



### GENERAL

In order to make sure that the answers to this survey are useful, we would like to know a little bit more about who is filling it out. Please answer the following questions about your household:

#### 1. Do you own or rent your residence in Fernie?

- Own
- Rent

#### 2. What is your living situation in Fernie?

- Primary residents
- Secondary Investment (for rental)
- Holiday & Recreational

#### 3. What do the occupants of your residence do in Fernie? (check all that apply)

- Retired to Fernie
- Working in Fernie or the Elk Valley
- Holiday Only
- Attending School
- Other

#### 4. What are the modes of transportation available for the household?

- Car, truck, van, etc.
- Motorcycle
- Bicycle
- Wheelchair
- Other \_\_\_\_\_
- None

#### 5. How many vehicles are in use for your household?

- 0
- 1
- 2
- 3+

#### 6. How many people reside in your household?

# \_\_\_\_\_

### TRANSPORTATION CHOICES

Please answer the following questions about your personal transportation choices while you are in Fernie.

#### 7. Please indicate what neighbourhood you live in:

- Cokato Road / Castle Mountain / Pine Grove
- Annex
- Parkland Terrace / Alpine Trails
- Fernie Golf Estates
- Main Town
- Riverside
- Other \_\_\_\_\_
- Mount View Park
- Ghost rider
- Ridgmont

#### 8. When you are in Fernie, do you prefer to:

- Drive everywhere, all the time
- Drive most of the time
- Drive only some of the time
- Avoid driving as much as possible

#### 9. When you are not driving, do you prefer to:

- Walk
- Skateboard
- Cycle
- Rollerblade
- Moped
- Other \_\_\_\_\_



10. Do you CURRENTLY walk, instead of drive, to any of the following locations?

- Locations: Downtown, Schools, Ghost rider Commercial, Annex Park, James White Park, Highway Corridor, Rotary Park, Prentice Park, Aquatic Centre, Arena. Each with Yes/No checkboxes.

11. Would you walk, instead of drive, to any of the following locations, if there was an accessible, year-round pedestrian walking route on a sidewalk system?

- Locations: Downtown, Schools, Ghost rider Commercial, Annex Park, James White Park, Highway Corridor, Rotary Park, Prentice Park, Aquatic Centre, Arena. Each with Yes/No checkboxes.

Are there any other locations you would want to walk to other than those listed in Question 10? This information will give the City an indication of what possible walking routes should be included in the planning of any new sidewalk routes.

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12. How important is it to you/your household that the sidewalks connected to these main locations are open and available for safe use all winter?

- Options: Very Important, Somewhat Important, Somewhat Unimportant, Not Important.

13. How important is it to you/your household that the pedestrian trail network is open and available for safe use all winter?

- Options: Very Important, Somewhat Important, Somewhat Unimportant, Not Important.



## VALUE OF THE SIDEWALK SYSTEM & A PEDESTRIAN CORRIDOR

Having a sidewalk network available for various activities increases the value of the sidewalks for the whole community. We would like to know why **you** would want the sidewalk (if you do), how you would use it, and how valuable it is to you when it comes to investments the City must make in infrastructure changes and upgrades.

**14. Please choose one option per use:**

<b>Use</b>		Very Important (√)	Somewhat Important (√)	Somewhat Unimportant (√)	Not Important (√)	Not Applicable (√)
Social – walking the dogs, with friends, etc.						
Recreational – exercise, hiking and linking in with the trail system						
Shopping	Downtown					
	Ghostrider Commercial					
	Highway Commercial					
Work	Downtown					
	Highway Commercial					
School	Isabella Dicken Elementary					
	Max Turyk Elementary					
	Fernie Secondary School					
	Fernie Academy					

**A. Would your answers remain the same in question 13, if taxes needed to be increased in order to pay for the additional human resources and equipment costs required to keep the sidewalks/pedestrian routes open in the winter?**

- Yes
- No

**B. If no, how would your answers change?**

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**What would you be willing to pay in additional municipal taxes to build and maintain a comprehensive, safe inter-connected sidewalk network in Fernie?**

