



**Nanaimo Downtown Mobility Hub Project**  
linking it all together



**CITY OF NANAIMO**  
DOWNTOWN MOBILITY  
HUB PROJECT



PHASE 2  
COMMUNITY  
INPUT  
SUMMARY

FALL / WINTER 2019

[NANAIMO.CA/GOTO/DOWNTOWNMOBILITY](http://NANAIMO.CA/GOTO/DOWNTOWNMOBILITY)



# AT A GLANCE...



## ➤ COMMON THEMES



### VICTORIA / WALLACE / ALBERT INTERSECTION

AGREEMENT THIS IS A TOP PRIORITY  
MIXED OPINIONS ON DESIGN – DESIRE FOR  
EVEN MORE PRIORITIZATION OF PEDESTRIANS



STRONG SUPPORT FOR CREATING MORE  
PUBLIC SPACE THROUGH CHANGES AT  
**FRONT / CHURCH &  
WALLACE / BASTION /  
FRASER INTERSECTIONS**



MIXED FEEDBACK ON FOUR-WAY STOP AT  
**BASTION / COMMERCIAL  
INTERSECTION**  
KEY CONCERNS ABOUT PEDESTRIAN SAFETY



#### TOP DESIRED AMENITIES FOR TRANSIT EXCHANGE

- 1 LIGHTING AND VISIBILITY
- 2 CLEARLY MARKED PEDESTRIAN CROSSINGS
- 3 STREET TREES AND GREENERY
- 4 REAL-TIME BUS ARRIVAL INFORMATION



### CYCLING ROUTES

OVERALL SUPPORT FOR  
PROTECTED BIKE LANES  
IN DOWNTOWN

CONCERNS RELATED TO FRONT  
STREET. PRIMARY CONCERNS:

- LOSS OF PARKING
- SAFETY CONCERNS
- TRAFFIC IMPACTS
- LOADING IMPACTS



### PARKING STRATEGIES

88%

SUPPORT TO DEVELOP  
PARKING STRATEGIES  
FOR DOWNTOWN EVENTS

68%

SUPPORT FOR IMPROVING  
PARKING & WAYFINDING  
INFORMATION

58%

SUPPORT FOR MANAGING  
PARKING FEES TO BALANCE  
DEMAND & AVAILABILITY

DESIRE TO SEE CHANGE  
HAPPEN SOON









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# NANAIMO

## DOWNTOWN MOBILITY HUB PROJECT

### PHASE 2 COMMUNITY INPUT SUMMARY

November to December 2019

## I | BACKGROUND

In early 2019, the City of Nanaimo initiated the Downtown Mobility Hub Project. The City of Nanaimo is advancing the vision for an integrated downtown transportation network that safely and comfortably accommodates pedestrians, cyclists, transit users, goods movement, and motorists. The Downtown Mobility Hub Project is defining short-term projects that could be built in the next 5 years to take concrete steps towards the vision of a safer, inclusive, and connected downtown Nanaimo.

This project builds on strategies like the Official Community Plan and Transportation Master Plan to apply policy and planning recommendations to on-the-ground improvements.

This second phase of engagement was focused on sharing initial concepts for short-term priority improvements and obtaining participant feedback on level of support or opposition and suggestions for improvements. The information obtained during this phase will be used to confirm short-term priority projects and identify potential changes to be considered as concepts are advanced through detailed design.

#### **NANAIMO DOWNTOWN MOBILITY HUB PROJECT**

Phase 2 Community Input Summary - November to December 2019

#### **WHAT IS A MOBILITY HUB?**

A mobility hub is a concentrated area of activity including employment, housing, recreation, and shopping interconnected with multimodal transportation options. Complete, compact communities focused around mobility hubs are more sustainable as they reduce reliance on personal vehicles.

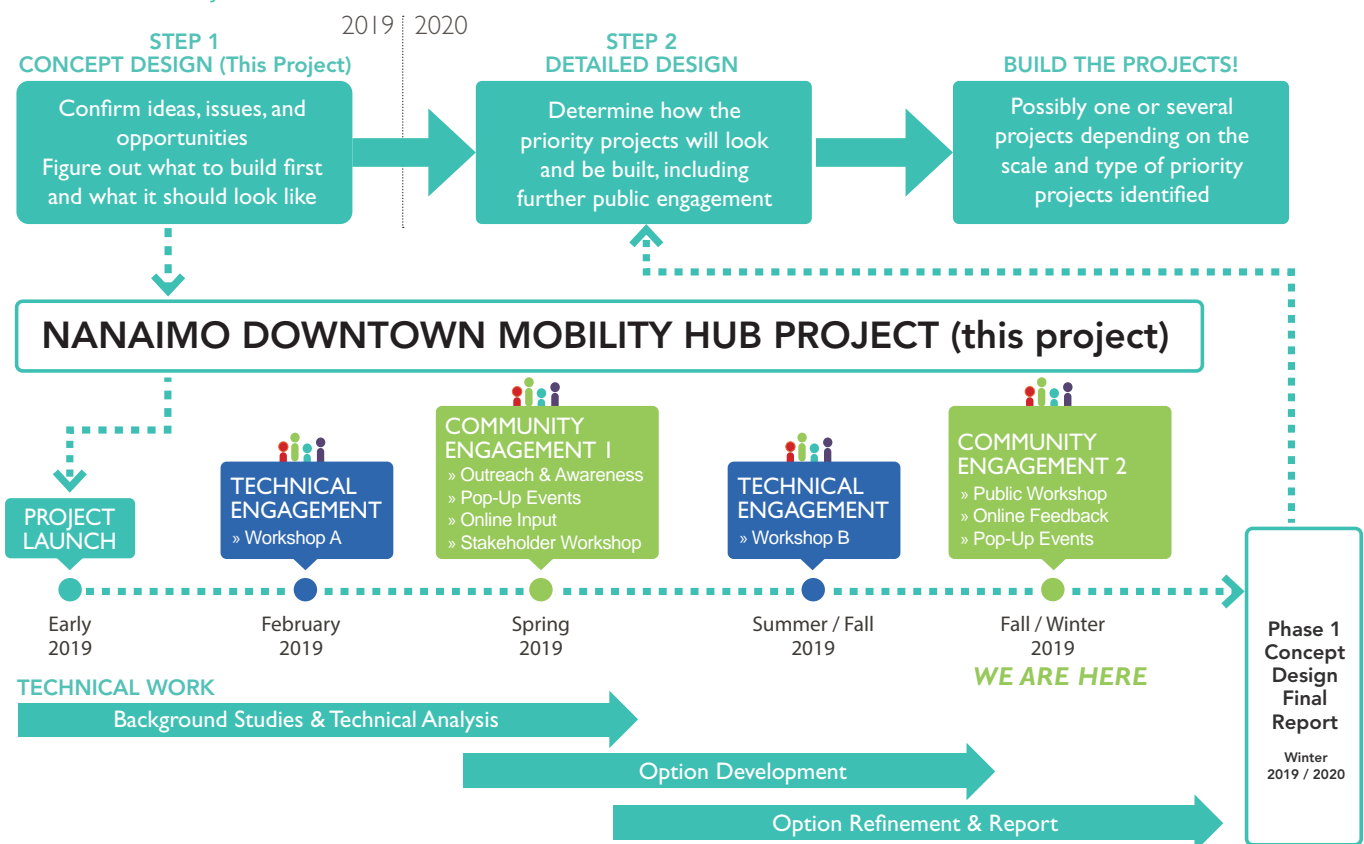
The 2014 Nanaimo Transportation Master Plan identifies seven mobility hubs in the City, including downtown. Making these spaces walkable, bikeable, and attractive for transit is an essential goal.



## PROJECT AREA

The Downtown Mobility Hub focuses on an 800 m radius around the intersection of Terminal Ave and Commercial St.

## OVERALL PROJECT PROCESS





## IDENTIFIED SHORT-TERM PROJECTS

The concepts brought forward for the Phase 2 engagement were identified as short-term priorities for the following reasons:

- Identified in previous planning initiatives
- General public support
- Provide visible change to the downtown, acting as a catalyst to support sustained improvements
- Align with long-term planning, ensuring that investments made now avoid "redoing" projects at a later time
- Anticipated to be achieved in a 5-year time frame, meaning they are free of complex jurisdictional or private property challenges, they support initiatives already underway, and/or they do not require significant physical changes
- Support larger-scale initiatives that will continue to move forward

The map below provides an overview of the short-term priorities identified.



## NANAIMO DOWNTOWN MOBILITY HUB PROJECT

Phase 2 Community Input Summary - November to December 2019





## 2 | ENGAGEMENT ACTIVITIES

Engagement for the Downtown Mobility Hub Project included two phases:

- **PHASE 1** (spring 2019) was focused on building an understanding of participants' perceptions of the downtown mobility hub – identifying the ideas and issues that are most important to help prioritize projects to build in the coming years.
- **PHASE 2** (current) tabled a number of initial short-term improvement options, to gain feedback on preferred directions and identify refinements or alternative options.
- As detailed design is developed, further engagement will be completed on a project-by-project basis.

### 2.1 PHASE 2 OUTREACH

The following outreach tools were used to inform community members about this project:

- **Project Website:** Page at [nanaimo.ca/goto/downtownmobility](https://nanaimo.ca/goto/downtownmobility).
- **Facebook:** Posts on the City of Nanaimo's Facebook page and Twitter feed.
- **Community Group Emails & Phone Calls:** Targeted emails and calls to approximately 30 local community groups, businesses, and individuals, with requests for participation and support to build public awareness.
- **Public Emails:** Use of a project email list to notify interested participants in upcoming engagement opportunities.
- **Project Sandwich Boards:** Sandwich boards placed in strategic locations around the downtown.
- **Project Cards:** Small cards with project website details handed out at public events.
- **Pop-up Events:** Booths at key events or locations around Nanaimo to encourage people to talk about the project.

## WHY IS A MOBILITY STUDY BEING CONDUCTED?

Over the years community members have shared their thoughts about how they want to walk, cycle, take transit, drive, or park in the downtown hub. In 2014, the Nanaimo Transportation Master Plan was developed to define an overall future for transportation in Nanaimo. Now we're working to link these ideas together and set priorities to get improvements into the ground. The Downtown Mobility Hub Project is confirming the issues and ideas that are important for our downtown and is planning and designing priority projects to be built in the short-term.

## ENGAGEMENT OBJECTIVES FOR THE DOWNTOWN MOBILITY HUB PROJECT:

- Raise awareness about the project and invite participation from a broad cross-section of the community;
- Build on previous initiatives and communicate that this project is focused on advancing the ideas heard to date towards implementation;
- Confirm the issues, opportunities, and visions that have been collected so far, and identify gaps or new issues that also need to be addressed;
- Introduce viable options for downtown mobility network enhancements and determine which options may or may not have community support or how an option could be improved so it would have community support;
- Consider potentially-competing community values and develop a process for fairly evaluating options;
- Undertake an inclusive, transparent engagement process that addresses emerging issues and helps develop supported outcomes; and
- Continue building relationships with partners, stakeholders, and the public to advance projects into implementation.

## 2.2 PHASE 2 ENGAGEMENT ACTIVITIES

### Pop-up Event Series

The project team organized pop-up booths in various locations to build awareness about the project and discuss downtown mobility with interested participants. The pop-up booth featured large scale display / activity boards, handouts, and feedback forms.

#### Woodgrove Mall Pop-up

**DATE** Saturday, November 16 @ 10:00 am - 2:00 pm

**LOCATION** Woodgrove Mall  
6631 Island Hwy North, Nanaimo

#### Nanaimo Aquatic Centre Pop-up

**DATE** Monday, November 18 @ 4:00 pm - 7:00 pm

**LOCATION** Nanaimo Aquatic Centre  
741 Third St., Nanaimo

#### Vancouver Island Regional Library Pop-up

**DATE** Tuesday, November 19 @ 11:00 am - 2:00 pm

**LOCATION** Vancouver Island Regional Library Nanaimo Harbourfront  
90 Commercial St., Nanaimo

#### Vancouver Island University Pop-up

**DATE** Thursday, November 21 @ 11:00 am - 2:00 pm

**LOCATION** VIU Upper Cafeteria  
900 Fifth St., Nanaimo

### WHO PARTICIPATED?

**1,326**

Views to the project website on  
[nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

**~115**

Participants at Pop-up Events  
between November 16-21, 2019

**78**

Participants in the Stakeholder  
Workshop on November 20, 2019

**124**

Feedback Form Submissions

**Numerous**

Phone calls or email submissions



## Public Event

At the public event, the project team led a presentation to summarize study findings to date and provide an overview of initial short-term ideas being tabled. After the presentation, project team members had small group and one-on-one discussions with participants to answer questions and hear feedback on the initial short-term ideas.

**DATE** Wednesday, November 20 @ 5:00 pm - 7:30 pm

**LOCATION** Coast Bastion Hotel, Ballroom  
11 Bastion St., Nanaimo

## Feedback Form

The feedback form presented the initial concept ideas and requested public feedback on level of support and comments, questions, or concerns for each concept. The goal was to understand general support and uncover ideas or information to be explored during next steps when concepts are advanced and refined.

**DATE** Saturday, November 16- Monday, December 9, 2019

**LOCATION** Online @ [nanaimo.ca/goto/downtownmobility](https://nanaimo.ca/goto/downtownmobility)  
In Paper @ Pop-up Events, Public Event & City Hall

## Written, Phone, or In-Person Submissions

Some participants provided input through the project email, other written submissions, by phone, or in person.

**DATE** November through December, 2019

**LOCATION** Via Email @ [downtownmobility@nanaimo.ca](mailto:downtownmobility@nanaimo.ca)  
By Phone or In Person @ City of Nanaimo

## INPUT CAME FROM:



Online or email submissions



Feedback form submissions



Discussions and comments at events



Written submissions



Phone or in-person meetings



### 3 | COMMUNITY FEEDBACK RESULTS

The following summary outlines the numerical findings from the community feedback forms submitted at events, online, or by mail / drop-off, and summarizes themes from written and verbal comments recorded at the public workshop, pop-ups, through the feedback form, or through other means.

To see all comments recorded refer to:

- Appendix A: Public Workshop Comments
- Appendix B: Feedback Form Responses
- Appendix C: Written Submissions



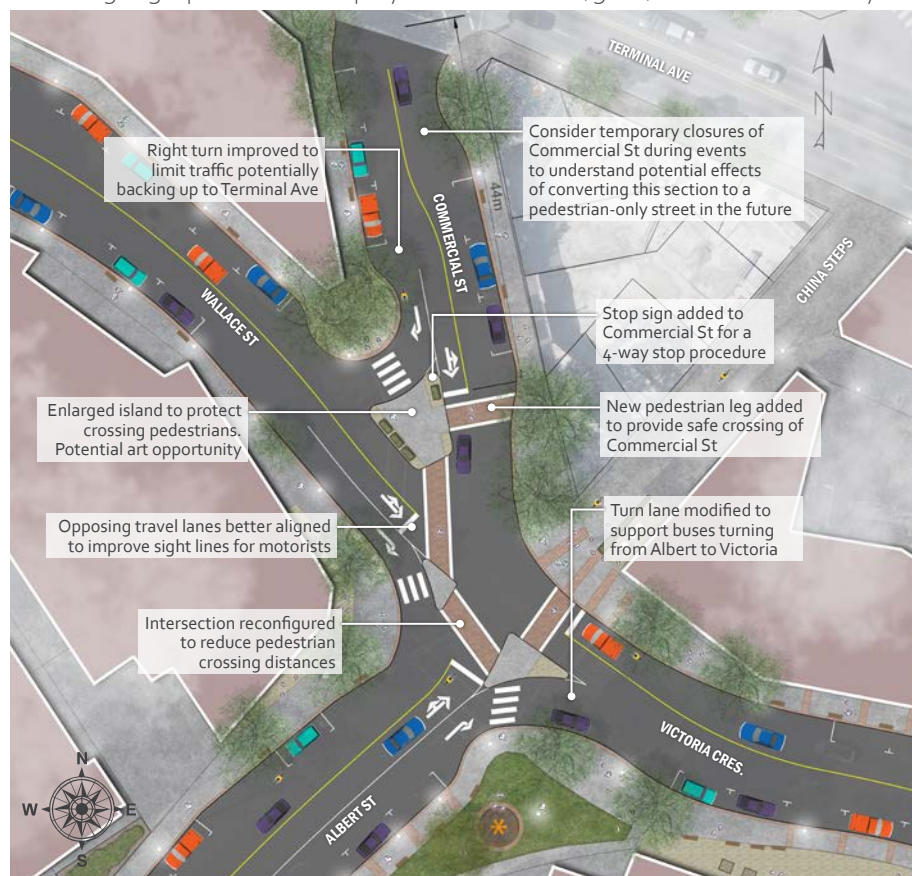
# SAFER INTERSECTIONS VICTORIA / WALLACE / ALBERT



## Proposed Initial Concept

View larger graphic on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

*Note: This concept is shown for information and discussion only and design will be refined during future steps*



## Proposed Near-Term Approach

The concept recommends near-term improvements to address existing issues at this intersection, while continuing to plan for the larger area.

1. Change to four-way stop procedure
2. Monitor queuing to confirm traffic does not back up to Terminal Avenue
3. Monitor large truck operations to confirm truck movements are not impacted
4. Consider temporary closures of Commercial St between Terminal Ave and Wallace St (e.g., for community events) to understand potential effects of a pedestrian-only street
5. Based on feedback, monitoring, and long-term planning, continue transition of the larger area towards a visionary future, and re-engage public at that time

What is your general level of support for building near-term, low-cost measures to address key issues at the Victoria / Wallace / Albert intersection now, while continuing to plan for long-term improvements to the surrounding area?



## Most Frequently Expressed Comments:

- General agreement this intersection is a high priority; mixed feedback on design
- Support for closing Commercial Street between Terminal Street and Albert Street to create a pedestrian-only plaza and reduce confusion
- Concerns 4-way stop will not improve pedestrian safety; suggestions for traffic lights or roundabout
- Install temporary islands / medians over time and continue to monitor feedback
- Improve night visibility for pedestrians and cyclists
- Cycling routes through intersection are required
- Further consideration for visually impaired
- Design promotes vehicular use (too many slip lanes) and not enough improvement for pedestrians; consider eliminating some turning movements to improve pedestrian safety
- Need to better discourage illegal turns
- Suggestion to save for longer-term changes that could make more substantial improvements





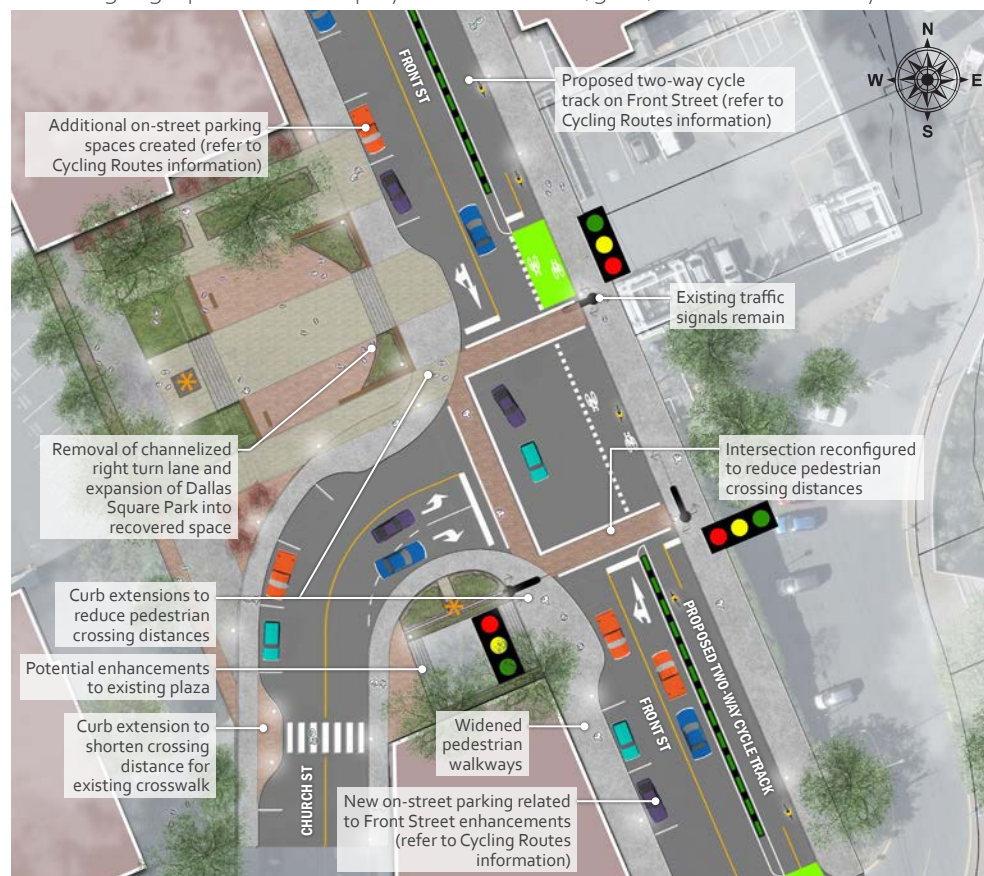
# SAFER INTERSECTIONS FRONT / CHURCH



## Proposed Initial Concept

View larger graphic on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

*Note: This concept is shown for information and discussion only and design will be refined during future steps*



## Proposed Approach

The concept recommends removing the channelized right turn lane from Front to Church to increase public open space.

1. Remove the channelized right turn lane
2. Expand Dallas Square Park into the recovered open space, creating opportunities for an enhanced plaza
3. Enhance the intersection to include curb extensions at Front and Church Streets to minimize pedestrian crossings distances

NOTE: Refer to the Front Street Cycle Track option to provide comments specific to Front Street

What is your general level of removing the channelized right turn lane from Front St to Church St and increasing public open space at Dallas Square Park?



