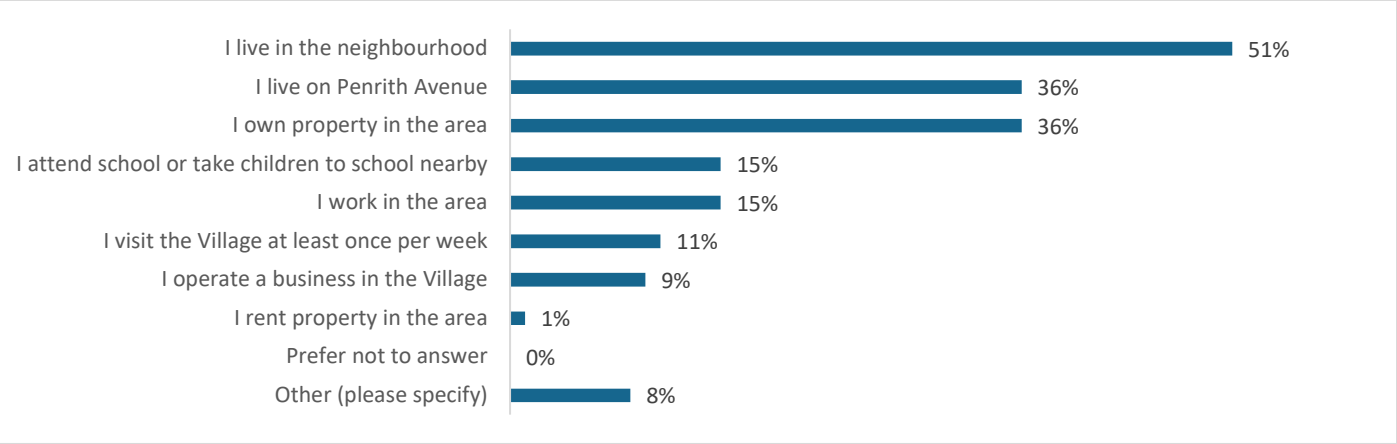
95 responses

Other

- Many participants (19%) said that they not only travel by active transportation but also drive a car.

4.2 What is your connection to the area?

Half of survey participants said they live in the neighbourhood and many said they live on Penrith Avenue and own a property.



95 responses

Other

- I frequent businesses in the neighbourhood
- I attend Cumberland Community Church regularly
- I volunteer in the area
- I drive in the area
- I live in Cumberland

5.0 What We Heard

The following sections summarize feedback received from participants at both the in-person pop-up event and through the online survey. This input will help guide the project team's analysis, alongside technical assessments and policy considerations.

In-Person Pop-Event

5.1 Most Preferred Concept

After the project team outlined the tradeoffs and benefits of Options 1 and 2, the concept of a one-way street emerged as the most favored. This alternative was illustrated in the video presentation shared at the event and is also available on the project page. To watch the video, visit https://engagecomoxvalley.ca/penrith-avenue-road-utility-upgrades



5.2 Other Feedback

- **Counterflow Concerns:**
  The Counterflow concept (Option 2 in the survey) was generally rejected due to excessive asphalt and redundant bike facilities, given existing bike lanes on Dunsmuir.

  Note: Counterflow is a street design where cars travel in both directions, but the lanes are arranged in a way that might feel unusual or confusing. For example, one lane might go one way, and another lane might go the opposite way, often with extra space in the middle for bikes or turning. It can look like a lot of pavement, and sometimes people feel it's not the best use of space—especially if there are already good bike lanes nearby

- **Use of Extra Space:** A bi-directional cycle track or multi-use pathway was not seen as the best use of space created by the one-way design.

- **Green Space Priority:** There was strong support for maximizing green space and tree coverage.

- **Parking Needs:** Many attendees emphasized the need for parking on both sides of the street to support families and individuals with accessibility needs. Residents of Penrith between 2nd and 3rd expressed concern about limited parking, likely due to spillovers from nearby businesses.

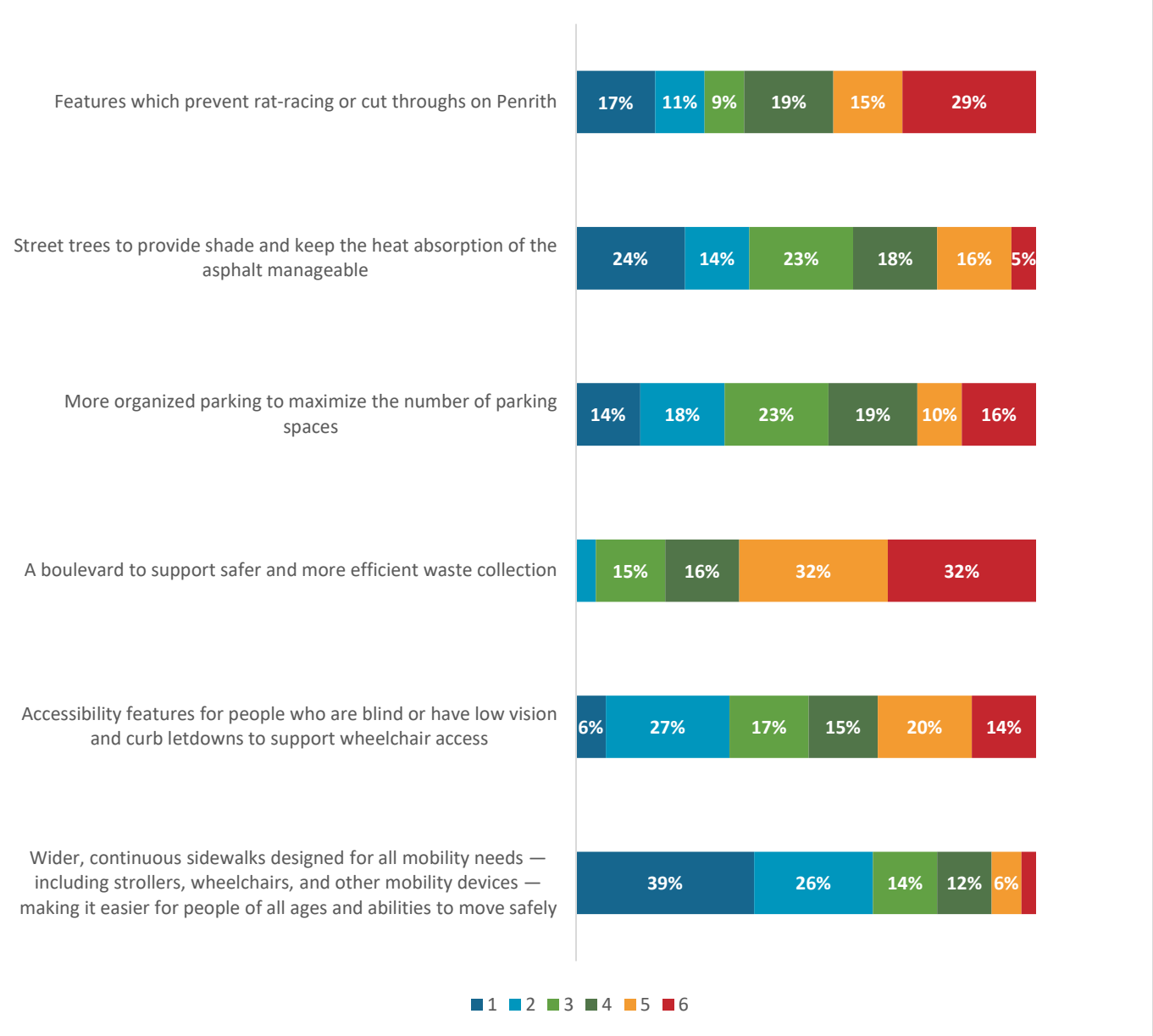
- **Traffic Calming:** There was widespread interest in implementing robust traffic calming measures.