- \$0 per year
- Up to \$75 per year
- \$75 - \$100 per year
- \$100 - \$150 per year
- \$150 - \$300 per year
- \$300 + per year

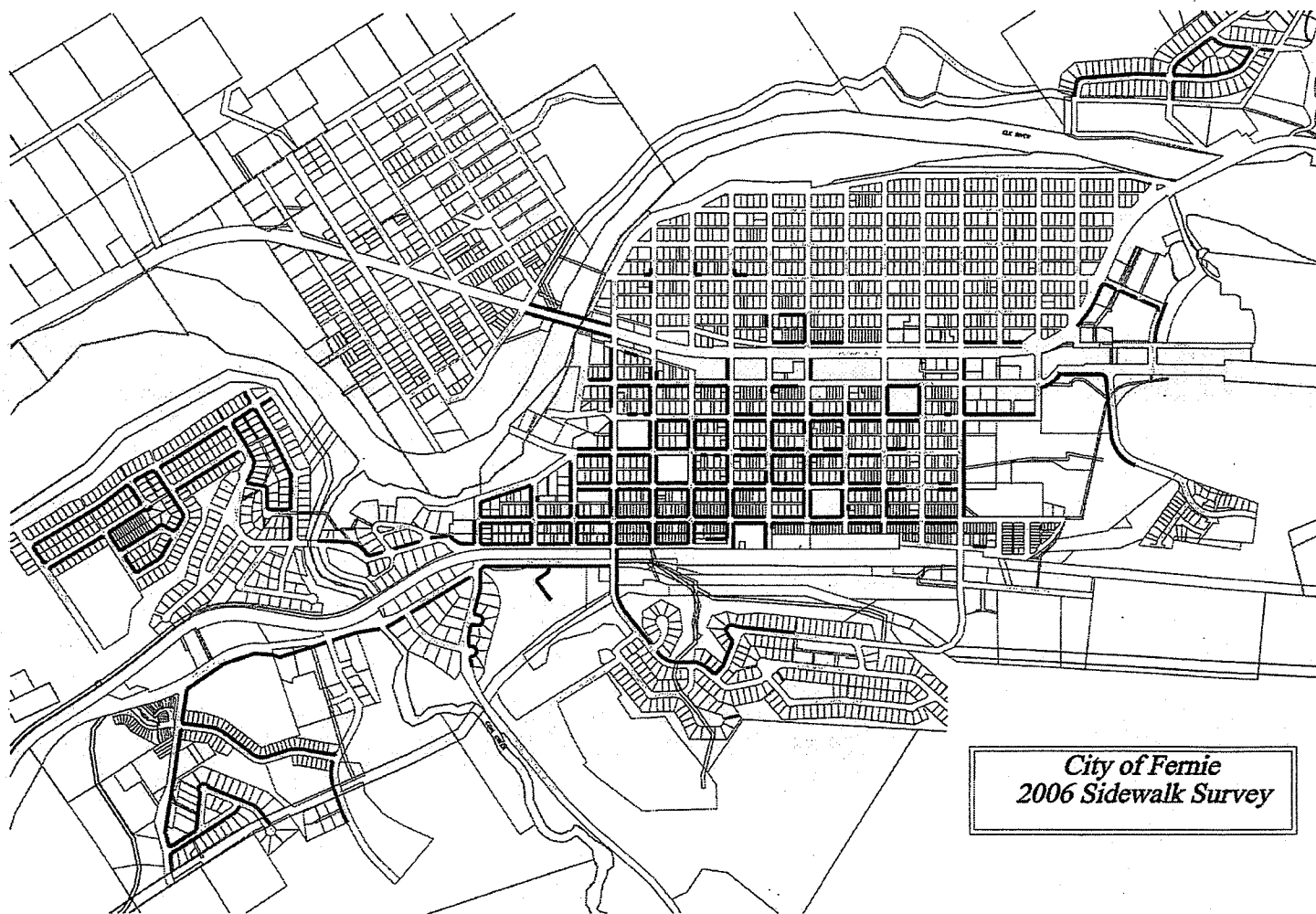


## TECHNICAL ISSUES

There are a number of technical factors that are taken into account when designing sidewalk systems and dedicating pedestrian corridors and/or developing bylaws and municipal regulations and it is important that you understand what they are and how they could influence what is ultimately built. It is thus important for us that we understand how you would respond to these issues. Please review the information provided below, and choose one option from each item.