Strongly Oppose Oppose Neutral / Undecided Support Strongly Support

## Most Frequently Expressed Comments:

- Increasing the size of Dallas Square Park is beneficial to the public; consider adding amenities like seating or small play elements to make it more usable throughout the year
- Seen as overall safety improvement for pedestrians and cyclists
- Consider reducing vehicular lanes on Church Street (e.g., remove separate right / left turn lanes at intersection, consider making Church one-way)
- Consider reducing speed limit to increase safety
- Concerns about removal of slip lane and reduced vehicle lanes on Front Street causing traffic to back up / frustrate people visiting downtown
- Increase visibility and safety through lighting and clearer signage
- Add a placemaking feature



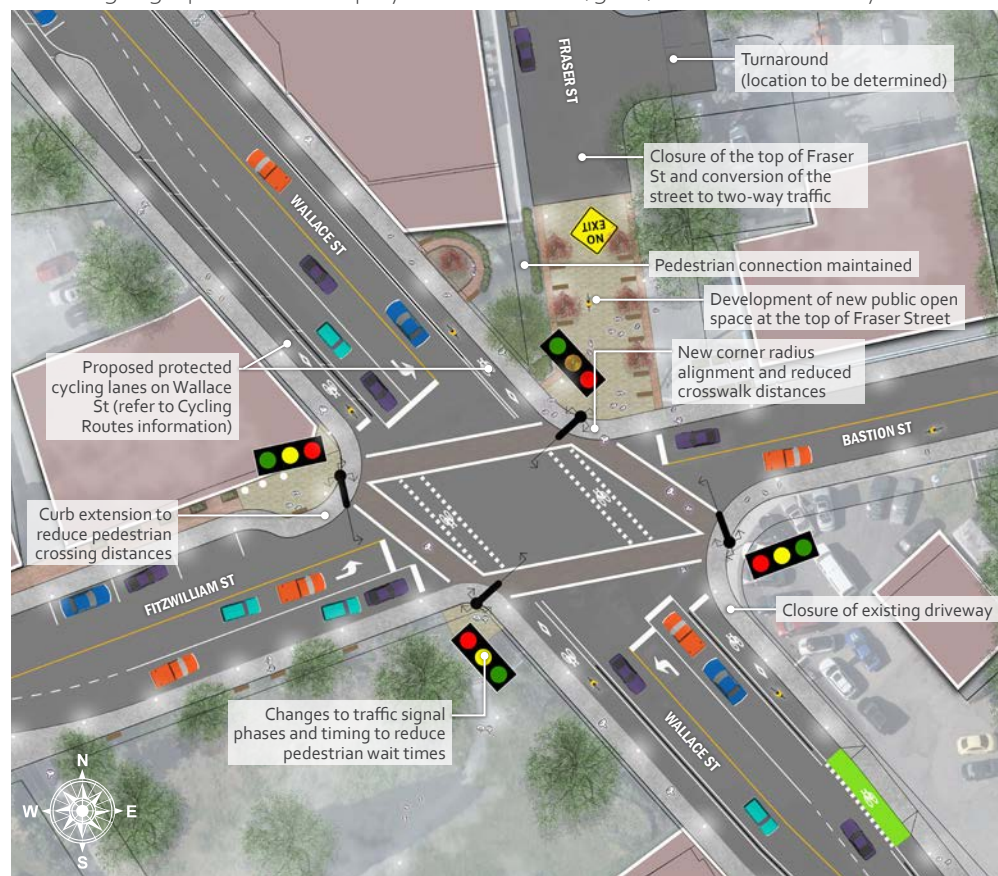
# SAFER INTERSECTIONS BASTION / WALLACE / FRASER



## Proposed Initial Concept

View larger graphic on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

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## Proposed Approach

The concept seeks to streamline traffic movements, improve pedestrian experience, and add open space.

1. Pursue closure of the Fraser St leg of the intersection to improve pedestrian crossings and intersection operation
2. Convert Fraser St to two-ways with a turnaround at the top of the street. Emergency service access would need to be addressed
3. Update the existing traffic signals to only two phases (decreasing pedestrian wait times)
4. Develop new public open space in the closed portion of Fraser St
5. Enhance the intersection to include curb extensions where possible to reduce pedestrian crossing distances

What is your general level of support for closing the Fraser St leg of the intersection, making improvements to pedestrian walkability, and adding public open space at the Wallace / Bastion intersection?



## Most Frequently Expressed Comments:

- Present conditions are confusing and unfriendly
- Closing off Fraser Street is a good idea; feeling that improvements at this intersection will better connect Old City Quarter and Commercial Street
- Adding public open space at the end of Fraser Street will benefit the downtown
- Concerns over emergency access to Fraser Street
- Ensure the proposed public space is graded with accessibility concerns in mind
- Some feel the intersection functions fine as it is currently
- Increased street lighting and brightness would help visibility and safety
- Increase tree planting and noise screening for proposed public space
- Ensure pedestrian traffic controls are accessible
- Concerns over functionality of proposed turnaround at top of Fraser Street





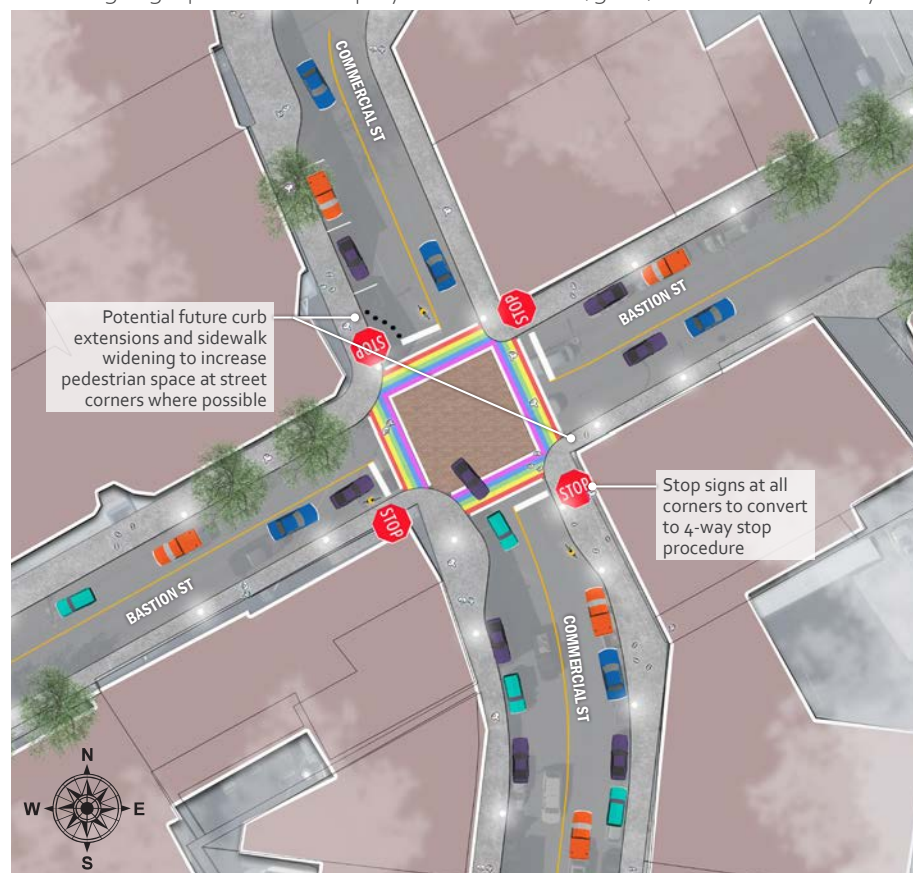
# SAFER INTERSECTIONS BASTION / COMMERCIAL



## Proposed Initial Concept

View larger graphic on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

*Note: This concept is shown for information and discussion only and design will be refined during future steps*



## Proposed Approach

While the existing intersection operates reasonably well, the traffic signals will need to be replaced soon. This provides an opportunity to consider changes to benefit downtown walkability. Four intersection options were considered, and a four-way stop is recommended (for a summary of the options, view the displays at [nanaimo.ca/goto/nanaimomobility](http://nanaimo.ca/goto/nanaimomobility)).

1. Implement a four-way stop for a trial period
2. Monitor pedestrian and vehicle behaviours, as well as public feedback, about the change
3. If the trial period is favourable, proceed with full updates including removal of the traffic signals and street enhancements
4. In not, reconsider other options

What is your general level of support for testing a four-way stop procedure at the Bastion / Commercial intersection?



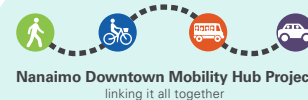
## Most Frequently Expressed Comments:

- Currently already one of the safer intersections for pedestrians downtown
- Mixed feedback on 4-way stop: support due to improving pedestrian flow; primary concerns about confusion and potential safety concerns, notably for pedestrians due to uncertainty about right-of-way
- Consider more changes for pedestrian safety (e.g., curb extensions, pedestrian lights, etc.)
- Consider keeping traffic signal operation as is
- Support for piloting changes and reviewing before permanent changes made
- Suggestion to close Commercial Street to vehicular traffic or make it one-way
- Some concern about traffic backing up at a 4-way stop when pedestrian traffic is heavy





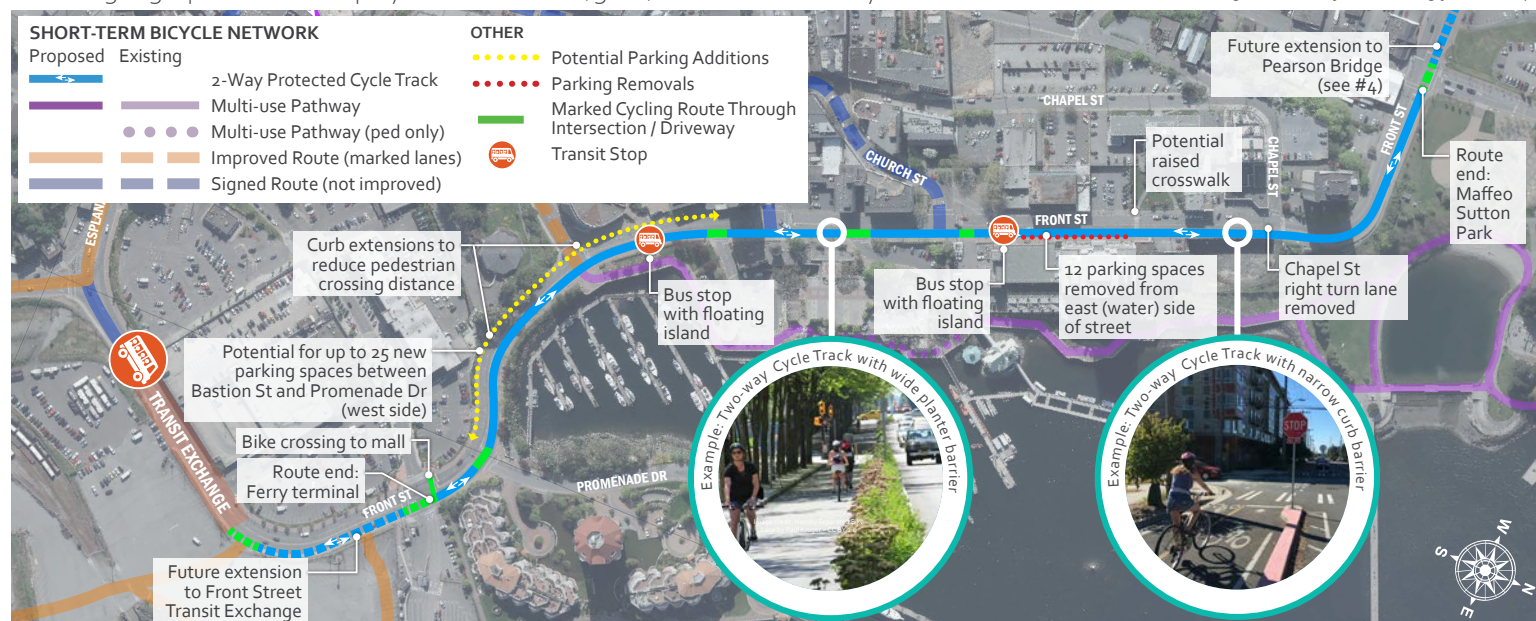
# CYCLING ROUTES FRONT STREET CYCLE TRACK



## Proposed Initial Concept

View larger graphic on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

*Note: This concept is shown for information and discussion only and design will be refined during future steps*



## Proposed Approach

- ▶ A protected two-way cycle track along the east (water) side of Front St
- ▶ The east side of the road is recommended because it has fewer driveways and intersections, better cycling connections, and impacts to the fewest number of parking stalls
- ▶ The cycle track would be built in existing roadway by changing the four-lane section of Front St to two lanes
- ▶ Approximately 12 existing on-street parking spaces would be need to be removed
- ▶ Approximately 25 new on-street parking spaces would be created

What is your general level of support for the concept for a Front Street Cycle Track?

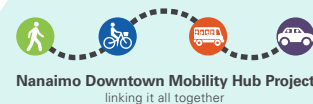


## Most Frequently Expressed Comments:

- Strong support for increased bike safety for all
- Concerns there is too much vehicular traffic to accommodate bike lanes and changes will slow traffic (i.e., removal of right turn lanes)
- Consider the west side of Front Street for Cycle Track – better connection to downtown, less interference with bus / pedestrian traffic
- Concerns over cycle lanes ending abruptly – should connect to transit exchange
- Concerns over buses unloading into bike lanes
- Concerns over impacts to businesses, access to Service Canada, access to residences
- Concerns about lack of parking, accessibility and safe loading areas at Pacifica
- Desire for cycling left turn onto Bastion Street
- Concerns about loss of drop-off / pick-up spaces in front of Port Theatre
- Desire for changes to incorporate pedestrian enhancements (e.g., sidewalk widening)



# CYCLING ROUTES WALLACE STREET

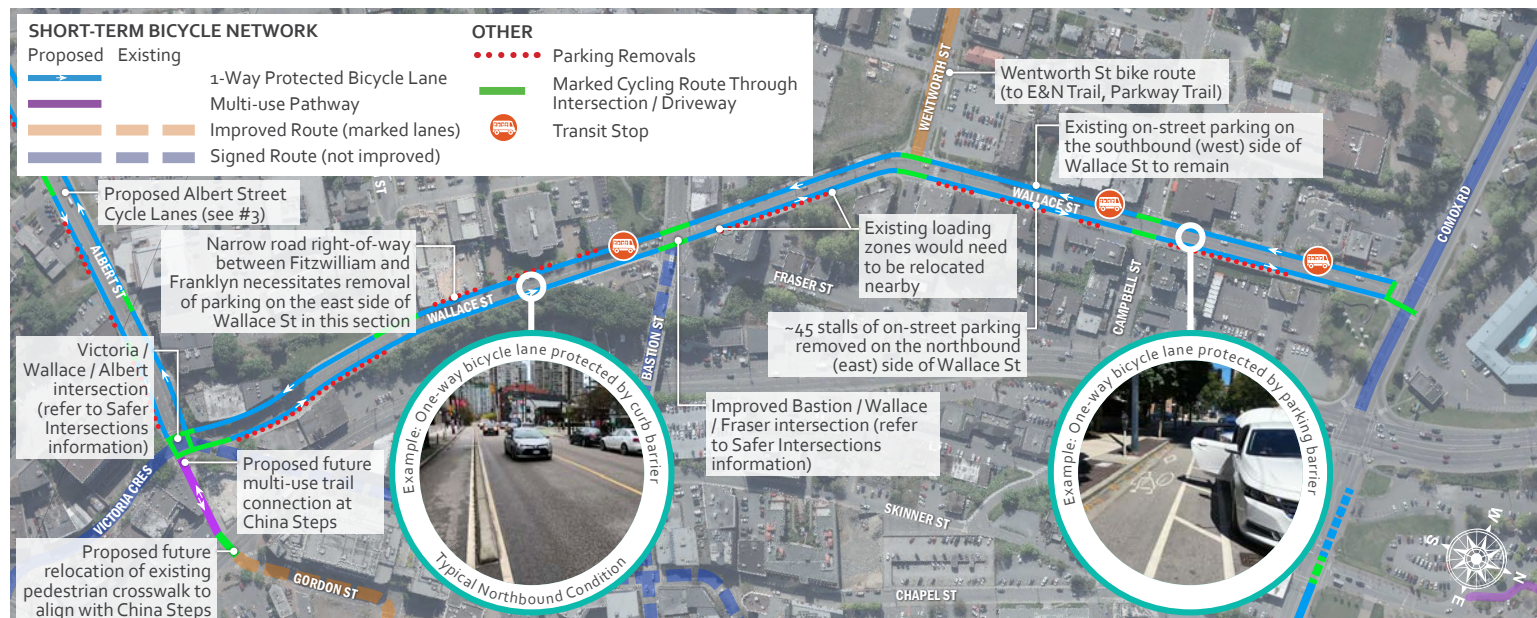


Nanaimo Downtown Mobility Hub Project  
linking it all together

## Proposed Initial Concept

View larger graphic on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

Note: This concept is shown for information and discussion only and design will be refined during future steps



## Proposed Approach

- ▶ Protected one-way cycle lanes on each side of Wallace St providing a primary north-south bicycle route west of Terminal Ave
- ▶ The cycle lanes would be built in the existing roadway
- ▶ Removal of some on-street parking would be required (approximately 45 stalls)

## What is your general level of support for the concept for a Wallace Street Cycling Route?



## Most Frequently Expressed Comments:

- Wallace Street is currently unsafe for cyclists because of vehicular traffic
- Protected cycling lanes along Wallace Street are generally supported; provides good, relatively well-graded access
- Consider how to connect to Pauline Haarer school to support kids biking to school
- Connections to E&N Trail and Front Street desired
- Concerns for cycling safety in parking-separated areas due to parked vehicles opening doors
- Concerns over the removal of street parking
- Concerns about loss of loading stalls affecting businesses / restaurants
- Some comments that bike lanes are not required
- Desire to have more transit stops along route
- Secure and safe bike parking and storage needed in the area



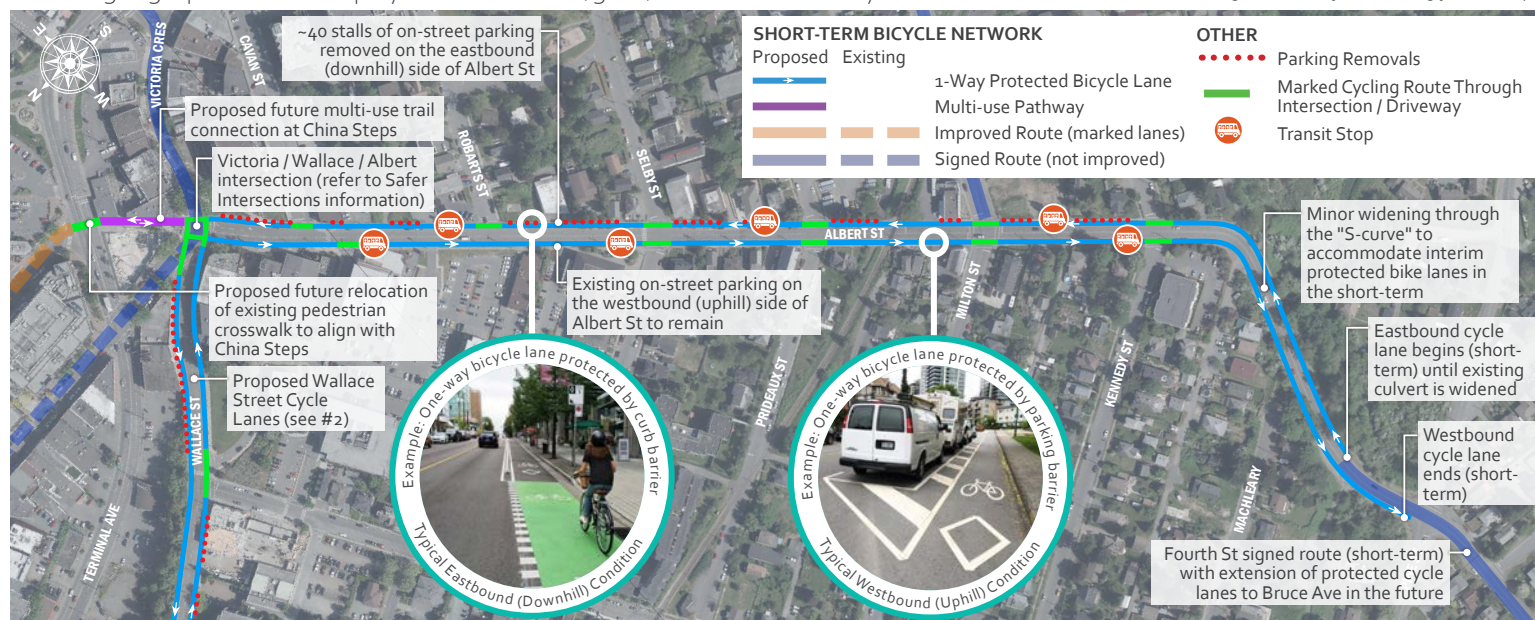


# CYCLING ROUTES ALBERT STREET

## Proposed Initial Concept

View larger graphic on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

*Note: This concept is shown for information and discussion only and design will be refined during future steps*



## Proposed Approach

- ▶ Protected one-way cycle lanes on each side of Albert St providing a direct connection between downtown and Vancouver Island University
- ▶ The cycle lanes would be built in the existing roadway
- ▶ Removal of some on-street parking would be required (approximately 40 stalls)

## What is your general level of support for the concept for an Albert Street Cycling Route?



## Most Frequently Expressed Comments:

- Albert Street connection from downtown to VIU is generally supported; consider including changes on Fourth as well to address safety issues out to VIU
- Concerns over safety of intersections, particularly how cyclists will be accommodated in the Victoria / Wallace / Albert intersection
- Concerns that Albert Street is too steep for all cyclists
- Concerns about loss of approximately 45 stalls (and cumulative losses on Albert and Wallace)
- Concerns about winter maintenance of cycling lanes
- Barriers very important on this route due to steepness of grade; suggestions for additional traffic calming
- Concerns about on-street parking removal impacting businesses
- Also look to increase accessibility for people with mobility needs (e.g., seniors, strollers, etc.)
- Concerns about safety on the 'S' curve, both for cyclists and for pedestrians