- **Signage Improvements:** Several people suggested better signage to highlight the public parking lot at the Cultural Centre.

Online Survey

5.3 What features of the proposed upgrades are you most excited about? Please rank the following features in order of importance, from 1 (most important) to 6 (least important)

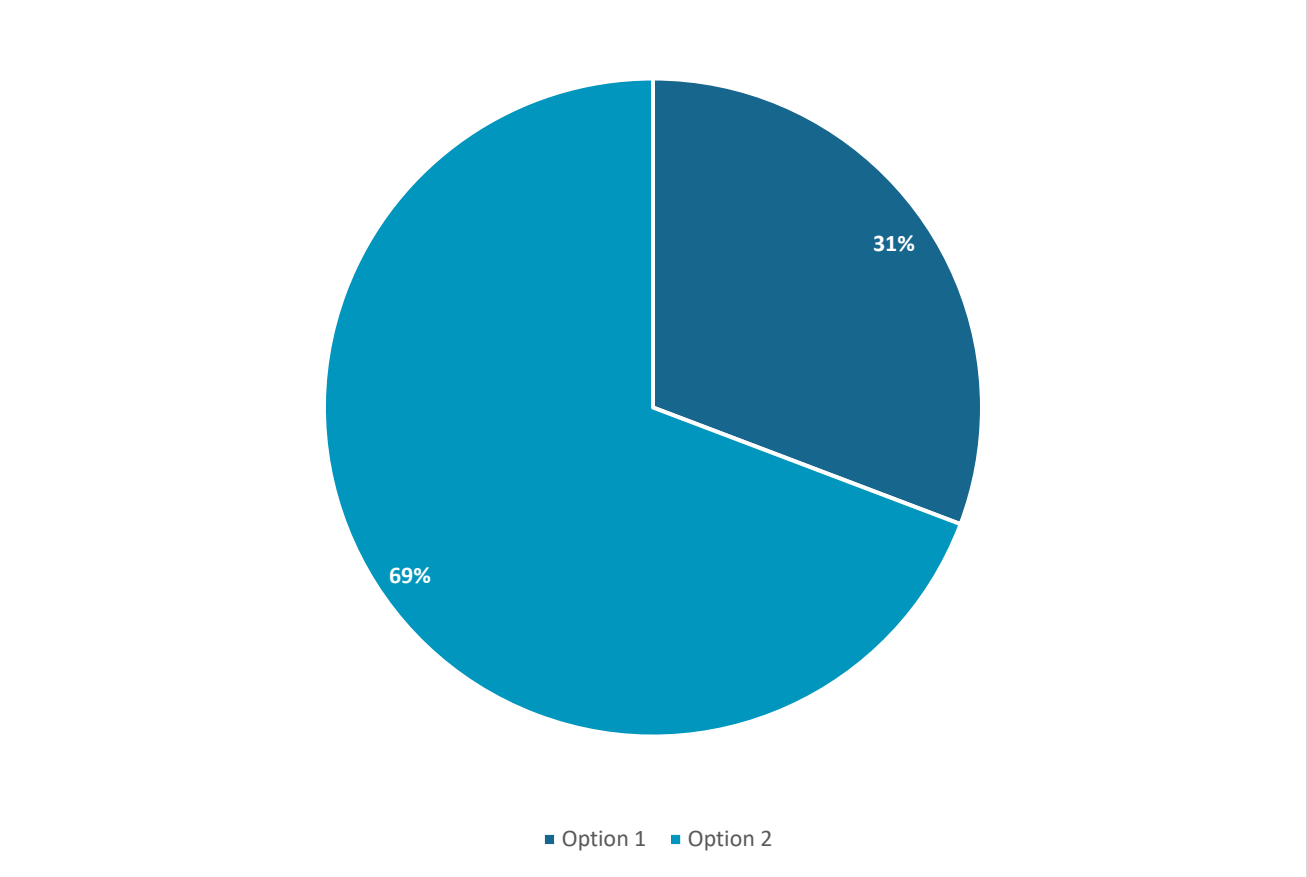
Most survey participants ranked “wider, continuous sidewalks designed for all mobility needs including strollers, wheelchairs, and other mobility devices — making it easier for people of all ages and abilities to move safely” as the feature that was most important to them.



93 responses

5.4 After reviewing the information on options 1 and 2 presented here, which option do you prefer, and why?

Most survey participants preferred option 2.



78 responses

We asked people to share why they chose option 1 or 2. The following summarizes comments from participants,

Participants that shared that they supported Option 1 said the following:

Reasons for Support

- Easier for residents with mobility aids, strollers, or children to access vehicles directly in front of their homes.
- Reduces the need to cross the street with groceries, children, or in poor weather conditions.
- Ensures both sides of the street have equal access to parking and don't bear the burden of overflow or unsightly views.
- Preference for narrower streets, speed humps, and wider sidewalks to slow traffic and improve pedestrian safety.
- Maintains the feel of a residential street rather than a commercial or overflow zone.
- Concerns from Cumberland Community Church about losing essential parking access.
- Suggestions for time-limited parking with resident permits to prevent long-term use by non-residents.