### **A. Continuity**

The City currently has numerous sidewalks, but the figure below illustrates a significant issue with the current system: it is not well connected. In many parts of Fernie, sidewalks are not continuous, resulting in pedestrians often walking on the roadway or choosing another route.





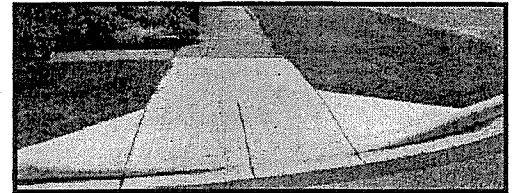
This is both a safety and convenience issue. How do you think the City should approach the issue of connections – or lack thereof - in the sidewalk network?

- The system must be continuous even if it means pulling up isolated sections that will not be connected in and rebuilding or completing portions of new sidewalk on the more appropriate side of the street.
- Leave the entire existing network untouched, but ensure any expansions to the system are continuous.

**B. Access Points**

Standard sidewalk systems require special treatments at driveways and at intersections where allowance has to be made for strollers and wheelchairs. What level of access should be provided?

- It is important that we have wide (2.2m) access ramps for wheelchairs at all points on the corridor.
- The access ramps we have right now are big enough and don't need to change.
- There is no need to have access ramps at all intersections.



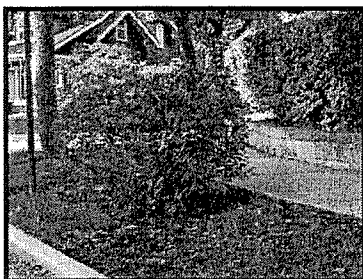
*2.2m wide access ramp at a corner linking the sidewalk to the road*

**C. Who clears the sidewalks of snow?**

If we assume from the above question that the City will change the current snow clearing practices for the roads in the areas of the future sidewalk system and makes sure no snow from the road is piled up on the sidewalks themselves, there are two options for keeping the sidewalk itself clear of snow and they are as follows. Your input is important here as it will have an impact on the winter operating budget of the City.

- I would be willing to clear the sidewalk in front of my house and reduce the City's winter operating budget.
- I would expect the City to clear the sidewalks on the primary pedestrian routes but I would be willing to clear the sidewalk in front of my house if it was not on the main routes and would not be cleared by the City – the City only clears the main sidewalk routes.
- I would expect the City to keep all of the sidewalks clear of snow all winter.

**D. Trees**



*Sidewalk built separately from the curb & gutter with trees and bushes between*



Trees are an important part of making a community attractive and healthy, but have roots that can be destructive to roads, curbs, gutters and sidewalks. Tree roots are often a reason for sidewalk slabs lifting and creating an uneven walking surface. This can become a problem in winter and for people with mobility problems.

Further, a separated sidewalk – which is sometimes used to allow for the planting of trees in the boulevard - is more difficult to keep clear of snow and creates other maintenance costs, such as having to cut the narrow strip of lawn between the gutter and sidewalk (boulevard) in the summer. It is also more costly to build (approximately 15% more expensive) than the non-separated sidewalk. But it does not mean that trees cannot be planted near sidewalks – it just requires extra planning and finances.



How then should the City deal with the trees in the community – currently and in the future – and how do you think the City should proceed with designing sidewalks in the future?

- Existing trees in boulevards should be removed and relocated to better locations or new trees planted in the better locations. And no new areas should have trees in boulevards closer than 2m from the rear edge of the sidewalk.
- Leave the existing trees but don't allow new areas to plant trees in the boulevard closer than 2m from the rear edge of the sidewalk.
- Trees should be planted in the boulevards and the sidewalk must be designed to accommodate this – such as building a separated sidewalk - even if there is a higher cost for doing so.