# CYCLING ROUTES PEARSON BRIDGE

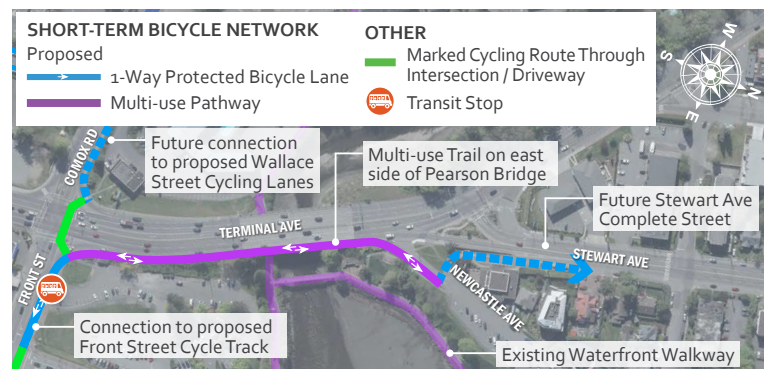
## Proposed Initial Concepts

View larger graphics on the displays at [nanaimo.ca/goto/DowntownMobility](http://nanaimo.ca/goto/DowntownMobility)

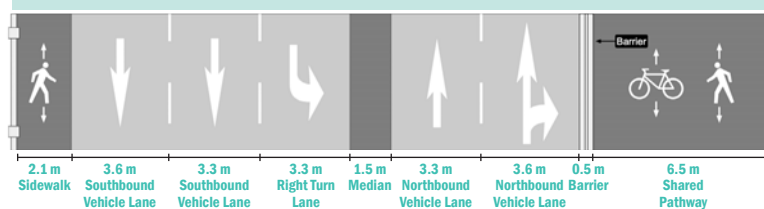
*Note: These concepts are shown for information and discussion only and design will be refined during future steps*

Two initial concepts are exploring the addition of cycling on Pearson Bridge. The outer-most northbound traffic lane that diverts onto Stewart Ave is not required for traffic operations and this space could be reallocated to active transportation

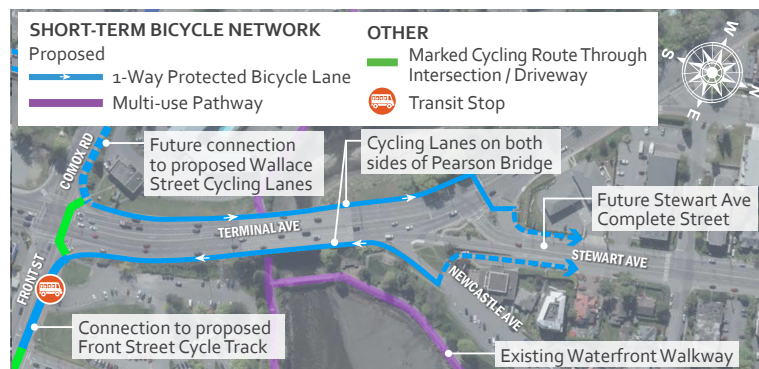
### Option 1: Shared Pathway (East Side)



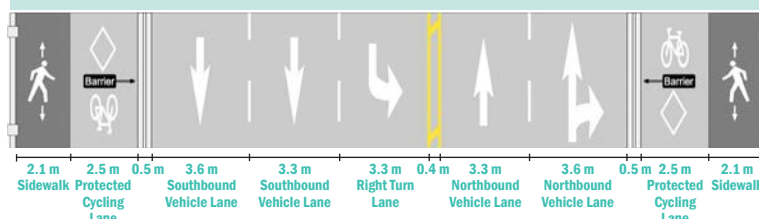
- Widens the sidewalk on the east side of the bridge to a 6.5 m multi-use pathway shared by pedestrians and cyclists
- A barrier for protection from traffic would be added



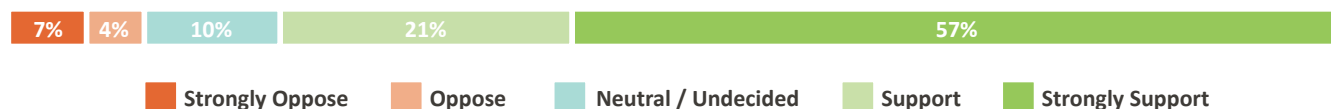
### Option 2: Protected Bicycle Lanes (Both Sides)



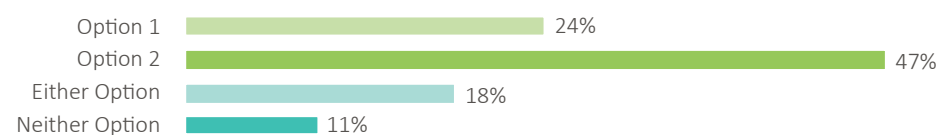
- Accommodates cyclists by adding one-way protected bicycle lanes on both sides of the bridge
- Existing sidewalks remain at 2.1 m wide and pedestrians would be protected from traffic by the bicycle lanes



What is your general level of support for the concept for a Pearson Bridge Cycling Route?



Do you have a preference for type of connection on Pearson Bridge?



Most Frequently Expressed Comments:

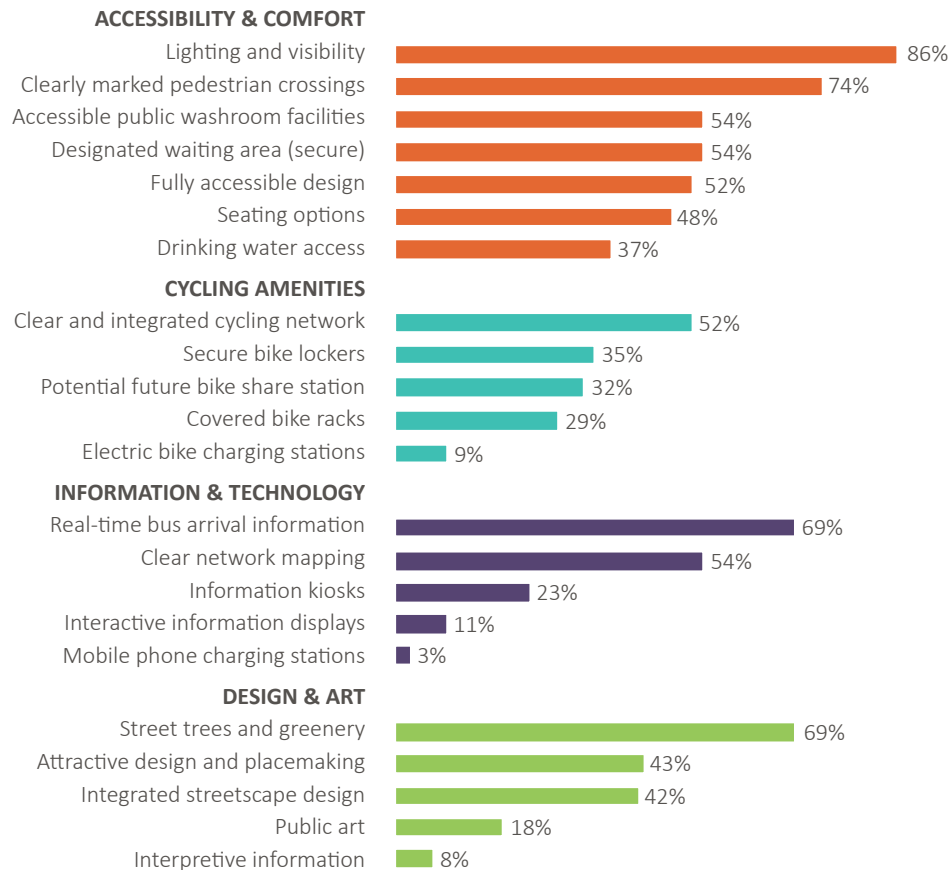
- Concerns that shared pathways can be unsafe for pedestrians and cyclists (i.e., collisions)
- Concerns about connections to Stewart Avenue
- Preference for investing in seawall cycling route
- Suggestion for closure of Newcastle Avenue to vehicles
- Concern about cleaning and maintenance of cycling lanes



# TRANSIT EXCHANGE

## Front Street has been confirmed as the preferred long-term location for the Downtown Transit Exchange.

The next step will be developing a concept for the future exchange. Below are some of the types of design elements that may be considered during the concept development, alongside technical circulation requirements. **Please review the potential design elements for the future transit exchange and select your TOP TEN priorities. Please select only 10.**



### Most Frequently Expressed Comments:

- Support for Front Street location; some concerns about proximity to / use of space at the waterfront
- Priority for security / improved feeling of safety at night; strong support for increasing lighting, considering security guard presence
- Support for elements that make the space attractive: public art, trees, nice shelters, etc.
- Access to washroom facilities desired
- Universal accessibility and pedestrian protection from traffic is essential (not optional)
- Consider reducing vehicular speed on Front Street
- Covered and weather protected bus shelters
- Logical pedestrian connections will reduce jaywalking at transit exchange
- Place to purchase tickets or passes



# PARKING

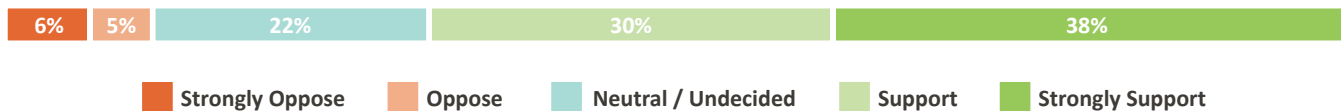
A **Parking Occupancy Study** for public parking in the downtown was completed to assess how many of downtown's public parking stalls are in use at different times. Key findings:

- ▶ **On-Street Parking Occupancy** ranged from **40%** (weekend) to **60%** (weekday afternoon)
- ▶ **Off-Street Public Parking Occupancy** ranged from **65%** (weekends) to **55%** (weekdays)
- ▶ The Transportation Master Plan recommends setting occupancy targets for downtown at **85%** occupancy during peak times
- ▶ Parking counts show that downtown parking **supply** substantially **exceeds demand** at most times, except during special events
- ▶ Public input suggests that better wayfinding that helps people find available parking is needed
- ▶ While opinions vary, most people find the supply and cost of downtown parking acceptable

Based on parking study findings, three key emerging directions are being considered for a downtown parking strategy. Please review each and tell us your level of support or opposition.

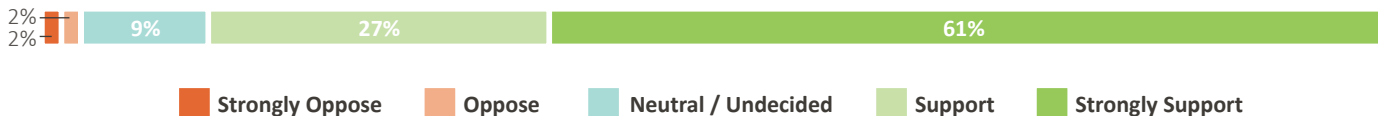
## IMPROVE PARKING & WAYFINDING INFORMATION

- Digital signs providing real-time information on spaces available
- Better signage to guide people to lots and parkades
- Collaboration with the technology sector to increase online info (e.g., parking apps)



## DEVELOP PARKING STRATEGIES FOR DOWNTOWN EVENTS

- Online info, temporary signs, volunteers directing motorists
- Off-site parking with shuttles to events Increased / free / low-cost transit during events
- Secure and convenient bike parking at special events



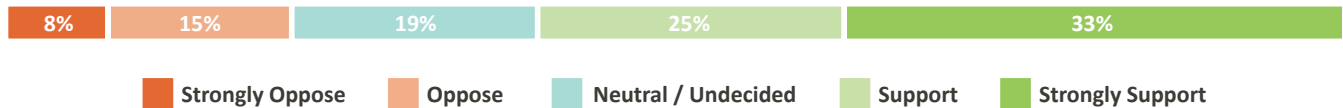




# PARKING

## MANAGE PARKING FEES TO BALANCE DEMAND AND AVAILABILITY

- Increased paid parking for high-demand locations and times; lower rates or fewer restrictions in lower-demand areas or lower-use times
- More parking / special rates for electric vehicles, motorcycles, bikes
- Expansion of "pay-by-plate" method of payment



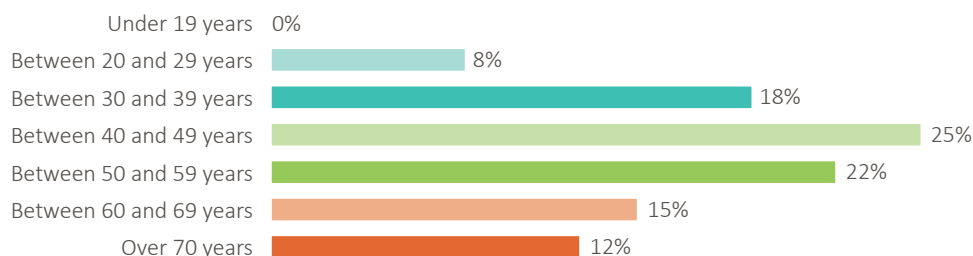
## Most Frequently Expressed Comments:

- Prioritize sustainable transit options
- Do not prioritize parking
- Consider increased parking fees in the downtown core, with reduced fees further away
- Concerns about cumulative loss of parking spaces (related to development, bicycle lanes, etc.)
- Consider more frequent road closures for events with a goal to transition to future pedestrian-only streets
- Must consider delivery requirements for businesses
- Consider opportunities to incorporate parking into future development construction
- Improve security at existing parking garages
- Consider shorter-term parking (e.g., one-hour) in business areas
- Clarify when people need to pay for parking (not always clear)
- Consider adding parkades within walking distance to downtown
- Increase accessible parking for people with mobility limitations
- Add more EV spaces, but don't reduce parking fees for EVs (still take up space so should pay)
- There is currently not enough parking to supply the demand downtown
- Smartphone app for parking meters

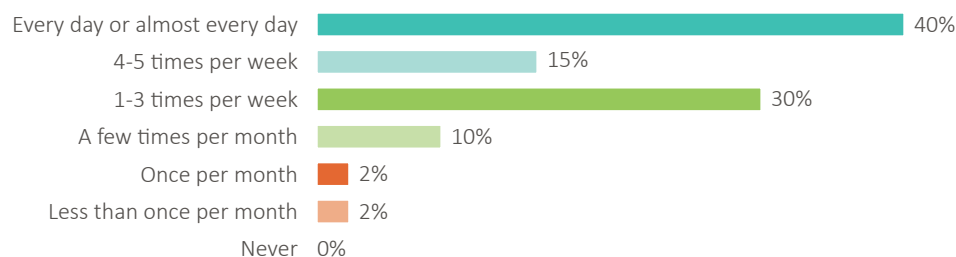
# ABOUT YOU

Five questions were asked to understand who participated in the feedback form.

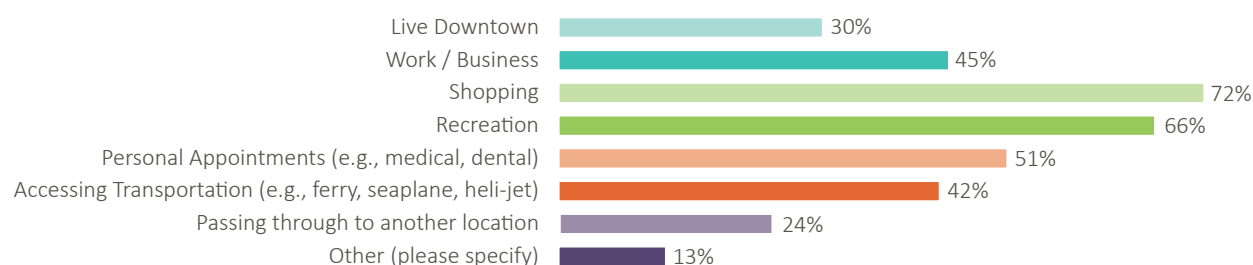
## What is your age range?



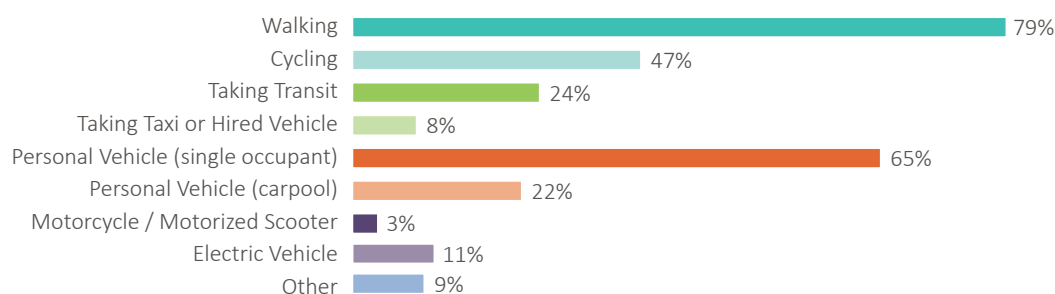
How frequently are you in Downtown Nanaimo – living, working, shopping, or playing? *Please select the one response that best describes your frequency.*



What are your primary reasons for traveling downtown? *Please select all that apply.*



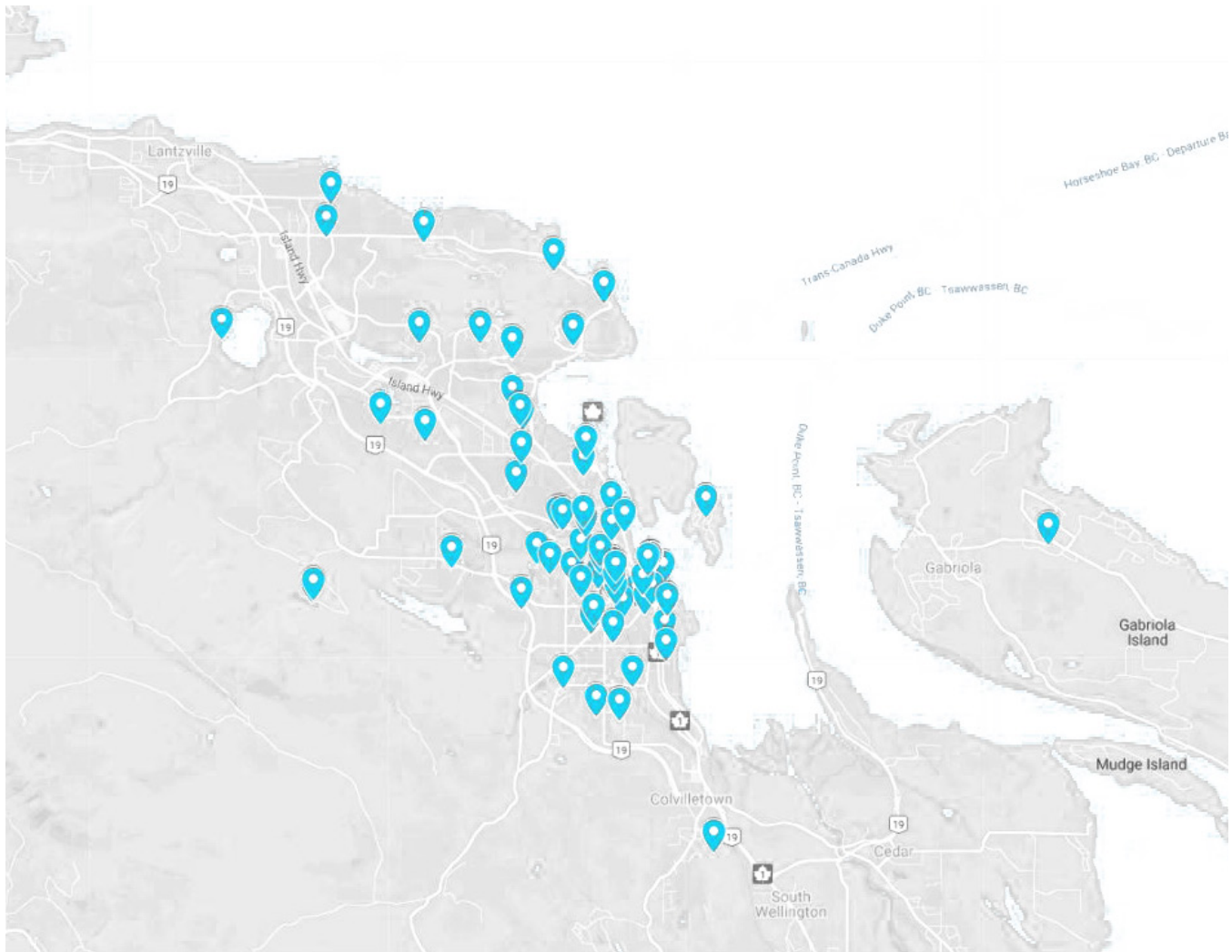
What modes of transportation do you typically use when traveling to, from, and within the downtown? *Please select all that apply.*



# ABOUT YOU

## What is your postal code?

Postal codes were collected to understand where participants live. The majority of people who participated in the questionnaire live in or near Nanaimo downtown, although most Nanaimo neighbourhoods had some representation, along with a limited number of participants outside the City boundaries.





The following is a record of reoccurring themes from comments during the engagement. See the appendices for all recorded comments.

