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**CC:** "City Manager's Correspondence Group - DL"

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**Date:** 4/11/2019 5:16:50 PM

**Subject:** Memo - Nanaimo Street Upgrades - Transportation Improvements

**Attachments:** ENG - TDE - Memo to Mayor and Council - Nanaimo St. Upgrades Transportat....pdf

Greetings Mayor and Council,

Please see attached above a memo from Jerry Dobrovolny regarding the Nanaimo Street Project's Transportation Update. Key items outlined in the memo include:

- There will be pedestrian safety improvements at 10 key intersections and a new painted bike lane along the corridor.
- The changes align with Transportation 2040 safety and mode share policy goals.
- Both stakeholders and residents provided positive feedback on the changes, especially the pedestrian improvements.
- The number of travel lanes on Nanaimo Street will be reduced where excess capacity exists to achieve space for the improvements.

For more information related to this project and its updates, please contact Jerry Dobrovolny at 604.873.7331 or [jerry.dobrovolny@vancouver.ca](mailto:jerry.dobrovolny@vancouver.ca).

Best,  
Sadhu

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*The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.*

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## MEMORANDUM

April 11, 2019

TO: Mayor and Council

CC: Sadhu Johnston, City Manager  
Paul Mochrie, Deputy City Manager  
Lynda Graves, Administration Services Manager, City Manager's Office  
Rena Kendall-Craden, Civic Engagement and Communications Director  
Katrina Leckovic, City Clerk  
Neil Monckton, Chief of Staff, Mayor's Office  
Alvin Singh, Communications Director, Mayor's Office  
Anita Zaenker, Chief of Staff, Mayor's Office  
Lon LaClaire, Director, Transportation  
Karima Mulji, Director, Projects and Development Services

FROM: Jerry Dobrovolny, General Manager, Engineering Services

SUBJECT: Nanaimo Street Upgrades - Transportation Improvements

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This memo provides a summary of the Nanaimo Street transportation upgrades to be implemented in coordination with the sewer separation along Nanaimo Street in 2019-2020. The transportation upgrades are informed by concerns and issues identified in the Grandview-Woodland Community Planning process, as well as during the fall 2018 consultation as part of community engagement for this scope of work.

These transportation upgrades aim to improve comfort and safety, and the overall feel and experience of the street for people walking, particularly when crossing. These changes will be constructed starting in spring 2019, with completion expected by summer 2020.

### **Background**

The sewer separation is currently underway along Nanaimo Street to replace the existing sewer with a larger-capacity system that will service a growing neighbourhood and reduce sewage overflow. There will also be asphalt repaving from McGill Street to 2<sup>nd</sup> Avenue to improve the road surface quality. In line with the City's dig-once approach in coordinating infrastructure improvements, this work provided the opportunity to coordinate transportation improvements within the street right-of-way to optimize the implementation of capital works.

The goals of these transportation improvements include:

- addressing safety and accessibility gaps in the network for all road users, focusing on the experience for our most vulnerable road users
- improving transit waiting areas at key locations
- improving traffic signals in areas with a record of collisions

These near-term upgrades also provide flexibility to explore further street improvements with the community in the future.

### Street Design Details

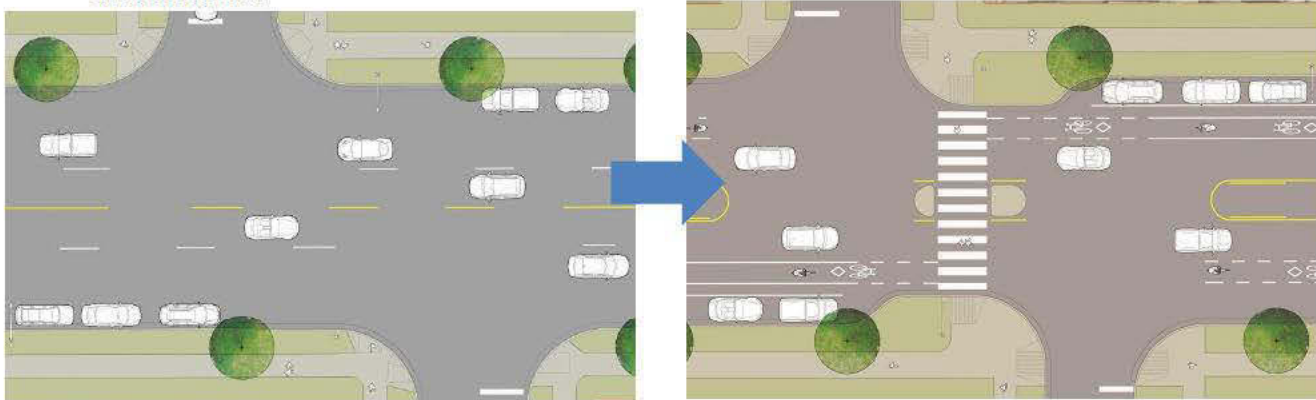
Nanaimo is a broad street with four vehicle lanes and two parking lanes. The wide, highway-like conditions of the street, combined with relatively low vehicle volumes, encourage speeding and make it difficult for people to cross the street. The following upgrades will help create a safer and more comfortable environment for everyone, particularly pedestrians.