Concerns About Option 2

- Difficult and dangerous to back out, especially with trailers or in busy conditions.
- Forces residents to cross the street, which is problematic for those with mobility challenges.
- One side of the street loses direct access, and the other side bears the visual and traffic burden.
- Fear that Penrith will become overflow for Dunsmuir, which is not appropriate for a residential street.
- Angled parking creates hazards for cyclists, especially children.

Suggestions for Improvement

- Interest in incorporating greenery from Option 2 into Option 1.
- If included, bike lanes should be placed between the sidewalk and parked cars for safety.
- Need for wide stalls and occasional accommodation for wide loads.

Participants that shared that they supported Option 2 said the following:

Reasons for Support

- More and easier parking, especially angled parking.
- Inclusion of trees, boulevards, and green space.
- Better use of space and improved aesthetics.
- Safer and more organized layout for vehicles and pedestrians.
- Existing bike lanes nearby (e.g., on Dunsmuir) make new ones redundant.
- Option 2 aligns with Cumberland's walkable and green character.
- Efficient layout for large vehicles and better accessibility.
- Less disruptive to traffic flow and easier for drivers to park.
- Preference for a quieter, greener street with shade and boulevard gardens.

General Concerns

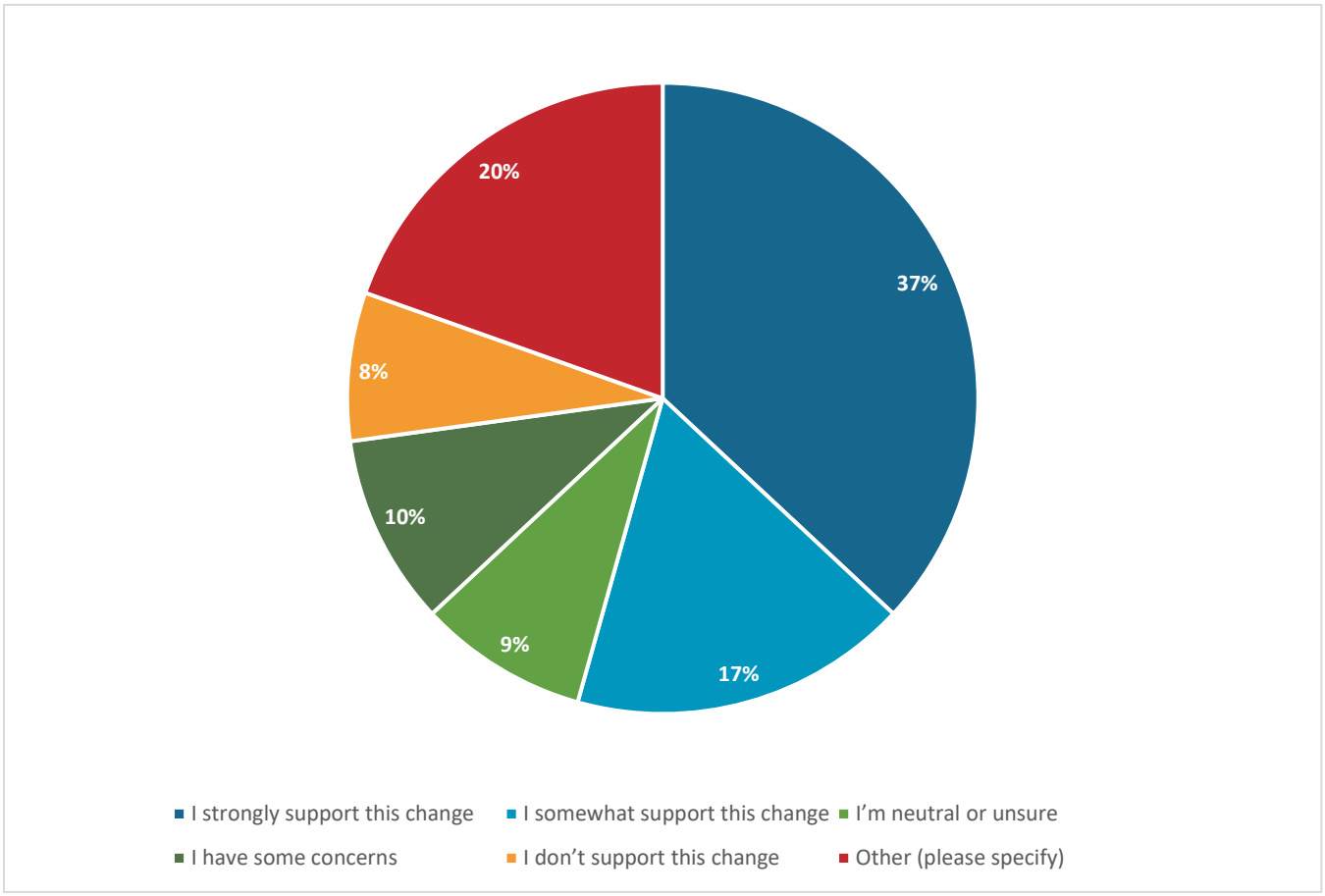
- Lack of dedicated bike lanes may be a drawback for cyclists.
- Unequal distribution of amenities (e.g., trees on one side only).
- Potential for jaywalking and unsafe conditions due to parking layout.
- Overemphasis on parking despite survey data showing surplus downtown.
- Risk of confusing street layout or poor signage.
- Concerns about traffic speed and need for calming measures.
- Dislike of parking pockets and poor parallel parking execution.

Suggestions

- Convert Penrith into a one-way street to allow more green space and safer traffic.
- Including bike lanes in Option 2 in a safe and sustainable way.
- Add mid-block speed humps and narrower vehicle lanes.
- Use boulevard space for waste collection and community gardens.
- Direct visitors to CRI parking to reduce residential congestion.
- Ensure sidewalks are accessible for visually impaired users.
- Consider better solutions not currently presented in either option.

5.5 How do you feel about formalizing parking to maximize the number of spaces possible on Penrith Avenue?

Over half of participants strongly or somewhat supported formalizing parking.