## PEDESTRIANS

- Consider reduced speed limits (e.g., 30 km/hr) and/or increased enforcement
- Consider reducing width of vehicle travel lanes (e.g., 3.0 m) to slow motorists and provide more space for pedestrians and cyclists
- Consider future relocation of Gabriola ferry terminal to Duke Point (mixed opinions)
- Prioritize closures of streets such as Victoria Crescent, Commercial Street to vehicles to enhance the pedestrian environment
- Improve pedestrian access around Port Place Mall – e.g., better connection to Commercial Street, better front entrance (near Italian fountain)
- More consideration of people with limited mobility in all improvements, e.g.:
  - » Pedestrian crossing buttons at many intersections currently do not work well for people with visual impairments (buttons often on the wrong side of the signal pole) or mobility impairments
  - » Sidewalks with insufficient width for mobility scooters to pass when meeting pedestrians
  - » Insufficient or unsafe curb cuts
  - » Opportunity to integrate charging for mobility scooters alongside e-bikes or others
- Consideration of aesthetics and character in all improvements; make walking and cycling enjoyable by offering beautiful spaces, art, views, shade, etc.
- Consider restricting right turns on red lights to improve pedestrian safety
- Seek ways to reduce loud noises (e.g., leaf blowers, diesel trucks, etc.) that impact pedestrian experience
- Plan for efficient snow removal to make the downtown walkable throughout the year; people with mobility limitations, small children, cyclists, etc. all impacted when sidewalks / bike lanes covered in snow
- Review existing conditions of all sidewalks in downtown and plan how to improve and connect them (many too narrow, in poor condition, missing links)
- More safe places for pedestrians to cross roads, including raised crosswalks and mid-block crossings
- Concerns that proposed changes may not be sufficient to improve pedestrian safety – more needs to be done
- Other priority intersections for safety improvement consideration:
  - » Commercial / Terminal (concerns about pedestrian-related accidents)
  - » Terminal / Comox (busy, uncomfortable for pedestrians and cyclists)
  - » Gabriola ferry / Port Place Mall intersection (conflicts between pedestrians and turning vehicles) – potential location for a scramble intersection
  - » Needham / Haliburton (unsafe for pedestrians)
  - » Commercial / Wharf (left turn is dangerous, illegal u-turns)
  - » Pine / Albert – suggestion for roundabout
  - » Victoria / Nicol / Esplanade (not pedestrian friendly, confusing)
  - » Kennedy / Albert (poor visibility, no pedestrian accommodation)

## CYCLING

- More cycling routes connecting to the South End
- Safe and secure bike lock-up is needed throughout the downtown; bike theft is a deterrent to cycling
- Other suggested cycling route improvements:
  - » Seventh Street
  - » Fitzwilliam Street / Third Street – connection to Parkway Trail
  - » Fourth Street – connect Albert Street cycle route to VIU Bus Exchange
  - » Haliburton Street improvements including traffic calming and better connection to network
  - » Connection between Front Street to Wallace Street cycle routes

## TRANSIT

- More covered shelters throughout downtown and city
- Free bus passes (e.g., for seniors, students, all)
- Concerns about potential increases to transit prices
- Better bus schedules (notably during holidays, evenings)
- Improved connectivity to the broader transportation network (e.g., ferry terminals, airport, other cities)
- Incorporate inter-city buses at the exchange (e.g., Tofino Bus, Island Link); should not have to go to Departure Bay to catch a bus to Victoria
- Concerns about conflicts between transit activities and Gabriola Island ferry traffic
- Improve transit pass system (e.g., compass card)
- Provide bus pullouts at stops to minimize traffic delays

## PARKING

- More enforcement of parking time limits
- Concerns about limited parking around the courthouse area, in part related to new development

## STREETS

- Improving Terminal / Nicol would make a much more attractive downtown
- Create funky downtown alleys (e.g., Fan Tan Alley in Victoria)
- Consider opening Wesley Street at Albert to increase eyes on the street / decrease negative activity in the area

## OTHER

- Concerns about social issues in downtown
- Ensure Protection Island is considered part of the Transit Hub and find ways to improve linkages – e.g., a ferry ticket transferring to a bus ticket
- Concerns that increasing density downtown will increase number of cars
- Consider programs to incentivize alternate modes of transportation (e.g., free covered bike parking, employee incentives, etc.)
- Completion of waterfront walkway from Departure Bay to downtown Nanaimo
- Consider use of railway for electric train transit
- Take steps to encourage redevelopment of key spaces – Port Way waterfront area, Gabriola ferry, Jean Burns building, A&B Sound building, etc.
- Proceed as soon as possible so changes can be seen







# APPENDICES

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## APPENDIX A

## PUBLIC WORKSHOP COMMENTS

## SAFER INTERSECTIONS - OVERVIEW

Comments collected from notes placed on the **Safer Intersections - Overview** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- May be long-term but consider public art & potentially more 'places to pause' for pedestrians near intersections.
- Bring back radar – that will slow down cars and it is safer on the roads.
- Travel lanes are much too wide. 3m max.
- Speed limit of 20 km/h (posted) on the length of Commercial St.
- Good Plan!
- Remove 4-way stop intersections – traffic.
- The complexity of the intersections could be limited with use of roundabout – traffic.
- Consider closing & re-location Gabriola ferry to Duke Point.
- Close Departure Bay Ferry terminal. Move to Duke Point.
- Keep Gabriola Ferry and Departure Bay ferry in present locations.
- Close Victoria Street to vehicles – traffic.
- Close Commercial Street vehicle traffic. Improve parking volume at perimeter of downtown – traffic.
- Old City Quarter needs to be an integral part of downtown.
- Please provide an alternative to provide input other than online.
- Replace 4-way with small raised traffic circles – traffic.
- 6 deaths or serious injuries at Terminal / Commercial since 2013 so why no action?
- Enforce the traffic laws!
- Speed limit in downtown at 30 k/h.
- Scramble intersection on Front St. @ Gabriola ferry. Very dangerous at present.
- Pedestrian crossing from Cameron Island to Port please. Car coming off ferry don't see pedestrians.
- Comox + Pearson Bridge – need to reduce to only 1 lane turning north + 1 straight east.
- South bound on Terminal + avoid forcing south bound vehicles being forced to go + turn east onto Front Street. Terminal / Nicol / Albert very dangerous to turn east onto south bound.
- End result of these changes: 1. More slip lanes; 2. Nothing new to make pedestrians safer.
- Front St. – other roads reduced to 2 lanes. Buses must stop + go and not stop to adjust schedule as they now do off Front Street.
- Front at Port Theatre – drop off inset? South bound turn right at theatre will drop off inset around corner.
- I think we should look at how many accidents occur @ Nicol / Needham.
- This isn't about pedestrians, it's about cars. More slip lanes. No changes to most dangerous intersections: Terminal / Commercial.



## VICTORIA / WALLACE / ALBERT

Comments collected from notes placed on the **Safer Intersections - Victoria / Wallace / Albert** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Why do we need to make this easier for truck traffic? (we don't)
- Because there are restaurants all along Victoria Cr.
- Supportive of options to make pedestrian only streets – as temporary now (pilot this) and hopefully this proves successful!
- Make crosswalks well lit
- Looking forward to this feeling safer! As a pedestrian + driver this intersection causes lots of stress. The added crossing is very welcome.
- This can't be solved in a 5 year plan... though I support an improvement.
- Bastion – Wallace – Commercial St is often used as a short cut to avoid traffic lights- 4 stop will help.
- Bike lanes not shown on Albert & Wallace. Concerned about bike turning left off Albert onto Wallace.
- More traffic controls? Such as banning cars turning from Terminal to Commercial. South-bound
- Will the 4-way stop affect the traffic of the intersection of Commercial / Terminal?
- 3 new right hand slip lanes are not about walking
- Still a busy intersection but looks like a good solution. Except, will pedestrians still have right of way? Sometimes pedestrian traffic is quite heavy & traffic will back up.
- Narrow all roads to 2 lanes.
- Like 4-way stop + shorter sidewalks @ Victoria / Wallace / Albert
- 4-way isn't safer for pedestrians: a) they have to make eye contact with as many drivers, b) drivers don't yield to pedestrians.
- Close down this section of Commercial
- Roundabout for Commercial / Victoria / Albert / Wallace Streets.
- Advance green needed for cyclists turning.
- High volumes of pedestrian traffic enlarged islands and designated pedestrian cross lanes needed to facilitate safety and promote multi-modal transport!
- Proposed phasing: 3. How would Commercial St businesses receive their deliveries from large box trucks (ex. Sysco, GFS)?
- One way Commercial Street. Round about at Victoria / Commercial / Wallace / Albert Street.
- Present intersection very stressful. I avoid it when possible. Like 4-way stop and shorter pedestrian crossings.
- This is still a mess. Needs a major rethink.
- Completely close down Commercial St. from Terminal to Wallace.
- This is not safer for pedestrians.
- Love the willingness to explore options in real time & adjust based on observation... mistakes are ok if we learn!
- If I am here and want to walk to Commercial, I won't be willing to walk along the designated crosswalks.
- Temporarily close Commercial St (Wallace – highway) turn into 3-way. Proposed design is still too busy for pedestrians.
- Close Commercial St. between highway + Wallace / Victoria.
- Close Commercial St.
- Doesn't include biking lanes
- This is not an improvement. It has even more slip lanes.
- How is adding more slip lanes safer for pedestrians? (It's not)
- Close commercial 3-way stop
- Close Commercial pedestrian plaza, turn into a 3-way. Shorten side walks, expand curbs.

## FRONT / CHURCH

Comments collected from notes placed on the **Safer Intersections - Front / Church** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Commercial St. on way from Victoria Cres. Toward Bastion
- I support the proposed modifications. Add a place-making feature.
- Need right turn lanes onto Church, into Port parking, Museum way end of Port Theatre. Very concerned about impeding vehicle traffic along Front St. Front St. is primarily access route to Port Theatre, Library, Cameron Island, Port Mall.
- Most population accesses downtown from North. If vehicle traffic along Front is slowed / frustrating, people will not come downtown. Must be able to easily access Port parking and Mall.
- Doesn't need left hand turning lane
- Doesn't need lights.
- Doesn't need separate turning lanes.
- Advance green needed for cyclists turning.
- I support the Church St. modifications.

## BASTION / WALLACE / FRASER

Comments collected from notes placed on the **Safer Intersections - Bastion / Wallace / Fraser** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- This is good.
- Will emergency services have access through Fraser "park"?
- Like 4-way intersection proposal + closing 5th arm.
- Like the plan of closing Fraser.
- I support the plan to close off Fraser.
- Great idea! Add some retail to support public spaces."
- Take about 40' of Front St. and paint the road cars don't need. Include 3m travel lane, 2.4 parking lanes, see how traffic is affected.
- Painted bridge lines are not safe enough.

## BASTION / COMMERCIAL

Comments collected from notes placed on the **Safer Intersections - Bastion / Commercial** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Like 4-way stop signs @ Bastion / Commercial. Wider sidewalks. Do now, not in stages.
- The 4-way stop seems like a no brainer. I suggest there is no need to 'test + monitor,' just do all the changes.
- 4-way would be good. Then assess as time goes on.
- Front @ Bastion also needs work.
- 4-way stop: low vehicle traffic, mod. pedestrians good idea.
- Stop signs! Great idea!
- Please make crosswalks well lit
- Like lights at intersection as long as short time. Could be confusing focusing on order at 4-way stop when pedestrians have right of way. Not as secure as pedestrian when 4-way stop.
- Like the 4-way stop
- Narrow lanes, widen sidewalks.
- Bastion / Commercial stop signs are a better choice

## CYCLING ROUTES - OVERVIEW

Comments collected from notes placed on the **Cycling Routes - Overview** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Connect bike lanes in the south end
- Most of Nanaimo is a literal death trap for pedestrians & cyclists. So why the focus on Front St. (relatively safe)?
- Please extend cycling lanes into the South End (painting lanes on shoulders would help) ie 7th St.
- Connect bike lanes
- Make sure bicycle path are wide enough and divided for better flow of traffic
- Safe bike parking: parketeer

## FRONT STREET CYCLE TRACK

Comments collected from notes placed on the **Cycling Routes - Front Street Cycle Track** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Business opportunity for bicycle rentals @ Cruise Ship Terminal
- Keep pull-up at Port Theatre to facilitate ticket purchases, drop off & pick up.
- Keep right turn lanes on Front to allow vehicles to turn without impeding traffic flow along Front
- More bike lockers along the water so people could park their bikes and walk. Yes! Agreed!
- Don't add parking, make a better side walk for Port Theater. Agreed!
- E&N bike trail does not extend into the south end from downtown. Please pave! Thank you. Bumpy ride.
- Concerned that hubs will get bike lanes, but there won't be funds / initiative to connect them so the city is bikeable overall.
- I like this. I feel it can work.
- Bollards for barriers in front of Pacifica.
- Love the Front St bike plan!!
- Given the # of visually impaired people who live on Cameron Island / Protection Island and cross front to the mall, how do you plan to prevent cyclist / pedestrian collisions?
- Parketeer biker lock locker bay cages with \$50 card deposit to store bikes securely.
- Really supportive of the Front Street initiative! Great opportunities to encourage new cyclists to ride, safe and friendly!



## WALLACE STREET

Comments collected from notes placed on the **Cycling Routes - Wallace Street** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](https://nanaimo.ca/goto/downtownmobility)

- Looks good... Thank you! How about up Fritzwilliam from Wallace... up to Pine St / Bruce?
- Where are connections with schools? (safe, active transportation) helps to get young people into cycling + staffs
- I would like to see Pauline Haarer School interconnected with family value of families being able to cycle to and from school. Please. PH is in the HUB.
- Would like to see Pauline Haarer School connected cycle path network eq. Wallace up Campbell
- Closure of parking stalls / loading zones along Wallace for bicycle lanes will affect multiple restaurants
- Like one-way bicycle lane protected by curb. Excellent safety measure from buses and trucks.
- Fitzwilliam is a very important route to consider for cycling because it connects downtown to NAC/ NDSS/ VIU. Please speed up projects along this route.
- Travel lanes are much too wide. 3m max.
- Love Wallace St. bike plan!!
- Great cycle lanes (new) on Bruce Ave! And they can be upgraded in the future, if desired. So... SIMPLE lanes (low cost) that can be upgraded if / when wanted!
- Concerned about turning from Albert left onto Wallace
- I think this option addresses the many access points (driveways etc.) while still accommodating cyclists safely.

## ALBERT STREET

Comments collected from notes placed on the **Cycling Routes - Albert Street** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](https://nanaimo.ca/goto/downtownmobility)

- Love all of these proposed changes!!!
- Looks good let's do it
- Please consider: short-term prioritizing a cycle lane up Fourth Ave. between Wakesiah and the VIU bus exchange. Currently this 300m stretch is dangerous for both cyclists and vehicular traffic. There is ample room up the right side into the campus! Thanks
- Extend to VIU ASAP Please
- Love Albert St. Bike Plan extend it to VIU!
- Extend Albert St. Path to VIU ASAP!
- What about using the rail routes (lower changes in elevation) as cycle routes? Benefits – off roads, safer, scenic.
- Wallace / Albert Bike Route intersection: How does this affect Commercial/Wallace/Victoria intersection?
- Change bus icons to direction of travel
- Wondering why Albert + not 2nd or Comox?
- Expand cycling routes throughout the downtown core and South End to VIU ASAP. Great work!
- Fourth St between Bruce and Wakesiah is currently pretty safe... but Fourth St between Wakesiah and the VIU bus exchange is dangerous.

## PEARSON BRIDGE

Comments collected from notes placed on the **Cycling Routes - Pearson Bridge** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Please do NOT create dangerous mixed pedestrian bicycle paths/lanes. [www.cycling-embassy.dk](http://www.cycling-embassy.dk) Thank you
- Strongly Support Bike Lane Both Sides On Pearson Bridge
- Option 2 is better for me
- Pearson Bridge I love option 1 but 2 is better than nothing!
- Narrow travel lanes, widen sidewalks
- Option 2 Please. Option 1 is dangerous to cyclists + Pedestrians
- Vary height of pedestrian + cycle lanes
- Thank-you for all the thought / planning! Option 2 preferred as it allows cycle traffic in both directions."
- Cycling lanes that are on each side of the road better accommodate (re)integrating into traffic (especially North bound on Terminal).
- Close entrance to Newcastle Ave (like Fraser St)
- Was concerned – see option. Q. How are you going to deal with pedestrian transition from Wallace onto Comox to get onto the one side shared lane on Front?
- Please cycle path all along seawall walkway (not just partial)
- Option #1 but split pedestrian and bike traffic; existing sidewalk two-way bike lane.
- Option 2 like better. Safer for pedestrians. More convenient for cyclists (especially if heading South to downtown + want to turn right onto Comox after Bridge)
- Pearson Bridge. Maybe pedestrians on the east side, bikes on west side

## PARKING

Comments collected from notes placed on the **Parking** display boards during the November 20<sup>th</sup> Public Event. View the display boards at: [nanaimo.ca/goto/downtownmobility](https://nanaimo.ca/goto/downtownmobility)

- More frequent road closures to cars for events with future goal to permanently make certain streets pedestrian / bike only. + Integrate with higher density living downtown to create overall more walkability.
- Designated parking areas and/or rates for business owners and employees working in DT.
- How much consulting was done with DT delivery businesses? 15 min parking?
- Suggestion, short-term (15 min to 1 hr) parking along Victoria Cr where there are mostly restaurants.
- Make the downtown area a 30 km/h speed zone.
- No one I tell about Bastion St parkade seems to know it exists. I also continually stop people from paying there after 5 pm + on weekends and holidays, because they don't know free then + machine still takes their money.
- Increase electric car charging spaces. Communicate benefits of lower co2 emissions. Incentivize taking the bus / walking / bicycling.
- Less traffic + parking for cars in downtown. Replace with public transit and bicycle pedestrian ways.
- Survey people to find out their parking habits / behaviour.
- Parking. Where do you see people parking who want to go over to Gabriola for the day but don't want to take their cars – Parking on esplanade are displaced to where?
- Our focus is on (refer to triangle hierarchy). This needs to be reflected more in the plan. Parking in new builds.
- Improve security at parking site.
- Why did 7th not get bicycle path and or pedestrian walkway in 2019 upgrade?
- Yeah, but in Nanaimo its 17 minutes a year.
- Pay as you leave parking.
- We don't need parking if we can safely walk downtown!
- Signs to indicate free parking after 5 pm on weekdays (and weekends I believe?). And that loading zones are free parking after designated times.
- Bike parking
- Enclosed bike parking. EV chargers level 2, not level 3 needed. Pay-by-phone. Reduce street parking"
- I like the idea of doing short term experiments to see what the impact is!
- Parking is available now, however, as development continues to absorb private lots. We will likely have a shortage. Look for opportunities to partner with developers to integrate public parking for future into current developments."
- Much better signage letting people know parking is free after 5:00 pm!
- It's a good plan!
- Bike parking (secure)
- Public parking on west side of Bastion St Bridge will likely become necessary with the mixed use requirements of municipal planning documents.
- If I only need to park for 30 minutes, I shouldn't have to pay for 2 hours.
- Parking machines should provide change.
- Supportive of better communication of parking lots, etc. – signage program? Or strategy?



## TRANSIT EXCHANGE

Comments collected from notes placed on the **Transit Exchange** display board during the November 20<sup>th</sup> Public Event. View the display board at:

[nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Covered bus shelters throughout the whole city
- Downtown where are homeless safety for all.
- Free bus passes for all. Old folks safety.
- Secure bicycle parking for transit exchange + more bicycling parking + more lighting.
- Very supportive of the location on Front Street. Access is great + opportunities to explore increase public realm design.
- Improving the lighting surrounding the terminal at night, not only the terminal itself, otherwise it'll still be unsafe.
- More transit on holidays + nights.
- Safe bike lock up. Try top deck @ Port Place Mall, @ security area to start with.
- Design Port Place to attract more pedestrians.
- Improve frequency of bus service. Special times for seniors.
- Support the bikeshare + bike routes in that area.
- Support the innovative structure + designs that look nice & make an impression + practical designs.
- Allow intercity buses e.g. Tofino Bus to stop downtown.
- Keep the buses quiet! The older buses were loud but the new ones are great."
- I agree Front St. is best location, but make it more attractive – it does look like parking lot. Public washrooms are essential. The ones at Port Place are ghastly.
- Cheaper or free bus pass for students!
- Free "shuttle" needs to shuttle between ferry terminals and downtown only. Time to ferry schedules! A mini-van would do fine.
- Free bus for students. Free bus in downtown core.
- Floating bus islands along Front Street combined with new transit exchange will lead to increased backup of traffic behind of traffic behind stopped buses further up Front Street.
- Thumbs up to Front St location for transit hub. Better signage lighting delineage (paint lines).
- Move transit terminal from waterfront.
- I prefer Front Street for the exchange.
- Buses one-way only on Front Street.
- Free bus passes or very cheap bus passes to youth.
- Front St bus transit. Excellent location for bus exchange! This is where Tofino Bus + Island Link Bus should stop – need to update their licensing to allow this because regulations based on when we still had Greyhound. Currently a south ender going to Victoria has to first get to Departure Bay to catch the bus.
- Good job!
- Potential conflict with Gabriola Island Ferry traffic. Require stores facing Front during Port Place mall's development. Also, more residences.
- Should it be integrated into a master plan / or redevelopment of "Port Place" shopping centre?
- Temperature controlled heated bus stop. Or at least properly shaded with comfortable seating.
- Hopes for the exchange: Public Washrooms! Art! Covered areas for all passengers. Landscaping-integration with plants + natural elements! Good lighting. Digital up-to-date info on rates. Place to buy passes + tickets with a card (debit or credit card).
- Need crosswalk from Front St. exchange to Thrifty's.
- Location could be moved to align with mall entrance.
- Shuttle from Maffeo Sutton for events.
- Transit exchange Front Street very good option.
- Glad to see these are being considered.