#### a) Street redesign

Analyses showed that vehicle volumes along Nanaimo Street between 2<sup>nd</sup> Avenue and Pandora Street could be accommodated in one travel lane in either direction. The final design will reallocate this excess space to improve the street for people walking. This design retains most of the parking, reduces conflict points, and creates a designated space for vehicles to safely turn both on and off of Nanaimo Street. Existing travel lanes will be maintained to accommodate vehicle flow along sections of Nanaimo Street where volumes are high (north of Dundas St and south of 2<sup>nd</sup> Ave).

#### b) Pedestrian safety improvements

Within 13 blocks between Hastings Street and E First Avenue, Nanaimo Street has only two signalized crossing at Charles and Adanac Street. This makes it challenging for pedestrians to cross Nanaimo Street. Additional marked crossings will help improve pedestrian safety, comfort and connectivity, greatly benefiting children, seniors and people using mobility aids and strollers.



Pedestrian improvements at an offset intersection (Napier Street and Grant Street)

More detail on the design is included in Appendix A.

## **Public Consultation**

In late 2018, staff conducted the following engagement and outreach:

- hosted several meetings with key stakeholders
- went door-to-door to discuss the proposal with businesses along the corridor, including those at First Avenue, Charles Street, and Hastings Street
- mailed notification letters to residents along and around Nanaimo Street about the proposed changes
- hosted an open house, accompanied by comment forms
- invited feedback through an online survey

The public consultation summary can be found in Appendix B.

Key themes from this consultation included support for safety improvements, some concern about potential vehicle congestion, and concern about traffic volumes and speeds on local streets in the area, which are summarized below.

### **a) Support for safety improvements**

The East Village Business Improvement Association and Hastings Sunrise Community Policing Centre expressed support for the planned improvements at Nanaimo Street and Cambridge, Hastings, and Charles Streets (see Appendix C for their newsletter).

Tillicum Annex Community School Vice-Principal and PAC also welcomed the changes at Cambridge Street, recognizing the immediate benefits for their students and families who rely on the crossing at this intersection.

We also heard strong support from the public for the pedestrian improvements, including shortening the crossings for people walking, and adding zebra crossings to improve visibility and encourage vehicles to yield.

### **b) Concern about vehicle congestion**

Some residents shared concerns about potential congestion along Nanaimo Street. Data collected between 2012-2017 indicates there is additional capacity, including at peak times, on the stretches of Nanaimo Street where we are repurposing a travel lane. We also expect that additional turning lanes will maintain traffic flow.

Work associated with the Grandview-Woodland Community Plan (2016) has led to the street being rezoned to allow for duplexes, town homes and four-six storey apartment buildings. This has led to some concerns around expected growth along the corridor where there are now primarily single family homes. By making the walking experience across and along Nanaimo Street more safe and comfortable, we expect that growth and an associated increase in trips will be accommodated by sustainable modes of travel.

**c) Interest in reducing traffic speeds, volumes, and shortcutting on local streets**

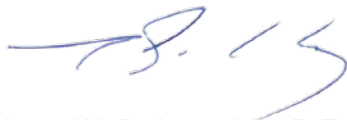
Residents shared strong concerns about an increase in traffic speeds and shortcutting volumes during construction. As part of the Congestion Management Strategy, one of the City's key priorities is to improve monitoring of traffic conditions and trends. Traffic counts have been set up to monitor travel patterns before, during, and after construction.

- *Pre-existing concerns:* Some concerns relate to pre-existing shortcutting issues on some local streets. There is no easy fix to local shortcutting, as a solution on one local street will often push the issue to a neighbouring street, and residents also need local access maintained to their homes. Staff are currently exploring a range of options to better address the issues of vehicle volumes and speeds on local streets.
- *Concerns during construction:* Staff will be responding to residents' feedback about any shortcutting during construction to help mitigate issues as much as possible while work is underway.

**Conclusion**

These transportation upgrades will improve comfort and safety for all users on Nanaimo Street, particularly for pedestrians - our most vulnerable road users. This will be achieved through changes to the street that will reduce crossing distances, increase the visibility of people walking, separate and protect different users at busy locations.

Should you have any questions, please do not hesitate to contact me directly.