92 responses

Other

- Resident-First Parking Priority
  - Strong support for resident-only parking to ensure locals aren't competing with tourists or visitors, especially during events or busy seasons.
  - Suggestions include: "Residents Only" signage; Allocating 1–2 designated spots per household; Ensuring residents maintain access to street parking.

- Opposition to Maximizing Parking
  - Some do not support maximizing parking spaces or turning Penrith into overflow for nearby commercial areas like Dunsmuir.

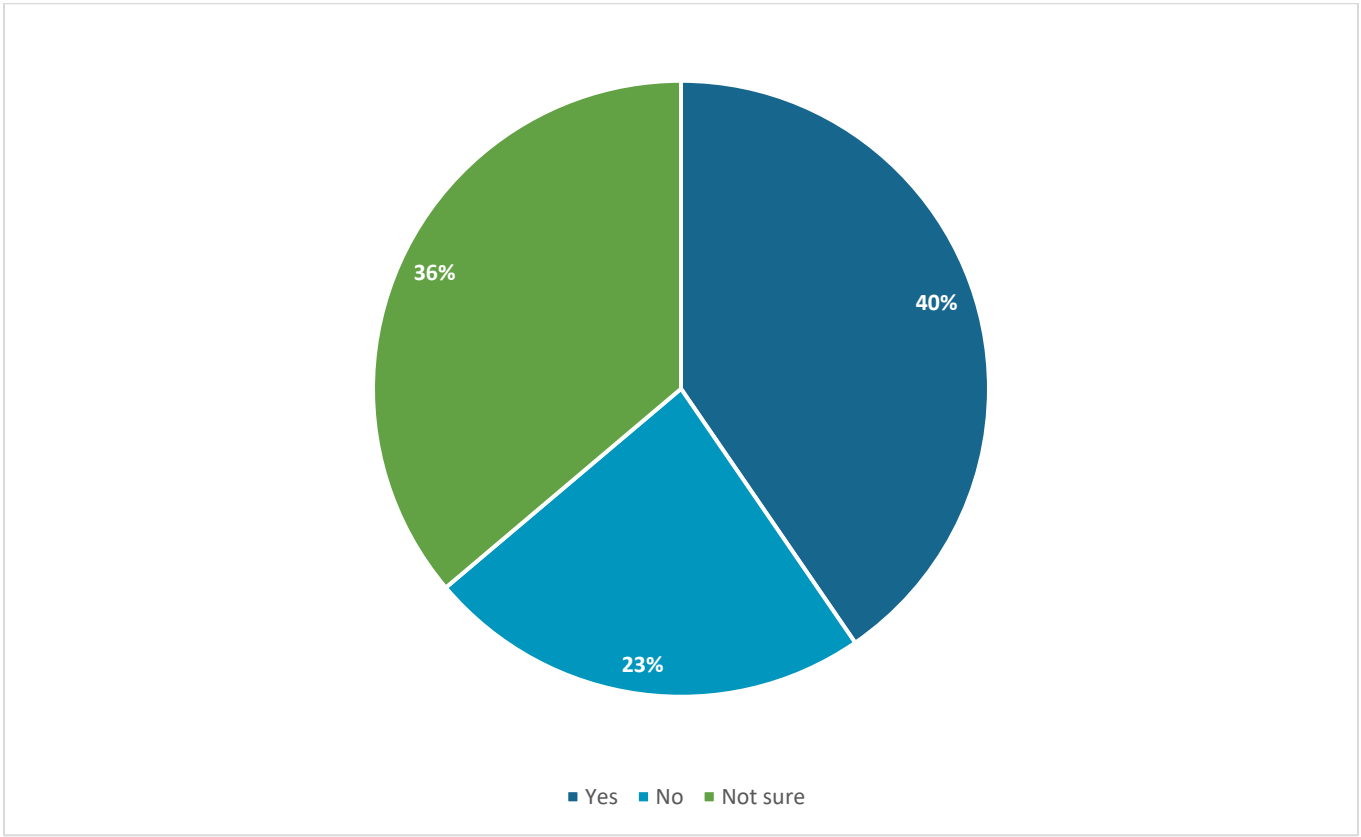
- Concerns that increasing parking: Encourages more traffic and higher speeds; Doesn't align with the actual needs of residents; May compromise the character and safety of the street.

- Support for Formalization (with Conditions)
  - Many are open to formalizing parking (e.g., adding lines or structure), but only if it:
    - Maintains or improves safety and accessibility.
    - Doesn't lead to an increase in total parking capacity.
    - Is done in consultation with Penrith residents.

- Alternative Parking Solutions
  - Several comments suggest diverting public/visitor parking to the CRI lot or creating a dedicated visitor lot.
  - Emphasis on businesses and venues encouraging use of public lots rather than relying on residential streets.

5.6 Do you support the use of laneways for garbage collection and parking?

Some participants supported the use of laneways for garbage collection and parking, and others either did not support this change or were unsure.



94 responses

5.7 Do you have any additional comments, ideas, or feedback to help us improve this project? Your input helps inform the final street design.

- **Road Design**
  - Strong support for one-way street option that was not presented fully in survey engagement (not option1 nor option 2), especially on Penrith and Dunsmuir.
  - Calls for a transportation masterplan and strategic design rather than piecemeal upgrades.
  - Suggestions to use laneways for garbage collection, though concerns about their width and practicality.
  - Desire to preserve the village charm and avoid over-modernization.

- **Safety**
  - Top priority across responses.
  - Strong support for slower speeds, especially a 30 km/h limit.
  - Frequent mentions of children playing on the street, emphasizing the need for traffic calming measures like speed bumps, chicanes, and roundabouts.
  - Concerns about increased traffic and the risk of turning Penrith into a high-speed thoroughfare.

- **Parking**
  - Desire to maximize parking, especially for residents.
  - Suggestions include angled parking, parallel parking, and one-way street designs to accommodate more vehicles.
  - Support for resident-only parking signs and permits, particularly during events.
  - Recognition that many homes have multiple vehicles and limited built-in parking.

- **Accessibility & Sidewalks**
  - Mixed views on sidewalks: some prefer them on one side only, others advocate for wider or continuous sidewalks.
  - Emphasis on accessible design, including soft curbs and raised crosswalks.
  - Interest in alternative pathways like dirt-packed trails and laneways for walking.

- **Green Space**
  - Many want to see trees added, especially if it doesn't compromise parking.
  - Some feel existing greenery nearby is sufficient, while others advocate for more street-level greenery.