## OTHER IDEAS

Comments collected from notes placed on the **Other Ideas** display board during the November 20<sup>th</sup> Public Event. View the display board at: [nanaimo.ca/goto/downtownmobility](http://nanaimo.ca/goto/downtownmobility)

- Traffic calming on Haliburton (bike route) and fix south end of Haliburton for cyclists
- Close Commercial St, starting with section between highway & Victoria / Wallace
- If travel lanes are narrowed to minimum widths then more options become available, such as wider sidewalks, service area @ Pacifica
- Slow limits to 30 km/h downtown
- Pedestrian walking mall – no cars. Say Commercial + Bastion area. Accessed by transit, cycle, walking or cars parked beyond perimeter or perhaps in Old Town?
- Does Hwy 1 have to go through downtown? Could the parkway be designated as Hwy 1? Having Nicol, Terminal as a city street instead of a highway would leave more space from cycling + walking
- No right turning on red lights downtown. Save pedestrians.
- Although I would like to see much more done to improve walkability, I am happy that the city is now considering it and pursuing ways to implement it at last!
- Downtown Funky Pedestrian Alleys. Open up the boarded up alleyways that would make awesome (ex Fan Tan Alley, Victoria) pedestrian connections between Terminal + Commercial. (will need cross-walks on Terminal)
- As a comment, I find your triangle of mobility priorities odd – it doesn't reflect the reality of life for pedestrians in this city. Cars come first in planning design, pedestrians last.
- Other ideas. Commercial – Terminal intersection is the most dangerous in the city for pedestrian crashes and is not identified for improvements.
- What about Terminal Nicol re imagined!
- Excited about having a pedestrian plaza @ bottom of Albert on terminal in front of old Acme
- Safe Intersections. Needham + Haliburton probably has the most accidents presently.
- Speed limit (posted) of 20 km/h the length of Commercial St.
- Lower speed limits, and enforce them. It will make life in the city safe for pedestrians, cyclists and transit users. It will also reinforce the idea that cars should not always come first.
- Don't forget Protection Island, someday the city may become responsible for providing transportation. A ferry ticket should transfer to a bus.
- The intersection on Front St. where the Gabriola Ferry passengers make a right turn is extremely dangerous. People crossing from Cameron Island to Port Place Mall risk being run down by cars exiting the ferry and turning right.
- Bring in the compass card system for our buses- tickets and change are inconvenient. I have a compass card for the lower mainland and I love it. It would save money for the transit system, too.
- Other ideas. For pedestrians, there is still no attractive, safe inviting passage into downtown Commercial St.
- Close off Commercial St to cars. Allow bikes + pedestrians, more patios, provide a safe, bright, secure area to lock up bikes (cage, with key access?). Lock bikes inside large cage? Bike theft is HUGE issue.
- Slow traffic on Nicol
- Stewart Bikes. North bound big issue Stewart backed up to Townsite on busy weekends. Dangerous for user Front Residents waiting to turn south.
- Dangerous intersection @ Front + Gabriola ferry for pedestrians. Consider scramble intersection.
- Intersection worst intersection for pedestrians. Front St at Port Theatre and Gabriola Ferry. Left turns on pedestrian walk lights.
- Extend Wesley through to Albert to discourage people from occupying the street (more eyes on the street)
- Specific parking for evo, e-bikes and motorcycles.
- Not on your protect list yet. Pine & Albert new 4 way stop condition. Consider roundabout. I think there is enough demand in both directions.

## SAFER INTERSECTIONS

QUESTION: What is your general level of support for building near-term, low-cost measures to address key issues at the Victoria / Wallace / Albert intersection now, while continuing to plan for long-term improvements to the surrounding area? Please explain your response or share comments, questions, or concerns you'd like to note about this option.

- I think that given we have declared a climate emergency any effort to make clean transportation more available is critical. Also it is really important to help the downtown businesses. Making this area people friendly is important. People love to walk in beautiful settings and gather with friends and family. Any way to extend the business of the waterfront quay up into town will be beneficial for commerce.
- This is a very odd intersection for pedestrians, cyclists and vehicles, especially for people who are not familiar with this intersection.
- As a pedestrian I think the existing format is fine. Pedestrians have the right of way on all crossings at this intersection.
- Close Commercial St. between the highway and Albert / Wallace / Victoria to motor vehicle traffic (except emergency vehicles) and make that short piece of roadway a plaza. This would increase the value of the properties on either side and that area. This would facilitate cycling and walking.
- I lived downtown for 23 years near that area and I would see regularly cars coming down Wallace St making a LEFT TURN EVEN THOUGH there was a sign stating you CANNOT so this must be improved. New pedestrian leg on commercial st MAY be dangerous if some still make illegal left turns from Wallace st.
- Very strongly in favour of closing Commercial to vehicle traffic. Would happily pay significantly higher taxes to see this happen.
- I think the 4-way stop will help. Right now, it's confusing for drivers as to who has right-of-way. I hope there are plans in the future to make it even more seamless for pedestrians.
- I strongly feel that a 4 way stop on Commercial/ Wallace / Albert is a great idea. I have seen so many near misses at this intersection.
- It's still too chaotic and too democratic. Especially bikers will have a hard time to make good decisions. Some pavement needs to be enlarged. The enlarged Island ends to go. I would recommend to prevent people from crossing Commercial. Also the right turn from Albert Street to Victoria is still too dangerous. In general more specific choices.
- Whether I am driving a car or walking on the sidewalk, I never feel safe at this intersection. I would love to see Commercial closed to all vehicle traffic.
- What is done needs to consider the "actual" actions of drivers and pedestrians and bicyclists. Visibility on dark rainy nights is especially critical.
- This design is not about increasing pedestrian safety or convenience. This design adds 3 right hand slip lanes, which support traffic flow, not pedestrians, increases the no. of conflict points at every crossing, forces pedestrians onto islands in the middle of the road. A four way stop doesn't increase safety for pedestrians, as they will still have to try to make contact with drivers around the entire intersection; Nanaimo drivers generally don't know how to use a 4 way stop, and do not yield give right of way to pedestrians. This plan needs to include cycle tracks, as shown in another of the cycling concepts. Why not look at restricting the vehicle choices into this area: why does every direction allow right, left turns? Why can't traffic be prevented from turning right from Terminal onto Commercial as a 'pilot'? Pedestrians will continue to cross mid block, rather than follow this obstacle course across the intersection.
- This design is terrible. You add one stop sign and some slip lanes. Slip lanes don't make pedestrians safer - they make it easier to drivers.
- Save money for proper fix; ie close Commercial St to motor vehicles permanently.



- This intersection is currently super unsafe to navigate as a pedestrian and in a vehicle, but the proposed concept doesn't do much better to safely cross this intersection. The best option would be to close off Commercial St between Terminal and Wallace and have a 3-way intersection. This is probably the worst intersection in Nanaimo and drastic measures need to be taken to fix this immediately.
- I use this intersection quite a bit (car and ped). Near-term low-cost plan as outlined is a good start however adding the 4th stop sign may cause traffic to back up on Terminal. Is the current 3-way stop experiencing a high number of ped or auto collisions? More information is required about current vehicle traffic flow, and what future plans are for vehicle traffic flow thru the intersection for comments longer term. Which road/direction has the most vehicle use, and which direction are most of them headed? The highway access at Victoria/Nicol is another messy intersection. Is Victoria Cres used a lot for highway access? If not, perhaps (medium-term) all of Victoria Cres should be closed to general traffic, and open only to buses and delivery vehicles? Long-term: Land expropriation?-- continue Albert over the Big Hole (next to China Steps) and have lights at Terminal, while removing the short piece of Commercial? Ultimately, how do you want to direct traffic flow in this area?
- Would be nice if there was more of an opportunity to make the Commercial Street section more pedestrian focused.
- It's nice to see pedestrians provided safer crossing options at this intersection. It would be nice to see some cycling infrastructure included to here to ensure it's a complete street.
- This intersection is currently very dangerous for pedestrians and cyclists and I think the proposed changes will improve safety, particularly for those on foot. I really like the islands and increased pedestrian crossings in this plan.
- I think 4 way is the way to go here. I like the idea of street closures for special events extending to here
- I am not sure a 4 way stop would change much. I have had to use the intersection about a dozen times this year as a pedestrian. It is frightening. If the 4 way stop is introduced, please also install the pedestrian warning light system for a measure of additional safety.
- It is agreed that this intersection is one of the most confusing for drivers and it is unsafe for pedestrians. Visibility is a great issue too.
- As a pedestrian, I still have concern for the number of lanes vehicles can be coming from. Having a four way stop instead of the way it is now, will at least get rid of some confusion. I also appreciate the islands for pedestrians, so you have refuge while waiting for a safe time to proceed.
- We walk and cycle to this location often. We are a family with two children ages 11 and 9 and we regularly support the businesses on Victoria Crescent. I had an unsafe experience with my children at this intersection just last week around 6pm. I was midway through the crosswalk crossing Wallace (crossing from Nana Sushi, where we had just eaten dinner, over to the side where the pulled pork window is). A car that had come from the other side of Wallace was slowly rolling closer and closer toward us as we crossed while the driver gestured angrily. Over the years we have seen many close calls for pedestrians and cyclists at this intersection when we have been sitting on the patio or by the front window at the Vault Cafe. This is such a vibrant active part of the city and it would be wonderful to see changes at this intersection to make it more pedestrian and cycling friendly.
- This is one of the worst intersections in Nanaimo. The problem could be solved by rebuilding this intersection into a round-about, with a public art piece in the middle. This way the traffic will have to slow down, but it will keep moving. Pedestrian safety is very important at that intersection.
- This intersection needs traffic lights. Making it a 4-way stop is insufficient and won't significantly increase safety of pedestrians. That said, it is better than nothing.
- Are traffic lights being considered in the long-term? How about a scramble intersection? I could see how with the proposed plan, as a pedestrian, it would still be confusing and sketchy crossing as the layout of the street remains the same. Definitely in favour of getting rid of the three-way stop as it is incredibly confusing and does not instill a sense of safety as you're walking through!
- It will make it much safer for pedestrians to cross and cars as well. Encouraging pedestrians and bikes, please. Given the geometry, I think traffic light would be better

- This intersection makes me nervous both when I'm walking and when I'm driving. It's a valuable connector from Commercial to Victoria, and from downtown to Albert so I think it's a great place to focus your efforts!
- This is the worst intersection I encounter walking in the downtown area due to bad sight lines/stop sign issues, lack of clearly marked pedestrian crossing. I support anything that can be done to make this intersection safer. I would prefer pedestrian controlled lights rather than having to try to see which vehicle will be moving next at a 4 way stop.
- It's fine as is.
- I believe the simplest solution to the traffic management problem at this intersection is to close the Wallace side to vehicle through traffic. Converting the Wallace link to Franklyn into a dedicated parking area (access to Victoria/Albert only), will minimize the traffic throughout. That link is primarily used for parking anyway.
- This area is in desperate need of improvement- getting busier all the time, and riskier to cross for pedestrians. A crossing light should be implemented as well for those dark, rainy nights OR at least improved and brighter street lights.
- All great ideas for increased safety.
- Keeping it as a four-way stop, even in the near-term, does not seem like an improvement because the intersection is still so wide it is difficult as a driver to assess what other drivers are doing, and as a pedestrian you feel like a sitting duck. This should be a pedestrian controlled intersection; for example, with a flashing green traffic light that goes red when pedestrians signal to cross. I would support this section of Commercial being a right turn only onto Wallace with a yield sign and no left or straight lane. I like the idea of there being streets that are closed to vehicle traffic and are only for pedestrians and cyclists.
- I walk this intersection daily, and it is going to get someone killed.
- These changes would increase the walk ability of this area, I support this.
- I always support pilot projects, I'm sure it will reveal something about the long-term plan- either good or bad- that it will be great to learn sooner and at a lower cost.
- Addresses my concerns!
- I like the idea of closing down the small section of commercial that turns Victoria/Wallace/Albert into a 'T' junction. If you do Thursday night closures like you did in summer 2019, why not include this piece then as well.
- "4 way stop" is a safety concern for pedestrians- too confusing.
- It is a very confusing intersection for a person who is visually impaired. One major problem all across Nanaimo are misaligned pedestrian crossing buttons. Buttons are on wrong side of traffic light standards, requiring people to walk around to trigger the light. This could cause a visually impaired person to become disoriented when using the intersection and potentially putting them in harm's way.
- Nothing short of closing Commercial Street to traffic could work here. It's a mess!
- Trust of project is to improve pedestrian access + safety + reduce traffic superiority. Preference should be given to closing Commercial & Victoria to vehicles. The plan as stated is too complicated because it still provides for vehicle priority.
- Cutting off Commercial between the intersection and Terminal would not work. Traffic coming down Albert or Victoria would have to use Wallace or the little access below the old firehall to access.
- What a mess – overcomplicated. For a simpler concept, go back 20 years. A bandaid approach when a long term solution is needed. Q: Is this money well spent or should other considerations be considered. Very low priority for now.

**QUESTION:** What is your general level of support for removing the channelized right turn lane from Front St to Church St and increasing public open space at Dallas Square Park? Please explain your response or share comments, questions, or concerns you'd like to note about this option.

- This is an important pedestrian and cycling connection point. Increasing the size of Dallas Square Park is a great idea. It is always very crowded during Remembrance Day Celebrations.
- I think these ideas are awesome for creating comfortable urban space.
- Color the whole length of the bike lane green.
- I would love to see an expansion of public space here. Could help make downtown look so much nicer and inviting, and potentially better memorial space. I would also love to see Church Street changed to a one way street with more room dedicated to pedestrians and cyclists.
- This is a good idea. Do it.
- Removing the slip lane off Front St and expanding the park are all great ideas which help make the waterfront more inviting.
- I like how the weird need to double cross the road is gone.
- Nice to see growth of public park space. To ensure it becomes more of a community hub, let's ensure the design provides reasons for people visit/spend time there. Perhaps a small playground or play-like structures to encourage families to hang out there.
- Love it all! Excited for cycling routes especially protected routes I can take my kids in and feel safe.
- Definitely expand Dallas Square – include benching cluster and 2 or 3 of the individual bouncy playground items (the ones where 1 small child can sit in and rock back and forth on a sturdy spring) to create a natural go to place and hub for mothers / care givers with young children. I lived in Germany for 18 years and every addition drew regular users and greatly improved the area.
- I feel that as a driver, pedestrians get lots of time to cross and visibility is not an issue.
- There is no need to remove this. One more thing to stop people from going downtown
- This proposal seems more pedestrian and bike friendly, which is a must in our downtown.
- This would make it safer and easier for pedestrian traffic
- I worry about the traffic turning left onto Church St from front. I think it will cause a backup unless and advanced light is given to them.
- This does not feel like a very pedestrian-friendly corner right now, and yet it feels like a route and an area that would used more by pedestrians (visitors and residents) and by motorists if the routing felt safer and friendlier. As a driver and a pedestrian I find this a confusing intersection that is not very welcoming. The changes look like an improvement. Extending the green space seems like a good idea. Except for on Remembrance Day I can't think of a time when this space is used. I can see the night market crowds naturally flowing into this space in the summer as well.
- Seriously? The ridiculously small increase in public space as a justification for cutting off a prime corridor for access to Commercial Street is very silly.
- Let's create a plaza for the cenotaph.
- It will be nice to see Dallas Square park expanded. This will also be safer for pedestrians
- 
- Maybe reduce the speed limit?
- Really used very seldom, it appears on a day to day basis, but would be great to have extra space for days like November 11.
- My only reservation/comment is to consider the Remembrance Day gathering/parade and other parades; will there be enough room? It would make me very happy to see more community use of Dallas Square; I live in the house of the man who carved the cenotaph and have a sentimental attachment to this longstanding but underloved park.
- I think this would help reduce conflict with speeding vehicles in this area and it would be good to expand / improve the park area. I am concerned however about how the proposed cycle track would impact pedestrians.
- It's fine as is.
- ANYTHING to reduce downtown vehicle traffic would be appreciated... pedestrian and non-motorized travel should be prioritized; also emphasize 'pet friendly' with dog water station(s)

- The biggest problem with this intersection is visibility. The speed limit of 30km/hr may be enforced better, but where that transition from the 50km/hr on Comox coming down and the 30km/hr that begins on Front is poorly signed (I've never seen the sign). Lighting and better signage will go along way to improve the safety of this intersection.
- A slower speed zone might be considered if increasing public open space as that means more pedestrians in the area.
- Front St. does not need dedicated bike lanes. The existing traffic is minimal enough that if everyone obeys the rules of the road, then all can share the road safely. Perhaps an awareness campaign is all that's needed.
- Much needed. But need better planning for Dallas Square expansion, so it doesn't become a dead space.
- The ability for cyclists to turn onto Church Street going north or south from the new bike lanes must be preserved.
- Less of a priority / safety concern.
- Plan is complicated. It would present additional problems for pedestrians, visibility would be impaired when using crosswalk blocked by vehicles turning onto Church St. Remove traffic lights. Install traffic circle.
- Is it really necessary to reduce pedestrian crossing by 5-6 steps, eliminating the right turn lane will cause a back up on Front Street. How many people actually use Dallas Square except November 11?
- Cycling lane is on the wrong side – considerate of cyclists only, without thinking of walking, transit, deliveries and parking on water side which is used a lot more than mountain side.

**QUESTION:** What is your general level of support for closing the Fraser St leg of the intersection, making improvements to pedestrian walkability, and adding public open space at the Wallace / Bastion intersection? Please explain your response or share comments, questions, or concerns you'd like to note about this option.

- Another awkward intersection and an important one to connect Old City Quarter with downtown.
- I think it is very important to create two lane paths that are separated from traffic by at minimum three foot high traffic posts every 15 feet or so and preferably a small concrete median. For everyday cyclists this will increase the comfort level for personal security.
- Strong support for closing as many streets as possible to vehicle traffic
- Closing off the road to Fraser will make it much less confusing for pedestrians
- Color the whole bike lane green.
- Would be such a great improvement!
- Support closing off Fraser St. All businesses still have road access for emergency vehicles. Would like to see a bigger sidewalk bump out at Cappy Yates Park side, as this crossing is still very long.
- Anything to promote cycling and slow motor vehicle traffic.
- I have rarely seen a vehicle use Fraser St and closing it would help make the connect between the Old City Quarter and Commercial St easier.
- I like the realignment but would be concerned about the emergency access. Also unsure if that's a good place for a plaza?
- This is a fabulous design! The cycling infrastructure is particularly key, as well as the potential pocket-park space that the closure of Fraser would allow. A future vision could see a restaurant on this corner (or social enterprise linked to the Youth Services Bureau), with an outdoor patio.
- Wow! This is great. I bike along Wallace to get downtown regularly, and a protected bike lane will make it much safer. I also walk a lot and think that closing Fraser will improve the walking experience, make it safer, and not impact drivers.
- I am not familiar enough with this area to give any constructive input.
- Good idea to close down Fraser Street. It will also mean getting rid of the beg button that one must climb up rocks to press.



- I am a frequent driver in this area and I am a pedestrian at least four times a week with my school-aged child. Yes, this intersection needs some help. I think closing off Fraser Street is a good option. It really doesn't give access to anything that couldn't otherwise be accessed.
- Provided the emergency routing is sorted out in a way that is safe, I would support this idea. Lots of foot traffic at this intersection and it is a major vehicle route as well. We live in the Old City Quarter and we use this intersection pretty much every time we walk, cycle or drive downtown. As our children get older I know they will start walking or cycling downtown on their own and I like that these changes will make the route safer for them and for their peers.
- Cars will just go up over the curb as they do other places in town.
- Again: more pedestrian and bike friendly.
- It is very confusing in its present configuration. Hopefully this will improve the walkability
- Making improvements to pedestrian walkability, and adding public open space are features of a healthy, low-carbon community
- Ensure corner of Bastion St and Wallace St where new public open space is proposed is graded in a manner that reduces the steepness for those traveling with strollers, scooters etc. Sidewalk area is currently very steep and unsafe for those modes of transportation. Also recommended installing pedestrian countdown signals.
- This intersection is a source of irritation (I walk downtown this way a lot) and I see a lot of fellow pedestrians crossing against the lights so it would be great to make it safer and more pedestrian friendly. Also, having more parks space at the top of Fraser seems like it would make Bastion/downtown and Fitzwilliam/OCQ feel more connected. One of my big wishes for downtown is that people would see Commercial & Fitzwilliam as part of the same shopping area. My only concern would be any negative affect on safety/business/squash club etc. at the top of Fraser, but the emergency vehicle turnaround would help address that.
- I'm not sure how practical it would be to close off Fraser Street. It could certainly make crossing Wallace at the Fraser St side easier for pedestrians and cut wait times for pedestrian walk lights. Increased walkability is a great goal to aim for but this intersection is not a priority for me. I wonder if the additional bike lanes would increase the distance for pedestrians crossing Wallace.
- No change required.
- STRONGLY support this (yes, please close Fraser Street); also brighter street lighting for this entire intersection area.
- Good idea to incorporate more open public spaces and protected cycling.
- New public open space is a good idea and would like to see tree plantings for traffic and noise screening, benches and tables and chairs so people could bring food there, play table games (e.g. chess). Would be important to have a curb or blockade at end of Fraser street so that people in the public space would be protected from cars using turnaround space.
- Cities for people, not cars
- Yes! Fraser is an unnecessary complication.
- Strongly support upgrading this intersection by closing Fraser St. traffic access and reducing pedestrian confusion. This should be a top priority.
- Ensure that traffic control signals are accessible to people who are in wheelchairs (current ones too high), and facing pedestrians- not rotated away.
- Don't agree with the "turnaround" suggested for Fraser Street.
- The proposal for Fraser Street is ill conceived; totally impractical. At the intersection install a traffic circle.
- Good plan as long as emergency access is maintained.
- Emergency vehicle use and connections removed. The amount of foot traffic, vehicle and cycling is almost non-existent. A dramatic decrease in pedestrian use when transit is moved.

QUESTION: What is your general level of support for testing a four-way stop procedure at the Bastion / Commercial intersection? Please explain your response or share comments, questions, or concerns you'd like to note about this option.