#### **E. Keeping the sidewalks clear of trees and bushes and hedges**

Having trees and bushes in the boulevard makes for an attractive community. But if the City is to invest in the sidewalk system and create pedestrian corridors through the City, it is going to be important that they remain clear and free of obstructions, particularly from trees and hedges. How would you feel about the following?

- The homeowner should be responsible for keeping the sidewalk clear of trees, bushes and hedges and ensuring that there are no obstructions to the walking area, and can be asked to do so by the City.
- The City should cut back and clear any vegetation that encroaches on the sidewalk, even if the tree / bush / hedge is located on private property but the branches have encroached onto the sidewalk.

#### **F. Which to do first – maintain the existing or expand the new sidewalks?**

The City has limited resources and is not able to do all the works related to repairing the existing and extending the new sidewalk system immediately. Some of the existing sidewalk may also not be a part of the future sidewalk system but the City would still have to maintain it in the short term. From your perspective, what should the City do?

- Extend the sidewalk system first and then come back and do the repairs.
- Repair the existing sidewalks first (those that will be part of the future sidewalk system) and then build the new sidewalks.
- Repair all of the existing sidewalks first and then build the new sidewalks.



# COST RECOVERY FOR THE CAPITAL COSTS OF THE SIDEWALK SYSTEM

An increasingly important aspect of any municipal program is how it is going to be funded. Considering the information given below, please check **one** preference for each.

## **A. Timeframes and Costs**

Expanding the pedestrian network in the City will take time and money. In general, a shorter time frame to build the sidewalks will result in a larger and more immediate annual cost. Conversely, the longer the building timeframe, the lower the annual cost. The following chart shows how the funding of this sidewalk construction program through taxation could potentially work out, and a preliminary estimate suggests that to repair all of the existing sidewalk and to build the new sidewalk system could cost approximately \$3.6 million (in 2006 dollars). It may end up being much less than this once the actual sidewalk system is formalised and actual costs estimated but these figures are a reasonable approximation of what it could cost and have been used for comparison reasons.

Years	5	10	15	20
City will need per year (in 2006 dollars)	\$720,000.00	\$360,000.00	\$240,000.00	\$180,000.00
	\$300/per house, annually	\$150/per house, annually	\$100/per house, annually	\$75/per house, annually

Based on the above information, how would you prefer the City proceed?

- I would prefer the sidewalk program to be built out as quickly as possible and am willing to accept higher annual costs over a shorter timeframe.
- I would prefer the sidewalk program to be built out in a moderate timeframe with moderate annual costs.
- I would prefer the sidewalk program to be built out over the longest possible timeframe to reduce the annual costs.
- I do not support additional investments in sidewalk development.

## **B. Method of Cost Recovery For The Capital Costs of Building a new Sidewalk System and Repairing the Existing System**

There are two major types of cost recovery available to fund this program. Please select which option you would prefer:

- Recovery through general taxation -> Costs would be spread out over the entire municipal tax base. The sidewalk program would be implemented by the City in accordance with a larger program. This is a generalized approach.
- Local improvement area taxation -> Costs would be allocated specifically to properties abutting new sidewalks, provided that owners agree to a local improvement tax. This is a more focused approach.

## **C. Financing the sidewalk construction and replacement program through long-term borrowing**

The City has an additional means at it's disposal to financing capital expenditure and that is to borrow the total project amount from funding institutions. The loan finance is then paid back over a fixed term, resulting in a fixed annual repayment that would be recovered through general taxation. The difference with this approach is that the City can then proceed with constructing and repairing the sidewalk sooner and can complete the project quicker, but the cost implications will remain over a longer timeframe, possibly as long as 20 years. Would you be willing to accept this approach by allowing the City to borrow the required funds and accept a fixed long-term loan repayment as part of general taxation?

- Yes.
- No.