- **Bike Infrastructure**
  - Divided opinions: some support bike lanes for sustainability, others feel they're unnecessary due to existing lanes on Dunsmuir.
  - Preference for traffic calming over bike lanes to make streets safer for cyclists.

- **Community Impact**
  - Concerns about visitor overflow, especially during events.
  - Desire for organized resident-friendly solutions that reflect the unique character of Cumberland.
  - Appreciation for the survey process and hope for clever, thoughtful design.

6.0 Next Steps

The project team will carefully review all feedback received through the engagement process. Insights and suggestions shared by participants will be thoughtfully considered and integrated into the next phase of planning and design, where feasible. This includes aligning with relevant planning and design criteria and ensuring consistency with applicable village policies. These steps help ensure that community voices continue to shape the direction and outcomes of the project in meaningful and practical ways.

7.0 Appendix A - Verbatim Comments

After reviewing the information on options 1 and 2 presented here, which option do you prefer, and why? Please provide specific reasons for your choice above.

Option 1

- I feel strongly that option 2 with it's angled parking is not accessible or safe. Parallel parking on both sides is what would be best for the residents of Penrith. Parallel parking means accessible parking spaces in front of each house, most of which do not have driveways or garage spaces, and the back alley is also not accessible year round or by everyone. Anyone with a stroller, child in a car seat, mobility aids, etc, cannot easily access their vehicles when in angled parking. Additionally, having to cross the street back and forth with groceries, child gear, etc is not the safest option, especially in inclement weather, in the dark, winter with snow, etc. Option 1 with parallel parking is better, although I'm not sure we need bike lanes as bikes use the street anyways, and if we make it slow and safe they will choose those route over Dunsmuire. Before and after school is very busy on our street, both walkers and bikers. A narrower street which either forces alternating vehicles, or one way, both with a
- I think angled parking on one side of the street will add risk to the residents on the opposite sides . I support parallel parking on both sides . Don’t see a need for a bike lane on this route . Need to be kept safe and accessible for the residents of the street at all cost.
- Our church (Cumberland Community Church) located on the corner of Penrith and 3rd st, is very challenged for parking; option 2 may completely eliminate parking on Penrith (depending on which side the parking slots are installed. Even if parking slots are installed on the Church side, absence of parking on the other side of Penrith would mean that much of the parking on the Church would be continuously occupied. Parking is an issue for us throughout the week, not just on Sunday mornings.
- As a resident of Penrith having to find parking across the street from my house isn’t really ideal and if non residents use the spaces it might be hard to find parking at all. The one thing I do like about option B that I didn’t see in option A is the tree lined grassy boulevard I think if something like that could be incorporated into option A it would be really nice.
- I cannot access the link in the survey but my response is based on the assumption that Option 1 and 2 are the same as Concept 1 and 2 on the website. I would like to see parking maintained on both sides of the street. And I find angle parking dangerous and difficult to back out of. It also limits parking with a trailer.
- Option 2 doesn’t appear to have a bike lane. Also, cars backing out will make it hazardous for bikers on the road, especially kids
- Retains the feel of a residential street.
- Parking on both sides
- Angled parking on a busy street is dangerous due to low visibility. Liked the trees in option 1 though.
- Because vehicles that are too long would be parked in option 2 and blocking street
- the bike lane although it should be between the sidewalk and the parked cars!
- sidewalks both sides are needed. also must have parking both sides since many homes don’t have alley parking or off road parking
- Allows parking directly in front of every house. Seems like the most natural change and should be easy enough to manage.
- Option 1 because I like the shared centre lane. Street trees would be nice to see though.
- With parking on both sides of the street, it is more accessible to people with mobility issues. In fact, I think there should be more options provided for us.
- In other places in the valley, most notably downtown courtenay the angle parking is difficult for motorists to safely back out. Option 1 allows for safe active transport

- With option 2, there isn't sufficient parking for residents on the North side of the road and if you needed to access your car from in front of your house because of nobility needs this would be an issue. The stalls will need to be extra wide to allow for individuals with mobility devices (wheelchairs, walkers) & strollers
- Mobility access main concern. No room for boulevard one of the most congested streets in town for vehicles
- Having all the parking on one side seems very unfair to one side if the street. They have the unsightly cars to look at.
- I like option 1 as a resident (between 3rd and 4th on Penrith) as I am hoping this will be extended between 3rd and 4th in the future. Option 1 provides parking for residents right outside their homes (both sides of the street) so it is easier for hauling in groceries and other items from the street to the car vs. walking from a parking space across the street, through traffic to one's home to unload. Under either scenario, there needs to be 2 hr parking limits enacted to limit non-residents of this block from parking for long periods of time as existing residents do not have off-street parking on this street. Signs to this effect need to be posted and residents of this block would need to apply for a parking permit (up to 2 vehicles for example) to allow them to park without a time restriction on the street (renewed annually).
- There are many aging residents and young families on this street and having parking on both size of the street is crucial for accessibility and equity.
- More flexible to allow wide loads thru occasionally
- better for both sides to park closer to homes
- Bike lanes are important as Dunsmuir's bike lane ends in that same block between 1st and 2nd

Option 2

- I like option 1 more bike safety wise, but it seems like more parking for residents in option 2?
- Boulevard ! It would be great to have separated "proper" sidewalks with boulevards
- Bike lanes located between vehicle lanes and vehicle parking is horrible design. If the bike lane and parking were reversed I would prefer option 1. Angle parking on one side only means people who live on the other side will be highly likely to jaywalk leading to unsafe conditions.
- Angle parking easier than parallel parking. Adding trees and boulevard is nice. Bike lanes in option 1 are not needed on penrith, and I say this as an avid cyclist. There are bike lanes one block over on Dunsmuir and Penrith is a quiet enough street that bikes lanes are not needed. I do think option 2 is going to be unfair to the side of the street that gets the cars while the other side of the street gets trees and a boulevard. Also I don't think sidewalks are needed on both sides of the street.
- More, easier parking. Safer for bikes. Nicer looking street
- More trees, better use of available space
- I prefer option one except for the addition of trees which puts me over the edge to option two
- I think having parking on only one side of the street is safer and less disruptive to traffic flow
- more greenspace
- Parking appears to be more efficient and the addition of trees and green space improves visuals and helps with urban heat
- Looks like it provides more parking. I don't like either ideas, to be honest. I feel terrible for all the residents on that street.
- Street trees, easier for drivers to enter and exit spots when angled and more efficient use of space (due to generally POOR ability of people to parallel park efficiently)
- Appears to provide more parking spaces. Trees are included. I assume sidewalks will have the let downs for accessibility and visually impaired. I like that it always for easy passage of large vehicles as visualized.
- Bike lanes are not needed only 1 block away from current bike lanes. Resident parking is a priority, signage directing visitors to CRI parking would help.