- It has to be very easy for walking traffic to flow up to the parkade from downtown and even across the bridge to and from the Old City Quarter.
- I believe the downtown core is best served by stop lights at this intersection. There is a lot going on at this intersection and a lot to look at and I feel that stop signs are not the way to go but still open to all options.
- I fully support this measure. I suppose the existing signals could be used with red light flashing in all directions before being replaced with stop signs so as to prepare drivers for the change.
- Strong support to close commercial street to vehicle traffic and prioritize pedestrian, cycling traffic
- No lights anymore?
- Seems counterintuitive for a Downtown. Would this be safer for pedestrians?
- Do not support 4 way stop – confusing to pedestrians and traffic.
- This is currently one of the safest intersections downtown, as it is narrow and has traffic lights. I strongly oppose a 2 way stop, and oppose a 4 way stop, because drivers do \*not\* yield to pedestrians. For a pedestrian waiting to cross at a four way, you must make eye contact with everyone, and hope they all agree to let you cross. This does not prioritize pedestrians, because as a soft bodied human, you are no contest against a 4000lb vehicle. If the City is going to 'save money' by not installing new traffic lights, then the same amount of \$ should be invested to make this intersection safer and more inviting for pedestrians, not just find ways to ensure vehicles aren't inconvenienced. Perhaps left turns should be banned here. A raised intersection, with wider sidewalks and bump outs would slow traffic and make it safer.
- This is the safest intersection in Nanaimo. No pedestrians injured here according to ICBC records. This is really just a way to save money by not replacing the lights at the end of their life.
- Make Commercial a one way or no cars except delivery or taxi, rickshaw ie. get the noise out of a for pedestrian/cyclist first area.
- This intersection should be kept as is because this intersection operates well as supports all modes of transportation. On the other hand during busy pedestrian times the four way will be too inconvenient for drivers which will potentially make for dangerous interactions between pedestrians and motorists.
- Traffic light at that intersection always seemed a little excessive. I could see things getting backed up though.
- As for the previous one – if it is changed to a 4 way stop, include a pedestrian warning light to give a greater degree of safety. I can, however, say that a 4 way stop would make turns at the intersection easier and could well enhance pedestrian safety overall.
- If the street lights need to be replaced, I think a simplified conversion to stop signs does make sense. Pedestrians (especially tourists) would be given priority. I am a frequent driver and pedestrian in this area. This simplification makes sense.
- From my experience with four way stops in Nanaimo, a traffic light would be better from the pedestrians point of view. A scramble walk would be even better - maybe it costs more but it would make the city look forward thinking and trendy and be much much safer for pedestrians. NO CARS MOVING!!!
- Please don't put a four way stop here. Motorists are so impatient at this intersection as it is. I really want to support all of the changes in this plan but I had an immediate gut reaction to this one. My family uses this intersection regularly as motorists, pedestrians and cyclists and I used to catch the bus here with my double stroller when the kids were young. I feel like traffic lights provide an extra level of safety for pedestrians in particular.
- This intersection needs to be controlled by traffic lights: a 4 way stop sign intersection will not work there. Think about safety for the pedestrians.
- Traffic signals should not be removed.
- I think it is a good idea to trial this solution (minimal investment required) and determine if it workable. I'll wait and see, if it is in fact, workable
- Wait time for lights are too long
- I think a 4-way stop would make people slow down when driving.

- But proceed with the curb extensions
- Not sure this is necessary?
- Pedestrians have a hard enough time with all the traffic on Bastion and Commercial. Need lights
- Current system (with automatic crossing lights) works well ... I support but more on the neutral side, money should be prioritized elsewhere.
- I kind of like the idea of the four-way; people certainly cross here against the lights when it's quiet and waiting times can be long for those of us who choose to wait for the cross signal. However, I have to say that I prefer the security of having the walk signal, especially when this intersection is busy. Of all the proposed changes, this is the only one that I'm not sure what I think the best solution would be. I am in support of \*trying\* the four-way stop but I hope the test run is scrutinized carefully, that no one gets hurt, and that we stay open to the other possibilities.
- I would prefer to see this intersection left as is with traffic lights. Replacements do need to be more visible particularly the way the walk lights are angled as you walk across Commercial towards the waterfront from the corner bank building. Vehicles using the 4 way stop procedure can be a real challenge for pedestrians.... often difficult to catch a drivers eye to confirm which one is going to give right of way. Pedestrian controlled walk lights would be my suggestion here.
- No changes required.
- There is a lot of pedestrian traffic and it is vital to make sure this remains safe. Please consider a system that stops all traffic via a pedestrian-triggered stop light so that traffic can still flow quickly when there aren't pedestrians, but that all vehicles get a red light when a pedestrian is crossing.
- I support maintaining a four way stop.
- Again, always down for pilot projects! Test away!
- I use this intersection a lot. I prefer what I think is option 2, a through Bastion, with stops on Commercial. And crosswalks. A 4 way will seriously slow down access to downtown via Fitzwilliam and Bastion, which has already become a bottleneck at certain times of day, and will get worse with increasing (desirable) residential space downtown.
- Love to see more street closures for social events, parades and such.
- 4 way stop intersections are unsafe for pedestrians- too much uncertainty involved. Please retain current traffic signal situation + improve sight lines / remove sidewalk obstacles as needed.
- Leave it. As a pedestrian, I have no problems with this intersection. Curb extensions are not necessary. It does not take very long to cross this intersection even with my reduced mobility. An awareness campaign for motorists and pedestrians on sharing the road safely would be more effective.
- Have you noticed how confused most people are at Harewood's and other 4 way stops? People need to get out of their cars, park and walk to where they have to go.
- Close Commercial Street. Make Bastion Street one lane, one way. Widen sidewalks. Therefore no need for traffic signals other than pedestrian operated.
- With the amount of foot traffic, a light system is better. Otherwise, with foot traffic flow would be interrupted, tempers flare, and accidents (particularly pedestrians) happen.
- Four-way stop best concept. This is good and would enhance possible closures of Commercial Street.

## CYCLING ROUTES

QUESTION: What is your general level of support for the concept for a Front Street Cycle Track? Please explain your response or share comments, questions, or concerns you'd like to note about this option.

- ANYTHING to improve cycling safety and access. There also needs to be safe places for the bikes to be locked up. Would like to see a connection up to Wallace Street.
- I think more bicycle infrastructure will increase the number of bikers and reduce vehicle use in the downtown
- Again double lane cycling paths separated from traffic is ideal.
- This design has the added advantage of separating cyclists from (parked) car doors. This greatly increases road safety for cyclists. Perhaps the question will be asked later, but in case it is not... If we are truly going to begin to lower the priority of motor vehicles and increase that of active transportation then remove the parking altogether and greatly widen the sidewalks and place barriers between the cycling track and vehicles.
- Too much traffic on Front St due to mall, ferry terminal, BC Canada office, park events so NO to bike lanes!
- Bike Lanes everywhere! Protected if possible. Build it and they will come. I'm going to bike everywhere I can regardless, but I'd really prefer to avoid decorating the hood of some jackass that wasn't paying attention
- Separated bike lanes are essential for making cyclists feel safe. Shared car/bike lanes, or even worse, shared bus/bike lanes are treacherous-- especially in a city that is very carcentric. Drivers don't think they have any obligation to give bikes room.
- I feel having the cycle track on the west side makes more sense if the focus is to make an eventual Downtown Loop? I also do not support the project if it does not include improvements for pedestrians. I would guess that more pedestrians and transit users will use that corridor year round then cyclists would. Will there be a gateway connection to Maffeo Sutton? Seems like a weird terminal point at the Port Place Mall end. Still want to see improvements here but not sold on this concept. Thank you
- It would be nice to feel safe
- This is needed, as there is currently no safe way to cycle into downtown. I see no need to accommodate the parking needs of Pacific residents- their condo purchase did not come with unlimited free street parking, subsidized by taxpayers. Parking on city streets is already ridiculously subsidized by all taxpayers for the convenience of drivers. 90% of Nanaimo has been built to accommodate the flow and volume and parking needs of drivers with no consideration to cyclists or pedestrians, so when one tiny cycling improvement is proposed, it reveals a deep car bias for the City to try to accommodate this entitled demand. The City is trying to correct a serious long-standing imbalance in our infrastructure development. Ok Pacifica.
- The problem is that as soon as cyclists leave this proposed cycle track, they're back in a lawless, deadly city that has exactly 0 feet of separated bike lanes anywhere. I guess now cyclists have a few blocks where they don't have to worry as much about getting doored or run over.
- Leave expense til foot ferry? Figure out seawall/railway removal and change to green route to Victoria. Too many moving parts. Two freeways in Nanaimo is one too many.
- I enjoy cycling and would be more inclined to venture downtown if there was a cycle track on front St which protects me from vehicles, having it in this location also connects the new transit exchange and the waterfront walkway to cycling options which is important.
- Like the idea! If it's going to connect to the E&N Trail I hope some improvements to the E&N Trail would also follow shortly after.
- This is a great plan- please prioritize this and let's see it built immediately. Strongly support better cycling infrastructure- particularly downtown, but needs to ensure the cycle track leads to other cycling infrastructure (i.e., ensure cohesive connection with broader network, and not just a cycle track that suddenly ends).
- YES!!



- Nanaimo's cycling infrastructure is years behind and poorly planned. At least this is a start in the right direction.
- I support all improvements to cycling infrastructure generally, so a dedicated bike lane in Front St would be great. In terms of safety, however, Front Street doesn't strike me as all that unsafe for cyclists (based only on my own experience). I bike to Port Place mall weekly and I can exit the mall northbound and bike up to Bastion without really seeing much traffic. Because there are two lanes the cars usually move right over to pass, and I have never had to be assertive to get over to the left turning lane onto Bastion. When I compare it to Wakesiah (from Comox to Fifth), where I regularly have close calls on my bike, Front Street doesn't seem as important.
- YES!!!! Please modify it to make it a shared pathway with a designated pedestrian / wheelchair / stroller side and a cycle side.
- Especially left hand turn for cyclists from Front Street onto Bastion. That's a tricky turn!
- I want to bike with my kids more often in the downtown area, but right now it is not feasible. A bike track would really improve things.
- This makes perfect sense for Front Street! Great idea.
- This will negatively impact businesses and Service Canada. The bike lane if required should be on the other side of the street. Pacifica owners and renters will be greatly impacted. The Councils give parking variances saying people can park on street then they that option is taken away. One more reason to avoid downtown.
- Strongly support the cycle paths, but do not strongly oppose additional street parking
- This is an extremely poorly thought out solution to a problem that doesn't exist for the vast majority of Nanaimo residents. It is particularly harmful to residents of Pacifica, and reduces parking options for The Nanaimo Bar, Service Canada and other area businesses. Whoever thought this was a good idea needs to be removed from city planning activities.
- Would like to see more emphasis on pedestrian access, use and safety (include more pet friendly inclusion, such as pet fountains); I see too many cyclists abusing the seawalk with bright headlights and excessive speeds...
- Not required.
- I don't believe enough thought was put into the impact of this on the area residents. It is only good for bike riders. It is actually detrimental to pedestrians who are mobility challenges and need to access Service Canada and the Pacifica. I believe there are better solutions that would be beneficial to all stakeholders. I do appreciate the forum that allowed us to voice our concerns, but came away with the feeling that this is a done deal and we should suck it up as bikes are the most important aspect here. Quite disappointed in the fact the no other solutions were up for discussion.
- Cuts off delivery and services to Pacifica. No close access for emergency vehicles. No safe & close loading for taxis, Handi Dart and shuttles. This lack of access affects 169 families, who are all paying taxes equal to single family dwellings with driveways (giving them a point of access).
- Cuts off access to Pacifica for deliveries, pick up of passengers, moving vans, deliveries, etc
- Encourages cycling, walking, making downtown a more attractive place to be.
- Lack of parking and access to Pacifica already. People Live here, you don't need a bike path on Front Street!!!
- With a 30km/h speed limit.
- Protected bike lane is the way to go (see NACTO)
- Why not alter the waterfront walkway to allow for bicycles in this area instead? If downtown keeps growing, & considering ferry traffic from Gabriola, reducing to 1 lane does not seem like a good long-term plan. It also takes away parking near Service Canada, etc. which many elderly people or those with disabilities would need. Not a fan of this plan.
- Yes, I love the idea of a dedicated two-way bike lane. Improvements to that crosswalk near the Law Court would be great too; it's hard to see pedestrians there. And when I'm the one trying to cross the road it seems very wide and cars come round the curve quickly.
- Wondering why a cycling track is not being set up to go through the sea wall to connect with the Queen Elizabeth promenade, which could then connect to Stewart and go all the way to the ferries. Would like to see a significant increase in buses and public transit along Front Street and thus do not see Front Street being a great place for cyclist routes.

- Front Street starts nowhere and ends nowhere, no large residential area and no large employment area. Front Street is hilly, has 4 traffic lights, is a major bus route and a busy traffic route with many left and right turns because of Gabriola ferry, Port place mall, Port place theatre and parkade, dock area and parkade and Bastion Street which is a major access to the other side of Nanaimo. Think of cyclists, University students, that is the other side of town, high school students, that is the other side of town, what cyclists would use Front Street when they can use the waterfront walkway with no hills and no traffic lights. There is nothing on that side of downtown to attract cyclists, it is a circuitous route from nowhere to nowhere. Wallace Street yes and anywhere near the E&N rail corridor.
- As a cyclist, I would much rather take a route that gave me view of the water and commercial life in the area. Presently, I primarily take a route through Terminal under the Bastion Bridge. The area is poorly lit with many safety hazards. If I had a safer option, I would gladly go a little further out of my way to enjoy the ride more.
- In my opinion there is not enough width between the ocean and the rock bluff for this concept to be viable unless the only concern is cars and bicycles. I ride a mobility scooter, as the current sidewalk exits there isn't sufficient room for me and an oncoming pedestrian to pass without moving off the sidewalk.
- I commute to work every day downtown along the E&N trail and this would make me feel significantly safer.
- Excellent concept, especially with barriers between cyclists + vehicles.
- Not enough cyclists in Nanaimo to make this a good expenditure of taxpayer dollars.
- I cannot support this. Losing lanes would be congested. You have the Gabriola ferry traffic, the Port Theatre traffic, the mall traffic, the turnoff into Port Authority boat basin, the turnoff into Cameron Island, etc etc etc.
- I am a daily cyclist to get to work downtown, and having better infrastructure would be beneficial to increase the total amount of cyclists looking to run errands (or go to work) on their bikes.
- A separated cycling lane is great, especially in a area high in tourist volume. Making sure that near the bus stop islands there is some sort of railing or barrier to stop people getting off bus from entering into the bike lane due to not enough room on such island.
- I'm a little concerned how the bike path intersections with car traffic will work for the places where vehicular access to the water side is required.
- There is already a great sidewalk, no point digging it up. I like the word family friendly included for cycling families, rather than cyclists. Cycling is a connecting activity.
- Can more parking spots be removed from the east side?
- Provided on street parking is eliminated.
- Put cycling on the other side away from majority of walking, transit and deliveries. With this plan, nobody on the water side will have deliveries. Pedestrians do not require one or two seconds saved with curb extensions.

**QUESTION:** What is your general level of support for the concept for a Wallace Street Cycling Route? Please explain your response or share comments, questions, or concerns you'd like to note about this option.

- This is a great benefit as well. Would like to see a connection to Front Street.
- It's important the major cycling paths connect into feeder routes and just don't end in the middle of nowhere. Another safety feature for some of these busier intersections is to limit turning right on a red light to certain times of day or 24/7
- Need to separate the cycling trail and the rest of the road in order to increase safety. Paint does not improve safety.
- Please please please protect bike lanes anywhere possible. Make the entire downtown core closed to vehicle traffic if necessary. We can't keep driving everywhere and people in Nanaimo are scared to do anything else because of old infrastructure and vehicular entitlements bordering on deranged.
- Wallace is a good through road for cyclists. Important to think about how cyclists want to move through the city (route-wise) differently than cars. We want short cuts and less steep routes.
- Looks like the plan is to remove lots of parking on east side. Would a two way cycle track work on that side? It would be great to not have conflicts on the west side between cyclists and transit users.
- Nanaimo needs a cycling grid network, and this helps create that grid. Wallace is easier to ride along than Front St., so an option to connect to the south end of Downtown. There is ample parking all over downtown, so I support removal of parking spaces to achieve this. Make sure the track is protected, to avoid 'dooring'. This needs to be connected to the E&N and the cycle path that dumps you out at the Millstone behind the HoJo at the bottom of Prideaux.
- If it's not protected bike lanes, don't even bother. A faded line on the road that was painted in about 1980 isn't safe for cyclists, but it is a great place for my neighbours to store their green bins and park their trucks.
- I really like the concrete barrier in separating the bike lane.
- Slowing traffic and getting people on electric bikes a big plus.
- Helps connect VIU but should form a complete loop with the Front St cycle track.
- As an avid biker I prefer a bike lane protected by a parking barrier. The curb can be dangerous as it confines the biker in that lane and they are less able to maneuver around potential obstacles. As well as the curb being an obstacle for bikes to hit and potentially crash. I suggest a rounded curb so bikes can roll over it but cars will still be deterred.
- This is a critical artery that would increase the ease of cycling through the centre of Nanaimo. Let's build it!
- Better than nothing. But why is Albert Street a cycling route? Aren't there less hilly routes to create connectivity? Also, addition of these bikes routes is a great start but there needs to be connectivity or they will become expensive, unused, islands of cycling infrastructure.
- Great idea. Yes, it will make parking harder, but providing safe cycling access is well worth the inconvenience (I do not cycle, I drive or walk, but I would be very willing to park a bit further to allow safe passage to others)
- Currently cars travel very fast down this street, so cycling feels relatively dangerous.
- I have a concern about the route not connecting to Fitzwilliam / Third Street / Jingle Pot. It makes more sense to me to join up with the Parkway Trail and head up Jingle Pot to Westwood.
- Excellent idea! I think this would increase bicycle traffic into and out of downtown because people would feel safer. I would love to see this happen.
- Strongly support the new curb-separated cycle path. Strongly oppose the design for "parking protected bike lane" instead of a curb-separated lane. The experience of the Bloor Street bike lane project in Toronto was that parking separated bike lanes were not respected by drivers who often parked or stopped in them and there the danger of being "doored" by inattentive passengers opening doors into the bike lane or stepping into the bike lane to get into or out of vehicles. The City of Toronto replaced the parking protected lanes with curb separated lanes when they made the bike lanes on Bloor Street permanent. Additional ring and post or other bike parking should also be installed for cyclists.

- No strong feelings on this route as it does not directly impact me.
- Support because there are no residential residences that will be cut off to services. They have a side street to their building.
- Let's reduce air and water pollution as well as traffic congestion and danger by encouraging cycling along Wallace.
- Make sure to include the dooring zone...otherwise, it is not safe for cyclists.
- I think bike lanes are needed here but is there enough parking in the area to support removing that many stalls? I'd be concerned about it affecting businesses in the area.
- Strongly support bike lane protected by parked vehicles and curb barrier.
- I travel on Wallace but walk more than bike because the left turn onto Bastion is \*not\* bike friendly (signal doesn't seem to register bike weight, and the 5-way means there's a lot going on (which the Fraser closing would help with). I think this is a good street to add proper bike lanes to because it connects to both ends of Commercial and would help bike flow from the Old City to the waterfront.
- Not required.
- I don't use this route as a cyclist or driver at all. I think this is a loss to the commercial community of the Old City Quarter. By closing Wallace to through traffic, from Bastion to Albert, but maintaining cyclist and pedestrian accessibility, I think the area will strongly serve a transition from veh to cycle/ped trend the city wants to support.
- THIS I would support more that the Front Street version; commuter cyclists are a different matter, emphasis foot traffic on Commercial and Front Street and use Wallace as the cycling commuter route.
- There should be more transit stops, especially since getting rid of so many parking spots and need to make it viable for people who cannot cycle to be able to get downtown and get to their destinations. Accessibility for people with specific mobility needs (those with mobile aids, seniors, people with strollers and small children).
- Downtown needs more parking, not less ! In fact, downtown is such a mess, people don't want to come downtown any more. They are frightened of being robbed. This is a fact, not a myth. There are more stolen bikes downtown than anything! And we need bike lanes ?
- This is great with the bike lane one way on each side!
- Big ups for cycle infrastructure – with our pleasant climate and downtown's inherent cycleability I hope it's a big hit
- Removing 45 stalls of on-street parking is excessive and discourages travel to downtown from outer sections of city. Reminder: it takes over an hour to take a bus from Woodgrove to downtown. People still need cars to access downtown.
- Why are we removing 45 parking for the low # of cyclists in our community – NMTP says more cars to come. Short term we need bicycle storage before a dedicated cycle route. Select one or the other – Wallace or Front – not both. Cyclists can park and walk like others.



**QUESTION:** What is your general level of support for the concept for an Albert Street Cycling Route? Please explain your response or share comments, questions, or concerns you'd like to note about this option.

- I used to live on Gabriola and would take the ferry and then cycle up to VIU along Albert Street. Any improvement would be hugely beneficial.
- There needs to be a barrier between the cycling lanes and motor vehicles if safety is desired.
- Albert is a good through road toward the university. A seamless route from downtown to the university is a great goal.
- No feedback to offer, I do not frequent this area.
- That is a lot of parking removal in an area that is highly used for parking. Ask the merchants what they think. Also, this route should visibly link up with VIU to enable students and employees to make the bicycle commute.
- This needs to be included in the 'Vault' intersection design – both are on the table, and need to be coordinated now. Find a way to connect or use wayfinding to link this to the path that takes you to the old train station.
- Not a high use bike road.
- Helps connect VIU but traffic often speeds down the hill so traffic calming should also be considered. Losing this much on street parking in the Old City Quarter with this and the Wallace St bike lane, the city should consider adding a parkade to the Old City side of town.
- The blind intersection at Kennedy / Albert is scary to cross the road at. Plus, no crosswalk. Very unsafe. Please add one!
- Thank you for prioritizing this – the section where Albert turns into Fourth Street is a particularly dangerous section in need of proper cycling infrastructure.
- I desperately want to see more cycling infrastructure in Nanaimo but Albert street is a terrible choice. Surely there are less hilly options.
- The removal of parking from the side of the road really improves sight lines. Because it's such a steep hill, having a protected route would help people biking more slowly feel safer.
- Great idea. Only concern- would the designated lane become congested with shopping carts? I know that some parts are higher traffic. But this might well be a longer term solution goal.
- Likely good for students?
- I would be concerned that people would want to head west earlier than Albert Street.
- As a pedestrian I oppose the interim measure of not having a separate cycle lane on the eastbound portion of the S curve. This will mean that what happens now will continue to happen – bikes on the sidewalk. Careful consideration also needs to be given to how to accommodate pedestrians while the construction is happening. This is one of the major routes for pedestrians between Harewood and downtown. Having to dodge cars, with no pedestrian route for construction, will NOT work.
- I love this idea. The bus stop island makes good sense for safety as well. I do have an overall question that this route made me think of, though. Nanaimo is not great at clearing pedestrian and cycling routes in the snow. What is the snow removal budget associated with these changes? I would like it if all of these routes were accessible year round but our experience as a family is that sidewalks in many of these areas are not cleared in the snow, so we have to drive. Will there be more snow removal happening in the areas proposed for change if these changes are implemented? I thought of this because we do sometimes take this bus route in the winter when we would otherwise walk downtown, because sidewalks are not cleared. For context, we live one block outside of the downtown transportation hub.
- No strong feelings on this route as it does not directly impact me. I think this will definitely benefit the VIU which is a good thing
- NEEDED: short cycle lane along Fourth St from Wakesiah up into the VIU Campus. This is crucial and needs doing right away. The current shoulders along Fourth in both directions are already quite adequate for cyclists (although the lines and cycle symbols should be kept fresh and easily visible). But that short stretch from Wakesiah westward needs a cycle lane!
- A bike route to VIU is absolutely needed – please ensure this doesn't end abruptly outside the downtown core without connecting to bike lanes on the other end!

- Strongly support curb-separated bike lanes, strongly oppose bike lanes "protected" by parking. My experience in Toronto with the Bloor bike lane project was that parking "protected" bike lanes were not effective in deterring motorists from stopping in the bike lanes and also posed a safety risk to cyclists who could be "doored" by inattentive passengers and pedestrians who walked into the bike lane to enter or exit vehicles. When the City of Toronto made the bike lanes on Bloor Street permanent they installed curb-separated lanes based on the failed experiment of parking "protected" bike lanes. Please do it right the first time with curb-separated bike lanes and make the roads safer for cyclists and pedestrians and save the City of Nanaimo money by not having to re-do the bike lane in a couple of years time. Ring and post or other types of bicycle parking should be installed along the route.
- All the bike proposals are necessary for downtown Nanaimo.
- It is very difficult to cycle up that hill. I have never come down into town that way. Because of the difficulty cycling up that hill, I tend to use the sidewalk as I am moving too slow and working too hard to manage the obstruction of parking and traffic passing me by on the road effectively. A dedicated bicycle route up this hill would be greatly appreciated.
- Not required.
- As per my previous comments – use Wallace and Albert street for cycling commuters and leave Front Street and Commercial for pedestrian traffic.
- Be mindful of the need for cyclists to be able to turn right or left safely at the bottom of Albert.
- A VIU Downtown connection is good and would fit with a long-term solution. A best start to cycling plans.
- I'm in favour of bike lanes, and they would probably make Albert more appealing for cyclists and pedestrians, but there are other, \*flatter\* routes that might be worth expanding / improving instead. But Albert is about the best for the southern part. The S curve could be a challenge to keep safe? Who is the target audience? I work at the university but very rarely go straight from downtown to VIU or vice versa. Are you hoping lots of students in residence will ride down and back? Do you have stats for how many trips people make between VIU-downtown (that aren't just to change buses)?
- Since getting rid of so many parking spots seems vitally important to make sure there is an increase in public transit service and advocating for this at the RDN. Any mobility project needs to be viable for people who cannot cycle to be able to get downtown and get to their destinations. Make sure it's accessible for people with specific mobility needs (those with mobile aids, seniors, people with strollers and small children).
- Once again.....we don't have enough parking ! I'm a strong advocate of the Friends of Haven on Albert. Where do I park ? Currently, on the street!
- I frequently cycle Albert to get to/from downtown, it's a good candidate- relatively shallow grade, light-ish traffic, good choice
- Don't take parking away from Downtown. Shopping on a bike is uncomfortable and potentially dangerous if the cyclist is overloaded.

**QUESTION:** What is your general level of support for the concept for a Pearson Bridge Cycling Route? Please explain your response or share comments, questions, or concerns you'd like to note about these options.

- I think that traffic and cyclists would flow better with option 2.
- For economy it seems like option one would be better.
- Option 1 means south-bound cyclists have to cross 3+ lanes on Stewart in order to access the bi-directional lanes on the Pearson bridge. This is dangerous and reduces traveling time. Option 2 (The map's arrows have got to be incorrect in terms of travel direction.) It is clear that this is designed principally for vehicular usage and only secondarily for cyclists. Nice if one is thinking recreation, but not at all helpful when it comes to a modern transportation system. What is needed is to provide safe cycling infrastructure that is at least as (or, better, more) efficient as it is for motor vehicles. That's what the Transportation Master Plan envisions. Both of these designs need to follow that Plan. As illustrated they do not. As Newcastle Ave is hardly used I highly recommend it be closed to motor vehicles at the bridge (as you propose for the top of Fraser St.). That would greatly assist cycling efficiency and safety.
- Protected bike lanes are ALWAYS preferred
- I prefer a protected multi-use path for pedestrians and cyclists, though pedestrians hate cyclists almost as much as drivers do. I think this works better than mixing cyclists with buses (i am interpreting the diamond as a bus lane)
- Option 1 can provide improvements for pedestrians too. Would also provide a strong cycling connection to Maffeo Sutton?
- DEFINITELY Separate Pathway, Physical Barrier: safest option for cyclists. I notice motorists don't pay a lot of attention to lines painted on the road (a la option 2). BUT LONGER TERM HERE: I would like to see Pearson Bridge connect up with the E&N Separate Pathway somehow-- it's a crying shame the current E&N Pathway just kind of peters out and eventually finds itself under Pearson Bridge. If this connection to E&N were built, and if there were places to lock bicycles downtown where they would be safe from theft, I would cycle to downtown from the north end instead of driving all the time.
- Little concerned about the option to have it on the bridge itself considering the fact it's still a provincial highway. Option One seems to be the best option.
- No changes required.
- Pedestrian and cyclists need separate spaces. It is dangerous to put them in a shared space, particularly in a confined space like a bridge. With the surge in use of E bikes and scooters which can travel silently at speeds of 40km/hr or more, these modes must be separated. Nanaimo is not Amsterdam: road sharing is not even a twinkle in people's eyes. Two issues the very tricky and dangerous 20 lane intersection at Terminal & Comox is completely ignored in all of the cycling and intersection redesigns. This is a critical piece of the puzzle, with pedestrians and cyclists coming from the waterfront walkway, the Millstone Trail, Maffeo Sutton park, trying to get to downtown, with heavy traffic on 19A, including tourists, Commercial traffic, tankers and car transport vehicles. This is a key intersection that needs to be addressed. It is not reasonable to go ahead with active transportation improvements all around this intersection, and leave this as an untreated gap.
- Shared pathways are a terrible idea and should never be done. The elderly and PWDs do not want cyclists zipping by them at 50 kmh, with the occasional hip fracture-inducing collision.
- Too close to heavy noxious traffic; also lots of change when HoJos becomes developed sustainably.
- Since the Front St cycle track is on the water front side of the street option 1 would let both directions of cyclists head north towards Stewart without having to cross Terminal which is important.
- Option 2 provides better connections to other cycling infrastructure. Both options have challenges – ensure you build in easy connectivity to planned Front Street Cycle Track.
- I'd rather see the seawall as the bike route. Much more pleasant place to ride away from traffic.
- Separating cyclists and pedestrians is a safer option and increases the effectiveness of the cycle route because cyclists can ride at a greater speed. The existing waterfront path is shared and people do not always obey the signs.
- Cyclists should not be on Terminal
- Sometimes cyclists just have to get off and walk – this is not a Brooklyn Bridge or Lion's Gate!

- For safety you may need to separate the bike and pedestrian lanes with a divider. And a divider between the bike and pedestrian lanes.
- Bicycles need to be able to maintain momentum and gain momentum quickly from a stop I think it is important to keep bikes and pedestrians separated, I am also concerned that the bike lanes in general are wide enough so cyclists can pass each other without going into oncoming cycle traffic. With the advent of electric bikes and varying cycling abilities, if faster cyclists get stuck behind slower or less predictable ones they will just use the road with the cars.
- This is a must. Nanaimo is dragging behind the rest of Canada, let alone speak of the rest of the world. This needs to become the norm rather than a pilot project.
- Option 2, if the bike lanes are FULLY separated from traffic AND are cleaned. One problem with barriers is that leaves / debris gets stuck on the bike lane and is never swept making it more hazardous for cyclists. If it cannot be cleaned probably, then I prefer Option 1.
- I think a shared option is good for just one side.
- A much safer way for pedestrians and cyclists to move along this route. Great option. Again if this plan is implemented it would be fabulous to ensure the pedestrian and cycle paths are cleared in the snow.
- Option 2 is much better as it provides a protected cycle route over the bridge that connects with other cycle routes and does not make southbound cyclists have to cross a busy street to access a shared pathway. Also a shared cycle / pedestrian path could lead to more collisions between cyclists and pedestrians than a separated bike path.
- The only concern I have is the potential congestion accessing Stewart Ave.
- Currently it is very hazardous cycling along the bridge, and annoying for car-drivers who must wander into the opposing lane to avoid hitting a cyclist. A big YES to the bridge cycle route, esp. Option 2.
- A crosswalk at Stewart and Cypress would be great!
- Mixing pedestrians and bikes is like mixing bikes with cars.
- We have more traffic than ever. Period. Our city is growing, not the other way around. If you have to spend tax dollars, then put the bike paths on the waterfront walkway. I'm really questioning why I'm wasting my time filling this out, because council approves everything unrelated to our deeper problems. Such as drug = crime.
- Unclear to me how cyclists on Stewart who want to travel south on Terminal would get to shared pathway.
- The sidewalk on this bridge was scary when I my son was little, and the bridge definitely makes cycling this way less appealing. So I would support either concept, but having the wide shared bike-walk lane on the view side of the bridge seems nice. Will sightseers interfere with traffic flow? How tall and what type of barrier are you thinking of? How about leaving the raised sidewalk intact on the east side and having the two-way bike-lane below, to keep pedestrians well out of the bikes' way?
- It is not safe to travel this area on the road as a cyclist. The intersections around it are way too heavily used by vehicle traffic. The sidewalk is very narrow, and barely allows for two people to pass each other (let alone a cyclist). Anything would be better, but the options should be considered for their effectiveness to solve the problems and the budget the city has to devote to it. Any half measure might result in a complete waste of money, but not being able to finish the project because of budget constraints would be fatal.
- Just looking at how recently Vancouver went away from their bi-directional cycleway on Cambria Street bridge might as well go whole hog first try, plus it's more convenient
- I am 60+ heavy set woman and I love to bike. I often go downtown on my bike in the summer I RIDE ON SIDEWALKS. I ride from approximately Brooks Landing and I follow the E&N trail. If I am going to Commercial St I join Terminal by Rosehill riding on the sidewalk sometimes more than twice a week I occasionally see a few people at the bus stop that is on terminal near Rosehill. I am polite and I have never had anyone complain or criticize me. In all honesty a novice biker cannot ride downtown on Terminal no matter what lane you have for them. It is just too dangerous. I have often had people talk to me about bike riding in the city and I always tell them I ride on the sidewalk. Many people think it is a great idea and much safer. I think more people would ride downtown if they were "allowed" to go on sidewalks
- Unless something is done to give cyclists a safe spot coming down the Island Highway, I see no point in a one-way path just crossing the bridge.
- Shared cyclist / pedestrian pathways are unsafe- please keep the 2 separate, even if sidewalks remain narrow.
- Multi-use pathways are potentially dangerous. They should never be considered. A bicycle is a vehicle, it should always be separated from pedestrians.



## TRANSIT EXCHANGE

QUESTION: Do you have other ideas or suggestions for the Front Street Transit Exchange design?

- Clearly marked pedestrian crossings don't do much for safety. Raise the road so that vehicles have to slow down. Much better! Do not incorporate a traffic circle into this design. These are dangerous and worse for active transportation.
- A must to have security there as soon as dark because that area is more isolated so not as safe for women
- Too early.
- Night security guards
- Not sure this is the best use of our waterfront, but it's a done deal. So, make the best of this place so that it is safe, inviting and allows easy, accessible connections to other modes and services.
- I am concerned that the Protection Island Ferry and commuter boat traffic from Protection Island is still not included on the map displaying the Transit Hub. This was identified at the World Cafe and has not been added to the map. We are a Harbour City and a regular piece of the traffic that enters the downtown appears to not be recognized.
- If a foot ferry in place then more options make economic sense. Tax payers have limits, nice to consider online referendum for big ticket items.
- Safety should be the first priority, especially lighting
- This is essential. The more that can be incorporated, the better. If need be, hire a security firm to ensure safety and respect. But this will help bring Nanaimo into the 21st century!!!
- Make it safer. At night this is not a pleasant place to hang out.
- I like all of the ideas. Really like the public art idea. I could not pick everything I personally like because I tend to travel with family members when I take transit. Access to water and washrooms is a fact of life when traveling with children, and accessibility is important for our family as well. Thanks for including so many options to choose from.
- Increase frequency of all bus routes.
- Reduced speed limit.
- I cannot support a bus terminal or parking at or near the waterfront.
- The ninth design (location) in forty years. DO IT!
- This section is the least user-friendly: it uses the most urban-designer-speak (I think "integrated streetscape design" means that the bus loop should feel like it's a good place to be and a part of its surroundings, rather than just a paved holding pen, but that's only because I spent a LOT of time reading the prep material) and offers too many separate options that I think should not be mutually exclusive (e.g. clear network mapping and information kiosks: if they have two or three sides, can't the info kiosks include clear network mapping? And would any planners in their right mind not put "clear network mapping" in a bus loop?) Also I didn't choose "fully accessible design" but I think it would be shameful and unethical to not make a transit exchange fully accessible. It pains me not to be able to say I want some kind of bike storage there, but I do think my highest priority is a SAFE and APPEALING space, as I've been in some creepy, boring and uncomfortable bus loops!
- Bus shelters that take into consideration our weather (windy location on rainy days). Enough space for people to be under cover in bad weather and space for wheelchairs, pushchairs etc
- None of them
- Strategic placement of bus shelters to protect from prevalent winds. This should be a mandatory stop for the buses to Victoria. It is ridiculous to have to go to Departure Bay from the south end to take the bus (adds an extra hour to the trip to Victoria).
- This investment is only worth it if there is a massive investment in transit hours and adding local routes. RDN needs to be involved.
- Washroom facilities – these are also important as part of the extended south waterfront walkway. They needed to be carefully monitored to prevent abuse, however.
- Multiple pedestrian crossing points depending upon which direction one is coming from. Humans are biologically hardwired to conserve energy and take the shortest between points A and B. Crosswalks that are placed without taking this into consideration only encourage jaywalking.

## PARKING

QUESTION: Are there comments, questions, or concerns you'd like to note about downtown parking?

- Parking requirements will begin to drop as transit frequency and cycling and walking infrastructure improves, especially once autonomous vehicles begin to replace current vehicles. Let's plan for the future by replacing on-street parking with wider sidewalks and cycling infrastructure. This will help to accelerate the transition to active transportation with the goal of beginning to also replace parking garages with higher valued uses such as stores, parks and such.
- Make parking limited so convenience loses out to alternative transportation. People will always need parking, but please don't prioritize it.
- In general. Public parking in Nanaimo is cheap but I still hear a lot of complaints. My suggestion is to make it a little more expensive in the streets but keep it cheap in the Parkades. Create a new Parkade just outside the city center which is even cheaper. And! Set a communication campaign that explains the three choices people can make. Close by (less accessible and expensive. \$4 an hour), in Parkade close by (affordable \$1.50 an hour), Parkade outside the city center (lots of space and cheap (\$0.50) an hour.
- Parking on the 400 bulk of Selby is a nightmare for the elderly occupants of 451. For 72 suites the bldg has 10 spots leaving the rest of us to park on the street.
- Nanaimo taxpayers subsidize parking for drivers, because our parking is overly abundant, cheap, and there is little revenue from fines. Folks who choose to drive and need to park within feet of their destination need to pay for that privilege, rather than continuing to use this valuable public space subsidized by those who use other modes. Ensure that there are accessible parking spaces for those with mobility issues. Otherwise, everyone else can get out of their cars and walk a block or two, or pay for their 'need' to park closer. Premium parking fees should be at least \$2 / hour or more. This is how you get people to ride transit or make other transport choices. You discourage the least efficient method.
- Ah, the necessary evil of parking
- For Q3, I do support expansion of pay by plate payments
- I've lived and worked across much of the world and most of this continent, and Nanaimo has the cheapest and most parking of any mid-sized city ever. Stop coddling whiny drivers. Anyone who complains about parking in Nanaimo has clearly never lived anywhere else.
- Less future motor vehicles everywhere may save mankind
- More off street parkade parking with real time info on available spaces.
- I think real time signage is a bit much, unless it its like what Victoria does with their parkades?
- In this town, one of the biggest hurdles to getting people downtown or parking. I think the parking meters are a barrier for a lot of people.
- While we need designated charging stations for electric vehicles I don't think they should get better rates or other privileges. EVs still take up space on the road just like other vehicles that takes away from pedestrian, cycling infrastructure and public space
- There is so much which could be improved to bring it up to major city standards, and, at the rate of expansion, major city needs to be the benchmark comparison. Please do everything possible to improve it.
- The shuttle idea is great! I suspect more people will start parking just outside the hub if this plan is implemented. I 100 per cent support this as I would rather see people park close to downtown so they can then walk, cycle or take transit than see people default to driving. That said, it would be good if the City could consider streets like mine (narrowly outside the downtown transportation hub) and provide options for increased safety, or at least do some monitoring to see if supportive options are needed. (Specifically I am thinking about children crossing the street and walking to school in the morning on weekdays and/or playing in their neighbourhood near the downtown hub on weekends.) Again I am completely supportive of this plan, just want to see it work as well as possible for everybody.

- I feel there is a serious lack of parking in areas of downtown. With all of the parking between Skinner and Chapel about to disappear it seems the city is completely unwilling to address the situation. This amounts to well over 100 parking spots that are constantly full or reserved being removed. As it is there isn't enough parking for the courthouse and nearby businesses and there seems to be no plan to replace these lost spaces. Having lots of parking five blocks away up a steep hill is not good planning. I like the ideas of having ways of letting people know where there is parking available. Also, having people park away from Maffeo Sutton might alleviate some of the congestion when there is an event, however, just putting the parking spaces back at Maffeo Sutton might be a better idea. I'm not sure increasing parking fees will encourage downtown development. With most of the city perceiving downtown as too difficult and too dangerous will it be helpful to add negatives?
- Less parking rather than more to encourage active transportation
- Parking should be free downtown
- People with electric vehicles shouldn't get special treatment. They are the ones that can afford the parking. General public with regular gas/diesel cars are more likely to not be able to afford much higher parking rates.
- This is a tricky one because you're balancing the need to make driving downtown less appealing so more people will walk/bike/bus with the need to make coming downtown more appealing so they don't all drive to the north end malls instead. I miss the parking meters but I'm probably in the minority.
- CHARGE 24/7 for ALL street parking along this designated area; NO free evenings or weekends... BUT keep fees reasonable with a one hour minimum and than half hour increments (accessible via smartphone app like Victoria)
- If pedestrian + cycling improvements take place, there will be less demand for downtown parking.
- Quite often parking is lacking around the popular destinations forcing people to park further out and proceed back to one's destination on foot. This can be quite difficult for people with mobility issues.
- Build more multi-storey parking alt perimeter of downtown with kiosks and attendants to improve delivery.
- Notice the 'pay by plate' method is to increase Robbin's take.
- Meters expire @ 5 pm while meter personnel stop @ 4:30 pm- change meters to 4:30 pm. During free parking events – paid lots need signage saying free parking does not exist. Too many ticketed at Wharfinger and private lots "Always Paid Parking"

## ABOUT YOU

QUESTION: What are your primary reasons for traveling downtown? Responses to "other."

- I come down to go to yoga and many reasons but also use this area as a loop for a walk or run that will usually involve a stop for coffee or ice cream. Also as I have an electric car I will go downtown to use the fast charger and shop while charging.
- Visit a friend and sometimes shopping
- I used to frequent downtown and the Maffeo Sutton several times a week, but I try avoid at all costs now given the drug use and vagrancy problem now. Downtown will never feel safe and enjoyable unless firmer action is taken to address this problem. Sad to say, but that is my opinion. Not proud to show off my City to out of town visitors anymore.
- Walk down to the waterfront
- Attending Council meetings.
- Extinction rallies and library visits
- Library, markets, enjoy waterfront, port place mall, cafes
- Entertainment — art shows, music, plays, festivals etc. Also children's camps during spring break, summer and Pro D Days (CHLY summer camp, Art Lab, 4 Cats, Harbourfront Library children's events)
- We have a studio space on Commercial Street
- Just taking a drive.
- Library
- Eating
- My partner and I live / work Downtown
- Yoga
- Walking my dog on the seawall.

QUESTION: What modes of transportation do you typically use when traveling to, from, and within the downtown? Responses to "other."

- Modo carshare
- Ferries
- To/from is vehicle, but when within downtown it is walking (Maffeo-Sutton, waterfront, Commercial Street and now Port Way/Esplanade)
- I put motorized scooter because we often walk with an extended family member who uses one. Also one of my children enjoys roller skating downtown and back. In the past we have also pushed a stroller and I want to mention this because I think it tends to be lumped in with walking but there are accessibility issues to consider with strollers such as need for curb cuts, ramp access, room for cornering, sidewalk width etc.
- We rarely use our car: maybe once or twice a week.
- Get rideshare going!!
- Also walk the seawall 6 days a week from Cypress to Port Place
- I am a taxi driver that serves all of the traffic functions of the downtown core.
- We minimize personal vehicle use and LOVE walking the Downtown area; would like it to feel safer and looking forward to some of these identified initiatives. SOMETHING needs to be done about Wesley Street Housing and Harris House – that is unacceptable and unfair to the local citizens and general public, more accountability needs to occur.
- Carshare, kick scooter
- Mobility Scooter
- Would like to take transit, but it transit hours and lack of service make it impossible.
- Carshare (Modo Co-op)
- Boat
- City hall



## GENERAL IDEAS

QUESTION: Do you have any other comments about transportation (walking, cycling, taking transit, driving, parking) in the downtown that you would like to share?