- i prefer the parking in concept 2 as i believe it will offer more spaces and better organization, but dislike that there are no bike lanes in concept 2. I wonder if we could somehow include a bike lane for sustainable/enviro-friendly travel in a safe manner. This is a biking community after all!
- With sufficient traffic calming and more organized parking and sidewalks, as well as existing bicycle lanes one block over on Dunsmuir, I believe the space used by cycling lanes in Option 1 is put to better use in a boulevard and additional parking in Option 2.
- Needs to be a two way street! Tge way it is now it is barely a one way if you are lucky !
- I get nervous biking with kids in a bike lane with parking on both sides of the road. The clear bike lane without adjacent parking feels safer.
- Parking and speeding are both the greatest concerns personally
- Less public outrage by selecting the option that has the most parking available.
- The trees. There are bike lanes one block over on dunsmuir.
- By the way. You should stay consistent with your words. On the map you call it concepts and on the survey you call it options. Both options are poor, but single lane vehicle traffic in option\ concept 1 is horrible for residential. But also parking only on 1 side of the street poor, especially for the people across the street. Jay walking everytime they go to their house. Kids darting across the road. Still option 2 is the least poor option.
- So we can choose either bike lanes or trees??????? I want both.
- The key to Cumberland's charm is its vibrant walkable core. We need trees and grass to maintain this charm and beauty. Option 2 has trees and grass, Option 1 is a sea of concrete!
- no need for bike lanes on penrith. they already have them on Dunsmuir.
- Angle parking easier to get in and out of, and I believe more cars can fit in.
- Option 2 has trees. Option 1 does have bike lane paint, cool, but ugly like a parking lot.
- Easier parking, and I don’t think folks will know what to do with an advisory lane and bikes won’t get right-of-way in their lane anyway.
- I prefer neither option. Bike lanes are not necessary on Penrith, parking pockets are a waste of space. People should be able to park in front of their homes, and overflow parking in downtown area is essential. Making Penrith Ave a one way street and allowing angle parking on both sides is the most logical approach
- I like the narrow lane and the opportunity for street trees on option 2, but I don't like how much parking it provides. The Village's own recent parking survey showed that, if anything, we have far more parking in the downtown core than we need. My preference would be something that incorporates the green space and traffic calming of option 2 without giving up so much space to parking which won't be used.
- Greener, closer to the current layout.
- I don’t think parallel parking allows enough parking space. I think there are better solutions not mentioned here. One way traffic would allow more green space, encourage less traffic and be safer for kids playing as it’s more predictable. This would allow for parallel parking.
- Do not like those parking spaces in option 1-option #2 offers more & better parking
- Though I love bike lanes, I do not think turning Penrith into essentially a one way street is safe. Cars will use the bike lane to get past each other. Sidewalk are great.
- The single lane will be confusing for vehicle traffic in concept one. Trees are a good idea. Speed hump mid block welcome
- I don’t think a bike lane is necessary or would work well on our street. People are going to park however they want, if given the space- including in the bike lane. Trees would be amazing to have and would benefit everyone. Knowing the community on Penrith between 1st and 2nd, I could imagine some amazing boulevard gardens.
- I support concept 2 only with the inclusion of mid block speed humps to slow down traffic and a narrower vehicle lane with wider median and sidewalk. . Our family lives on Penrith and it is a very busy street. This concept brings order to parking and the continuous sidewalks at each end of the block may serve to cut down on the number of cars that choose Penrith as a quick way to avoid Dunsmuir. Also, concept one, will do nothing

to slow cars down especially if there is no mid block speed hump. Cars will just see it as a nice wide vehicle lane.
- The inclusion of trees and a boulevard plus well-organized, diagonal parking spaces.
- more parking spaces and like the idea of the boulevard for waste collection and trees.
- More organized parking, one way to quiet traffic.
- Concept 2 seems to provide more green, and less tar. A better option than concept 2 would making penrith a one way rd from 3rd thru 1st street. With diagonal parking on the south side and parallel parking on the north side.
- Option 2 provides for street trees (should be a priority), and it also seems to provide for more parking spots in total (important). In addition, this option does not include dedicated bike lanes, which seem quite unnecessary and are a waste of limited space in this particular context (option 1).
- With sufficient traffic calming measures I don't see the need for bike lanes as they can ride with the flow of traffic.
- There appears to be more green space to be added and it also appears there would be more parking and easier for people to park without taking up more than one space.
- I like the angle parking and the trees added for shade. I think making it a one way and adding a bike lane would be better
- I honestly don't think anyone would understand the layout of option 1. It looks unnecessarily cluttered for a side street with little traffic, and it really doesn't need a bike lane.
- Of the two options, I prefer "2"... Courtenay recently added the "parking pocket" on many of it's roads, and it is an absolute P.I.T.A. to use for parking. Parking pockets are too narrow, and do not generally have sufficient length to be of use for anyone driving a pickup truck (of which we have many in the Comox Valley). Not everything turns on a dime like a Smart Car. Thus, IMO, "Option 1" is unsuitable. I like the angled parking in Option 2, PROVIDED THAT we continue to keep it as a 2-way road. Again, not everyone's vehicle turns on a dime, and those of us with longer vehicles find it vastly easier to back in to a parking spot. I also celebrate the notion that we are FINALLY going to get rid of all of the jerks on Penrith who have placed "NO PARKING" signs in front of their houses, and who come out to yell at people who legally park on a public road (but which just happens to be in front of their house). I also question... what about those individuals who currently utilize their front yard
- Neither options are feasible, option 2 however, doesn’t have bike lanes, the last thing we need is bike lanes.
- I don't think bike lanes are needed on Dunsmuir and Penrith.

Do you have any additional comments, ideas, or feedback to help us improve this project? Your input helps inform the final street design.

- Safety is key. Slower speeds, not overflow from venues and dunsmuir and something to break up the asphalt. Really like the idea of a one way street if it can help with the above and to guide traffic to the public lot. There are some random one way streets in old orchard area that seem to do a great job of “directing” traffic and calming the streets.
- Design the road for kids playing on the road at dusk, back and forth, sometimes even after dark. This is what currently happens and if we are going to "upgrade" the road we need it to be safer and slower than it is now. It's not about efficiency, it's about safety and accessibility.
- The road needs traffic calming.
- For every single project, please put stop putting bike lanes between motor vehicle travel lanes and motor vehicle parking. If it helps understand why, would you put a sidewalk between motor vehicle travel lanes and parking spaces? Of course not!
- Develop a street hierarchy pattern and masterplan that responds to the movement and character for the entire village core. The random approach, street by street is ineffective. Consider cleaning up laneways to provide service access for garbage collection.

- I selected 'Strongly agree' above, but am also aware (based on conversation with Joel Clarkston) that the Option 2 parking will actually yield more parking slots than Option 1. So, with that said, I strongly agree with maximizing parking on BOTH SIDES OF THE STREET.
- I would like to see a 4 way stop at Second and Penrith to limit the amount of speeding on 2nd street, which is a regular occurrence. I would also like to see the speed limit reduced to 30km/hr. There is no need to drive 50km/hr on Penrith.
- No bike lanes needed. Penrith is quiet enough so safely bike on the road, otherwise bike lanes are one block over. This would increase room for parking. Sidewalk is only needed on one side of the street only. Put up resident only parking signs and direct all other folks to park on dunsmuir or at the CRI parking lot.
- Anything to make Cumberland more pedestrian and bike friendly
- Would like to see some trees added to Option 1
- Speed bumps in the middle of the block
- I would love to see the parking of one and the trees of two
- Our current situation is organized chaos but accommodates all the residents on our street based on our lot sizes. certain residences have multiple cars and regular visiting family members, us included. I feel that our current situation already maximizes the number of spaces for our needs without removing direct access to parking spots in front of each house. angled parking on both sides of the street, or angled on the south side and parallel on the north side would keep things relatively similar to how they are already. i would prefer Penrith to become one-way to accommodate parking on both sides if necessary. we are all concerned about increasing thru-fare traffic and visitor parking on our street already. we have 8 children that play in our street and improving our road conditions puts their safety at risk. as for maximizing parking, the lot behind the museum should be encouraged to host visitors, not residential streets with no built-in parking infrastructure due to the age of our homes.
- None
- Pot holes in street and cement on sidewalks needs to be fixed. The main though road is 4th. That needs some better sidewalks and places for bikes on both sides. The gravel is all uneven and hard to walk on.
- I don't understand how you think that Penrith is a key route. I walk, bike and drive, and live on Penrith (@ Egremont) and never use Penrith to get in and out of town! Just fix the chewed up road and put in a proper sidewalk.
- Looks great! Looking forward to seeing where you go with this :)
- The driveway cut-outs seem excessive. I would prefer to see a soft curb like in some of the newer areas of town.
- sidewalks on BOTH sides sounds like a bit much. one side would be good enough? I get so upset when people build ADU's and yet have no driveways! Laneways SHOULD NOT be used for commercial traffic. maybe consider laneways for sidewalks instead.
- How about having Dunsmuir as one way (e.g., heading west) and Penrith Ave is the opposite one way (heading east)? Parking on both sides of the street.
- Regardless of the way we set up parking there - many of those homes are 2 or 3 car homes - so most of the spots will be used by the residents. Or may be valuable to survey those blocks at 2am or something when it will be primarily residents and see how many cars are still on the street to get an idea of base level of parking needed to accommodate residents and then add 10% for guests and other parking needs... or some appropriate %
- One way street on Penrith
- Make sure the design takes the needs of the homeowners on Penrith into account.
- - I do believe bike lanes are important for the sustainability of our village and looking into the future. - Resident-only parking in front of our homes would be a major plus. Finding parking on busy weekends is already an issue and will continue to get worse as the population and popularity of Cumberland increases. I'm not sure the use of laneways for garbage retrieval is practical. They are extremely narrow and many of our neighbours have fences. Laneways would not accommodate parking. While I am a huge proponent of green space, I

acknowledge there is a forest only a few blocks from downtown. If there is a way to incorporate some trees lining the streets that would be lovely but if something has to give, i'm not sure its completely necessary given how much greenery is already around us.

- Make sure residents understand that the street parking in front of their house does not belong to them
- I recommend reducing the speed limit on Penrith Ave. to 30 km/h to help facilitate cycling in the primary traffic lanes and improve overall road safety. This is already the case on Kendal Ave., a much wider road with greater building setbacks and better visibility than Penrith. I also strongly support amending parking on 2nd and particularly 3rd Street next to their intersections with Penrith to improve visibility for all road and sidewalk users entering those intersections from Penrith.
- Is there space for a bike lane and if so, is this needed? I would rather have wider sidewalks and accessible parking over a bike lane since there is a bike lane on Dunsmuir already
- The street is a night mare now ! Too many cars at the houses not organized !
- Designated parking spaces for residents. More and more tourist/visitor parking occuring infront of residence. Is becoming an issue..
- This is a long time coming and I support all efforts to make our streets more accessible.
- No parking on penrith now cannot understand how this will make it better.
- Do option 1 but get rude of the 2 bike lanes. Thennyoud have space for normal 2 way car lanes
- Trees and bike lanes!!!!
- I understood there were 2 other options including a 1 way that I could not see here.
- Consider one way traffic with angled parking on both sides. Consider residential parking permits so that residents parking can be prioritized.
- please put a roundabout on 3rd and penrith. that corner by the church / true green is awful and extremely unsafe.
- I don't think wider sidewalks needed as that is available on dunsmuir. This is already a very narrow corridor.
- 1. If land-use is more Dunsmuir overflow parking than open through-road, is two-way actually necessary? Could we use that 2nd vehicle lane more productively, charmingly? 2. Visual complexity, narrow car lanes, bump-outs, trees etc. so 30kph is the natural driving speed, flashing digital displays not needed. 3. Continuous sidewalks, obvious yes. Please add raised crosswalks across car lanes.
- Safety and efficient resident parking are my biggest concerns
- A one way street approach offers the most efficient, effective, future proof and resident friendly usage of an already crowded residential / commercial area. Not making these upgrades take away from the boutique small village vibe of cumberland is also serious consideration. Most "modern" takes on street upgrades seem to lack any consideration for the pre existing boutique charm. We don't need Cumberland looking like New Langford.
- I don't feel that there needs to be any changes to Penrith other than paving and maybe a soft curb to better define the roadway. The same improvements as all of the other streets in the area. Dunsmuir has a wide sidewalk that is accessible if people need to move about. Maybe a fix/replace the existing sidewalk to make it smoother and easier to get onto, but it doesnt need to be wider or have one on both sides of the street. Bike lanes are not needed in any way, becuase they also exist on Dunsmuir. Street trees are nice but they dont work in old cumberland because the boulevards are used for parking. I suppose a few could be added on small islands but parking needs to be maintained. Laneways can works for parking and garbage but most are not wide enough. They are perfectly suitable for vehicles to access ADU's though, no issue there.
- I have already liaised with you about this, but would like to flag my driveway at 2695 Penrith is not accounted for. This could link with the proposed crossing / green area for the driveway crossing for my neighbour at 2691? I support plans that promote low-speed traffic use and greenery. Lots of bikes use the street, most are going East as the road slopes downhill that way. I don't think specific bike lanes are necessary if traffic calming for cars is present. I haven't lived in Cumberland long enough to gauge the necessity of the road for traffic but I think a "partially pedestrianised" solution is better. Lots of kids and bikes use the street and it would be a real shame to see cars prioritised due to this. Thank you for this survey and your consideration!