- I think that to make walking and cycling enjoyable there needs to be safety but also opportunities to connect with nature either through views of the ocean and mountains beyond or via planting trees for shade. Works of art, delightful design and welcoming places to take a rest are also important. Access to public washrooms and water will also be necessary. Safe and convenient bike storage is important.
- I support better and more bike infrastructure and public transit
- No thanks.
- If we are getting serious about inverting the triangle and move away from motor vehicles and toward active transportation (which is the vision of the Transportation Master Plan) then the following should be added to the plans outlined in the proposals for downtown. \* reduce travel lane width (this reduces travel speeds and increases safety) \* increase safe places for pedestrians to cross roads, utilizing raised sidewalks and far more mid-block pedestrian crossings \* eliminate right turns on red lights (such as is in place at Wakesiah and Bowen) to greatly increase pedestrian safety
- I cross the right side of the intersection on Front Street (going from the ferry terminal to the shopping mall) and have almost been hit by a car three times. People coming out of the mall, turning left appear to be asleep, or in shock after shopping, I do not know. But it is dangerous for pedestrians, as drivers do not appear to see us. I do not know what the answer is, but find this crossing very scary.
- IF you make all these changes at the new exchange I sure do not want our monthly bus pass to go up in price by more than a loonie. Also some of your drivers are already giving enough free rides to adults who make excuses not to pay like those who live in those mobile trailers or those just homeless. Enough with this and giving some a free day pass too I have seen this I take the bus 4 days a week.
- I think it would be valuable to make Terminal more walking friendly. There are more shops popping up on Terminal, and it is central downtown, but it's like a highway.
- I suggested an annual bus stop design contest for professional designers. The 5 winner's design will be excited, they each deserve a free Bus card for 5 years and \$2000 each. In 5 years, Nanaimo will be Bus stop capital of Canada and travelers are more safe and dry.
- We need more parking enforcement checks on Selby Street.
- The large numbers of people who will be living downtown in the future in all the new residential developments will likely have cars and frequently be entering and exiting the downtown in their cars, especially during the dark and rainy 7 months. This vehicle traffic must be anticipated and planned for. The reality is that during these dark rainy months, there will be few bicycle riders.
- Use of existing railway with electric trains for transit from north Nanaimo to south. All bus stops must have pull off lanes to stop traffic delays. All bike storage and bike racks have video surveillance too deter theft. Complete multi-use waterfront walkway from Departure Bay to downtown Nanaimo ASAP
- The Terminal-Commercial intersection had the highest number of pedestrian accidents of all intersections in Nanaimo between 2013-2017, based on ICBC crash stats. This intersection is also a gateway to the City, and needs serious attention from urban planners. There is still no easy pedestrian or cycling access into downtown shopping areas from either the North or South ends. One must guess at how to best access Commercial St. Or the Old City Quarter, whether you start from Maffeo Sutton or from the Old Firehall at Nicol and Esplanade. The Terminal Nicol Corridor is like the elephant in the room, and is being ignored in all of these concepts. These concepts continue to build unconnected sections that don't recognize the reality of where people want to walk or cycle. Signage might help, but fundamentally, I think that this planning exercise is ignoring the 'donkey tracks' or beaten paths of where people actually want to go.
- Lower speed on both Terminal and Nicol streets
- No. I like all the concepts shown in your presentation. It would be really nice to see all of this come to fruition..... for a change.

- I'm seeing nothing in this plan that actually makes walking safer. You take out one slip lane by the cenotaph but then add new ones by the Vault, so in the end I think we're up 2 slip lanes. It's pretty clear the premise of this plan was "make sure you don't do anything to impede drivers at all, but throw in a couple things so it looks like we care about pedestrians and cyclists." It's becoming increasingly clear that the City of Nanaimo (include most of this Council, and apparently all of the Engineering Department) does not care about pedestrian safety. This plan is a reflection of that.
- Highway traffic through the city detracts from social enjoyment. Led lighting should be full cutout or less power or warmer tint. Slow down traffic in and around downtown. Give big incentives to civil servants who don't drive to work. Design new buildings for car-free people. City should ban noise makers {power washers, leaf blowers, weed wackers, diesel trucks, gas lawn mowers etc}. as a walker noise pollution is very debilitating.
- Sidewalks downtown are often too narrow or go nowhere or are in poor condition. A review of all the sidewalks downtown and how they can be improved and fully connected should be done.
- 1. Continue making the Port Way/cruise ship/heli-jet/Esplanade area friendly for walking, and expand shopping into this area eventually-- picture the warehouses on Granville Island 2. The entrance to the Gabriola Ferry needs to be fixed-- there are cars waiting on Front Street for crying out loud! 3. I know these two are privately-owned, but Buy/Fix the BIG HOLE at China Steps and do something with the A&B Sound building. I'm embarrassed taking out-of-town friends and family past there-- talk about a way to kill your tourism-- the China Steps COULD be a big attraction-- think Fan Tan Alley.
- Lots of good ideas!
- Please be bold and get these projects built during the life of this council. It is so encouraging to see vision for our community; please take the vision from idea to reality, so the community can benefit from these wonderful ideas.
- Get out a ride the routes by bike to get more clarity about what the natural routes are.
- I strongly support this initiative for improved cyclic routes in downtown.
- I would like to see more priority given to pedestrians and non motorized vehicles downtown. Pedestrian & bike only streets. More frequent bus routes. Free local transit for youth.
- Thank you for making this a priority! We need healthier transportation options and we need to nudge people out of their cars. I fully support your efforts and I hope that council will as well.
- I don't think we need a lot of digital or interactive features for parking. For bus riders yes, but not for cars. Again if the bike lanes are too skinny and there are too many stops people will not use them. Think about momentum when laying them out, it is the most important thing for cyclists.
- I am very impressed with this vision for downtown Nanaimo. Nanaimo has spent far too long prioritizing vehicles in a very car dependent community it's time to start setting a new example. I think this plan does a good job of balancing the reality that most people need to drive downtown to enjoy it, but once out of their cars can really take it in of foot or bike. But this sets the stage for future active transportation in and out of the downtown core. I'm hoping to buy an e-bike once my youngest is in Kindergarten next year so this couldn't come soon enough!
- There is so much potential – Nanaimo is really at least 30 years behind most places around the developed world. Nanaimo could so easily become a tourist hub, a bustling and beautiful city, a flag bearer in progressive thinking. Please do everything to bring it up to par – I am a taxpayer and I would happily accept a tax increase to help develop the place. After 30 years in Europe (nearly 20 in Germany), I am used to pedestrian, cycle, affordable and accessible and regular transit. Nanaimo is a shock to the system. There is lots of potential in so many other areas too – for example: Why is the tourist office somewhere way out on the highway rather than downtown or by the waterfront? Why is the waterfront walkway so boring (photoboard with historic photos, flower boxes or hanging flower baskets from the lamp posts, covering garbage cans with old pictures of the city or commissioned enhancing art/graffiti ....) Please contact me – I have so many cheap and easy ideas!!!!
- THANK YOU for addressing these issues! Cycling and walking are priorities!
- We do not want bike lanes on Front Street. Stupid idea.

- The lack of parking for the courthouse is a bit shameful. Watching folks racing around in circles in vain then ending up parking God knows where and then having to run/limp/roll back is a common occurrence now. This will be a true gong show once the existing lot starts construction.
- Thank you for giving this in-depth consideration.
- Please make it more walkable with safer crossings at Wallace, Commercial, Victoria Crescent and Albert AND at Bastion and Commercial. Consider closing Commercial to vehicles. Would be much more pleasant – like a full time street market.
- Thank you for taking this important step for our downtown! I am so happy to be able to participate in this process. I know it is not part of the actual survey — but please please do consider how snow removal factors in to these changes. Our access to downtown changes completely in the snow. For our family member who uses a mobility scooter it simply is not safe. For the rest of us, we live so close to downtown and yet feel forced into our vehicles when it snows because we cannot access our walking and cycling routes. RCMP always say to only drive if you have to in the snow. We would never have to if routes were cleared. I am not complaining I am just thinking ahead to implementation — I want to be able to use all of these great new improvements as often as possible.
- There needs to be more safe parking. Why build bike lanes when there is no safe place to leave your bike. City Councilors take their bikes into the conference center which no one else can. How many people currently bike downtown and how many would? Are those numbers available?
- My suggestions are: 1) Make Commercial Street one way only: one lane for cars and one lane for bikes. That way the sidewalks can be widened and the street is more people friendly, than car friendly. 2) No more left turns from Commercial Street onto Wharf Street: I have seen so many near misses on that corner. 3) No more u turns at Commercial and Wharf Street: again too many "almost" accidents. These 3 suggestions are to promote downtown safety and make it more pedestrian and bike friendly.
- Pls be practical with money spend. More protected bike lanes are the best for all of us. Focus on family friendly cycling. Are we allowed to cycle on boardwalk along waterfront? Can we have a lane, single lane even?
- The cycling and pedestrian infrastructure in Nanaimo is woefully inadequate and requires extensive and immediate improvements. What is needed is a complete integrated city-wide cycling network, starting with the downtown. I strongly support curb-separated bike lanes, and strongly oppose bike lanes "protected" by parking. My experience in Toronto with the Bloor Street bike lane project was that parking "protected" bike lanes were not effective in deterring motorists from stopping in the bike lanes and also posed a safety risk to cyclists who could be "doored" by inattentive passengers and pedestrians who walked into the bike lane to enter or exit vehicles. When the City of Toronto made the bike lanes on Bloor Street permanent they installed curb-separated lanes based on the failed experiment of parking "protected" bike lanes.
- Nanaimo does not need a focus on cycling. There are already lots of bicycle trails for people to use. We are not Amsterdam, and someone's bike lane pet project, obviously born of self-interest, needs to die.
- Please try to connect all the different bike lanes that you are planning to do.
- I'm not opposed to bike lanes in the downtown area, but I am opposed to cutting off residents and businesses to receive the same services as others by building curbs and barriers that don't allow entry.
- It would be great to see an improvement in pedestrian access in front of Port Place Mall – especially from the Italian Fountain to the T.D. Bank! Thank you for a great plan and also for Jamie's time (and patience) answering questions at the Library (display) on November 20th!
- There is definitely more vehicle traffic since we moved here, three years ago. I have a problem with the parking issues because now, there is not enough for friends or family, close to our home. Age is often the issue and using parkades in winter, means the possibility of snow and other hazards. Cannot see more biking a possibility in winter on this street, with the hills and traffic. Do believe some consideration needs to be present for summer biking. Making all intersections a priority for safety a plus, as an every day walker, I have been a neat hit often. I follow the rules and eye contact, but others do not. Have even had drivers honk at me to hurry up and I have no disability issues, but many others have.. thank you for listening to these concerns. Do know change is a constant.

- I was super impressed overall with the proposals; thank you so much for this work! As a lover of the downtown and the Old City, and a believer in the climate crisis, I really appreciate it. Please carry on this work by improving pedestrian corridors in the downtown area. It was a real oversight during the Conference Centre development--and the Port Place redevelopment--not to create a clear and direct footpath from Commercial to the mall. The cobble street by the museum is great but then the way up by the military museum is roundabout and sometimes sketchy, and the route up and along Terminal is too close to traffic and also roundabout. It's hard to navigate the parking lot on that side. I know that part is private property but perhaps the city can make some suggestions. It would benefit businesses on Commercial and businesses in the mall if people could shop at both easily. Connecting the seawall from downtown to the ferry could be next on your list!
- I'm concerned that issues with bike lanes that I have experienced in Victoria and Vancouver will also occur in Nanaimo. Cyclists travel faster than pedestrians and shared routes can be dangerous....there are already times when cyclists speed across crosswalks rather than dismounting. I look forward to improvements to intersections that are being worked on and hope future cross walks will be better delineated. Fancy bricks apparently do not look like priority pedestrian areas to drivers. In general I enjoy walking downtown with views of the waterfront and access to most of the services I need. A pedestrian only section on Commercial Street would be lovely with more of the little park-ettes springing up. Pedestrian safety needs to be addressed on the crossing between Port Place and the Gabriola Ferry. Vehicles making a right turn into the ferry lot sometimes speed through on a red light just as pedestrians have a walk light.
- This is a waste of money when other areas of the city need BASIC maintenance.
- I am sorry I couldn't make it to the meeting, nor spend the time to address the details listed under each of these project headings. I'd imagine that much of what I have said has already been considered. Thank you for giving me the opportunity to contribute what I could.
- General state of a number of downtown areas deters me from going downtown, including pan handling, litter and drug use.
- We LOVE Downtown Nanaimo, and looking forward to some of these planning initiatives – kudos for some well thought out proposals. We also love the transition from the Old City Centre into the Downtown core but the Albert Street intersection is abhorrent and desperately needs improving (a replacement for the old ACME Building would go a long way and should be highly encouraged for any potential developer). HOWEVER – something absolutely needs to be done about Wesley Street Housing and Harris House. It is not just an eyesore, it is unsafe and highly uncomfortable for local citizens and visiting tourists – shame on everyone who continues to allow such blatant misuse of taxpayer money, in such a manner that it increasingly harms the neighbouring community! Accountability for taxpayers funds; accountability for increased criminogenic behaviours – no matter how petty it may be, it's accumulated into a chronic public nuisance scenario; this NEEDS to happen now.
- Transit needs a lot of improvement. It needs to connect Nanaimo to the rest of the population on Vancouver Island which is predominantly SOUTH. We need service to the Duke Point ferry, the airport, Ladysmith, and Duncan. VIU has a campus in Duncan. Students rely on public transportation. Duncan has transit to Victoria, so offering transit to Duncan would connect us to the capital region. I dream of train, ferry, and floatplane options to Victoria.
- Would like to see electric wheelchair and/or mobility scooter ridership specifically recognized in this plan.
- Would like to aesthetics and design be well-thought-out so that downtown has a cohesive, attractive design.
- Don't cave to drivers.
- Isn't it nice that downtown is dense enough to support any form of alternative transportation? If it's such a nice place why isn't the city doing anything to guide development of the rest of the city to be similar?
- I greatly enjoyed the Thursday evening summer events with Commercial shut down to vehicular traffic.
- City planning has shown time and again that the key to increase healthier and "greener" transportation (i.e. walking and cycling, and to a lesser degree public transit) is to build safe, user-friendly infrastructure with direct and convenient routes between key locations. This is a valuable start for downtown Nanaimo.



- Please provide free bus passes for seniors – very important for those on a low / fixed income and those unable to drive due to physical / mental aging. This would increase safety and reduce services isolation, mental illness, and environmental pollution / traffic downtown.
- I realize you want to focus on short term projects, much of your proposal suggests spending time, effort, and money which would not resolve the proven concerns, i.e. vehicles traffic + pedestrian safety. Close Commercial St + Victoria Cres to vehicles. This would make a difference at very limited cost.
- Downtown this would cause a backup on Victoria Crescent, as only one-two cars fit into that intersection. Also, all traffic heading south over the Pearson Bridge would have to turn at Comox, causing congestion, or to the small intersection, causing untold congestion, to access Albert Street or City Hall.
- I am against the removal of almost 100 parking stalls on street to appease the low number of cyclists. 100 parking stalls @ 2 hrs = 400 cars with nowhere to park. Our parkade spaces are near full.

The following written submissions were received related to downtown mobility during the engagement period.

## Riding a Mobility Scooter in Downtown Nanaimo

For the most part, if you are “mobility challenged”, Nanaimo is a great place to use a mobility scooter in order to travel around the City.

Needless to say the E&N Trail is a major factor in making this so, particularly for those folks moving around the more northerly part of the City.

Not to be overshadowed is Maffeo Sutton Park and the entire waterfront walkway.

Personally, I have used a mobility scooter for several years and, while I am still licensed to drive and do have limited walking abilities, I find the use of a mobility scooter provides me with far more capabilities to safely move about City streets, trails and parks.

I should also say that I am grateful to all that have been involved in the creation and maintenance of these substantial and significant amenities.

Having said that.....

I do have a few suggestions I would like to put forth:

1. I notice that the Downtown Mobility Hub Project links pedestrians, cyclists, buses & cars. Given the dramatic rise in the use of electric wheelchairs & mobility scooters, I would like to suggest these modes of transportation be included in this project and any associated documentation.

2. A recent search of the City of Nanaimo website, with particular regard to bylaws, regulations, and road safety, turned up little or nothing mentioning mobility scooters..... (Actually that is not entirely true: I did run across an interesting tidbit suggesting a person should carry a spare battery (or batteries) with them, along with another suggesting a mobility scooter battery could be replaced with a car battery.) Anyone reading those suggestions should ignore them in the interests of practicality and personal safety.

The City of Victoria Website does however contain some well written documentation regarding advice and safety tips for Mobility Scooters. I suggest they wouldn't mind if Nanaimo borrowed it.

3. Advancing Technologies: Over the past two years or so we have seen a dramatic technology change in personal transportation. I refer to the battery powered bicycle. So now we have not one, not two, but 3 modes of transportation that all have one major factor in common: automobiles, bicycles, and mobility aids (wheelchairs & scooters) all need to charge batteries.
4. Battery Charging Facilities: Currently, there is a lot of discussion, and hopefully real activity, around the establishment of "Charging Facilities" for electric automobiles. Given the obvious fact that electric wheelchairs, mobility scooters, and now a rapidly increasing number of bicycles, are also electric vehicles I would hope a similar effort would be made in that regard. A significant number of 15 amp, 120 VAC outlets placed in covered areas (parkades?) around the Downtown area would be a much

welcomed sanctuary for users anxious about the status of their vehicle batteries and their ability to “make it home” from downtown. Owners requiring them could simply carry their portable chargers with them and use them if and when required.

5. Sidewalks: An example of a “problem sidewalk is that located on the “harbor” side of the street, opposite the Military Museum “bluff” and between the end of the harbor-front walkway and Promenade Way. This stretch of sidewalk is very narrow... too narrow for a pedestrian and a mobility scooter to pass without the pedestrian stepping off the sidewalk (the only alternative for the scooter operator is to reverse all the way to one end of the sidewalk). In addition, there is a crosswalk about ½ way along that sidewalk. There is also a “curb cut”. However, the width of the sidewalk coupled with the narrow width of the curb-cut creates a very challenging, if not dangerous challenge to someone traveling on a mobility scooter or electric wheelchair.

A further example of a rather serious situation is with regard to crossing the Pearson Bridge – there is simply not enough sidewalk width to permit a pedestrian and an oncoming mobility scooter or wheelchair to safely pass. Needless to say, changing that situation will be a major undertaking.

6. Crosswalks and “curb cuts”: While new road construction in many areas seems to have significantly improved these street crossing features, many older and dangerous crossings still exist throughout the city and represent a *significant tipping hazard* to wheelchair and mobility scooter operators alike. Often the curb cut ramp is too narrow and too steep.



7. A second issue at many crossings where a “Pedestrian Crossing” light is installed has to do with the location of the light pushbutton. Several of these are located in a position that is very difficult, if not impossible, to reach while seated on a wheelchair or mobility scooter. It should be noted that recent crossing replacements and new construction has resulted in vast improvements in design.

Many thanks.

city of victoria

### Safety Tips for Mobility Scooters

Obey traffic rules for pedestrians A person using a motorized scooter is classified as a pedestrian. When you are operating your scooter on a roadway, you must obey all the rules for pedestrians such as: • Use sidewalks wherever possible. If there are no sidewalks or if sidewalks do not have scooter accessible curb cuts, travel on the far left side of the road facing traffic. • Cross at pedestrian crosswalks. Come to a full stop and check for traffic before crossing. • If there is no crosswalk available, stop, look both ways, and proceed only when all approaching vehicles have come to a full stop.

Make eye contact with motorists and pedestrians and confirm their intention to stop before crossing their path.

- Obey all traffic control signs and devices.
- Operation of scooters in bicycle lanes is prohibited. Be a courteous pedestrian
- Keep to the right of the sidewalk and travel at the same speed as pedestrians. Avoid travelling too closely behind or obstructing them. If passing slower moving pedestrians avoid using your horn and ask people to let you pass.
- If you meet a friend on the sidewalk, pull to the side to let other pedestrians pass.
- Use caution when crossing store fronts. Be aware of pedestrians who could walk into you as they are leaving the building.
- Practice safety at ramps and curb cuts Take curb cuts, driveways and ramps head on and always drive on the most level area of the curb cut, even if it means moving outside of the crosswalk lines. Driving sideways on a curb cut puts you at risk of tipping over.
- Know your area. Get familiar with the most navigable routes in your neighborhood. Be aware of the locations of curbs that do not have curb cuts or streets that do not have sidewalks so you can avoid these routes.
- Allow yourself plenty of time. You may need to take an alternative route if unforeseeable circumstances arise, such as closed sidewalks or construction.
- Be visible Be aware that when you are traveling by scooter you are at a height disadvantage to the other users of the road and sidewalk. Make sure you and your scooter have the following safety features:
  - Brightly coloured and/or reflective clothing
  - Reflective strips on front, sides and back of scooter
  - Light on front of scooter
  - Light on back of scooter
  - Fluorescent orange bike flag attached to the back seat of the scooter

city of victoria  
Safety Tips for Mobility Scooters

For more information: City of Victoria, Transportation Section T 250.361.0300 E [engineering@victoria.ca](mailto:engineering@victoria.ca)  
1 Centennial Square, Victoria, BC V8W 1P6 | [www.victoria.ca/transportation](http://www.victoria.ca/transportation) Be prepared for unexpected circumstances Carry a cell phone and phone numbers in case you encounter unexpected circumstances. In an emergency situation, attract the attention of passers-by and ask them to phone for help. Dial "911" for emergency assistance.



[NANAIMO.CA/GOTO/DOWNTOWNMOBILITY](https://nanaimo.ca/goto/downtownmobility)