- See my comments under #3. Currently it is a free for all on Penrith in terms of speeding and parking. I believe the proposed upgrades will create a safer environment, particularly for residents (and their children) and be a big step toward a more organized, aesthetically pleasing downtown for residents and visitors. I do hope that this is not a one-off project and that these upgrades are also proposed for the section of Penrith between 3rd and 4th (and other neighbourhoods abutting the main street) as this area experiences the same issues and pressures as the blocks receiving the upgrades. As per my answer to question 6 - in theory I support laneways for garbage collection and parking - where I lived previously, alleys were used for garbage collection but there was no room to also park in the alleys. I prefer garbage collection through the alleys. That said, alleys are even narrower here so I am not sure how it would work to get a garbage truck down an alley and provide parking for personal vehi
- Upgrades to the road concerns me. It will likely become a higher use road that people drive faster on. This is dangerous especially for kids, but also will change the neighborhood to a busier one with more traffic. My hopes is that we go the other direction and keep more green space with more traffic calming in place. Sidewalks are not the only way for people to move around. Well made dirt pack trails are not used in town, but maybe they can be? Do we need concrete, asphalt and cement to make the future better? I'm not so sure. I hope the designers think of all possibilities. How about narrower, one-way streets? More green space? So far the options make me feel not good about the upcoming changes. I would like to feel proud and excited about the clever design. So far it sounds like a lot more street, asphalt, concrete, cement. Less green space. More traffic, vehicles moving faster. Let's put people and plants first, and vehicles second. A one way street does that. Maybe with a curve to slow
- I don't know if maximizing the parking is needed, but clarity and conformity is good.
- Yes, I am wondering if we should consider having speed bumps on Penrith Avenue. As a resident of this street, I have seen many people driving over the speed limit on this street. In addition, I would like to have residential permits for parking because it is very challenging to access my house during special events such as Woodstove or any other music/arts event at the Weird Church and the Abby.
- Maximizing parking, consistent driving patterns throughout the Village and green spaces are important to me. Lane ways are too narrow and inconsistent for increased traffic including waste management. I support less laneway activity
- Speed humps would be most welcome regardless of the plan chosen. Would love to have more info about a 1 way street and to have that be an option. The village MUST improve signage and encourage people to park in public lots. Venues amd businesses in the area need to do their part in directing patrons and users to minimize the negative impact on residence. Resident parking only signs would be very welcome. Even if there is no enforcement, I imagine it would help to deter people from parking in these more congested areas.
- The primary purpose of road redesign in the village needs to prioritize the safety of all road users and needs to calm and slow down vehicle traffic. So, even though this proposed redesign needs to address other issues, the overall goal needs to be road safety for all. So, each aspect of the design should answer the question of whether it achieves the goal of creating safe roadways and safe spaces while reducing speeds. On this note, there is no mention of a posted speed limit reduction to 30kph in concert with these changes.
- Consider making Penrith one way to improve flow and create space for parking, sidewalks, bumpouts, waste collection etc.
- I like the idea that Kevin suggested on Facebook with one way traffic and angled parking on both sides. I think the biggest issue on this street is parking. Since it is a tight street I think it would be ok to make it a one way street. Although I do think there needs to be a route to school in the Village that is safe for children walking, biking and scootering. Not sure if Penrith is the ideal street for this but potentially if you created bike lanes it could be used for this. I personally like the bike lanes that are both directions beside each other (two way protected cycle track) or maybe keep the bike lanes one-way traffic as well and use another nearby street like Maryport for the other direction). Designate one street going each direction (ex. Penrith and First) that kids can travel to from their houses but once on these streets it is a safe travel path for them. If you consider the number of children in the Village commuting to school every day a safe pathway would be very valuable.

- Making penrith a one way rd from 3rd to 1st street with diagonal parking on the south side and parallel parking on the north side would be ideal. It would allow for maximum parking and the most area for trees/greenspace. The less asphalt we use the better. Traffic calming measures are also important. The one way rd would be conducive to a curve at the end of each block or a mid block chicane. I am a residential builder and occasionally have to park my truck and trailer together overnight. Parallel parking in front of my house works well for that.
- Please make sure to include street trees!
- Why no bike lane
- I think additional traffic calming on residential streets is preferable to bike lanes. I cycle myself and I much prefer riding on routes where all traffic is going slowly rather than being forced into a painted gutter with all the hole and grates and debris.
- For q 6 I support it for garbage collection or accessing property for parking. I also feel a nicely maintained laneway as a walking path is also a good option.
- Definitely consider making it a one way road, add a bike lane and keep the angle parking. And trees!
- I think a one way street is best safest option, parking both sides
- For the section between 2nd and 3rd please enforce parking laws. There are huge trucks constantly parked directly in the road and it's super dangerous. Also please do the rest of Penrith too!
- Resurface and leave alone.
- Make it a one way street with angled parking on both sides or People with 2 or more cars won’t be able to park in front of their homes, especially when other people do.
- There's not discussion of snow removal but I think there ought to be.
- I like keeping the parking to one side