Jerry W. Dobrovoly, P.Eng., MBA  
General Manager, Engineering Services

604.873.7331 | [jerry.dobrovoly@vancouver.ca](mailto:jerry.dobrovoly@vancouver.ca)

## Appendix A – Design details

### a) Pedestrian safety improvements

The new cross-section on Nanaimo Street will include:

- two travel lanes (one each for south and north-bound vehicles)
- a centre lane that can be used for either left turns or a median
- parking (where possible)
- painted bike lanes on either side of the street to make use of road space

The pedestrian improvements at Pender, Georgia, Napier, and Grant Street, and signal upgrades at Charles Street intersections will include new:

- re-aligned painted crosswalk at Charles Street to shorten crossing distance and formalize the intersection
- zebra crosswalk markings at unsignalized intersections to enhance visibility of pedestrians
- concrete medians in the centre of the road to provide refuge space for those crossing on foot or with a mobility device
- curb bulges on both sides of the street to reduce crossing distance and visually narrow the road, encouraging vehicles to yield
- curb ramps to enable pedestrians to cross at intersections more easily, including those using strollers, wheelchairs, and mobility devices
- sidewalk repairs at key locations

The removal of one travel lane each direction also reduces the crossing distance and helps people cross one lane at a time.

### b) Cambridge and Nanaimo

At this intersection, Cambridge Street does not align. The geometry of the intersection has been observed to confuse road users. The Tillicum Annex Community School community also provided feedback regarding safety for young students who often have to cross at Cambridge Street and Nanaimo Street. Vehicles often stop in the intersection and block the crosswalk.

Changes to this intersection include:

- A triangular (right-in/right-out) median diverter on Cambridge Street to simplify traffic circulation around the school and reduce the number of cars turning left in or out of Cambridge Street onto Nanaimo Street
- Add a pedestrian-controlled crosswalk on the south side to provide an additional crossing - this will discourage those driving from entering the intersection while pedestrians are crossing
- Upgrade and add curb ramps to improve accessibility for pedestrians, especially those using mobility aids and strollers

This intersection will primarily benefit residents in the neighbourhood who access Tillicum Community Annex School, Hastings Elementary School and Kiwassa Neighbourhood House.



### Changes at Cambridge Street

#### **c) Hastings Street**

The area around Hastings Street and Nanaimo Street is a high-volume connection for all transportation modes. As a key commercial area for both residents and visitors, physical separation between people traveling by foot, bike and vehicle is critical to ensure safety and comfort for all road users. The upgrades on Nanaimo Street from Pender Street to Pandora Street include:

- Installation of protected bike lanes to clearly designate space for people biking, and reduce conflicts between all modes
- Four new bus landing islands and designated waiting area. This will place the bike lane between the sidewalk and the bus stop, to prevent conflicts between people biking and people getting on and off the bus
- Move obstacles such as bus shelter, garbage cans and bus poles into the new bus landing islands, clearing the pedestrian path on the sidewalk

Up to nine parking spots will be removed to implement the above changes. Overall, the improvements at this node will prevent conflicts and create more space for people walking and biking.



Ferndale St.

E Pender St.

E Hastings St.

Changes at Hastings Street



Franklin St.

Pandora St.



**d) Charles Street**

Similar to Cambridge Street, the geometry of Charles Street is not aligned and the crosswalks run diagonally across Nanaimo, which is confusing for many people. Changes to this intersection aim to reduce the crossing distance and normalize the design of the intersection:

- Straighten east-west crosswalk to make the crossing easier to see and understand
- New curb bulge along the east side of Nanaimo and onto Charles Street to further reduce crossing distance and reserve space to add landscaping in the future
- Add protected off-street bike path to accommodate bicycle movements east-west on Charles Street
- Relocate and upgrade curb ramps as needed for the realigned crosswalk

With the changes to the crosswalk, one parking space and tree will be removed.



Changes at Charles Street

**e) E First Avenue**

Traffic volume at E First Avenue is higher than other locations along Nanaimo. The design maintains two travel lanes in each direction and left turn bays across the intersection. To protect people biking crossing a busy arterial, the curb lane is changed to a combination of protected

bike lanes and painted bike lanes at bus stops near this intersection. The southern portion of the bike lane ends at E Second Ave. Most of the existing curb use around First Avenue is already no parking or no stopping, with a few unregulated parking spots to be removed. In addition, the bus stops at far-side Gravely Street and far-side Kitchener Street will be moved 85-100m to far-side of Grant Street. This will consolidate the bus stops to improve bus progression.

**Appendix B – Consultation Summary**

# Nanaimo Street Upgrades

## Street Design Consultation Summary

March 26, 2019

Critical sewer upgrades along Nanaimo Street present an opportunity to make the street feel safer and more comfortable for everyone. Pedestrian upgrades to Nanaimo Street were identified as part of the Grandview-Woodland Community Plan to better serve the local community. A more detailed consultation for these upgrades began in the fall of 2018 and is summarized below. This summary includes what we did, who we talked to, what we heard, and how the final designs were revised in response.

Between October and December of 2018, we heard from over 250 people, including local residents and businesses. Many people took the time to provide in-depth feedback about how they use Nanaimo Street and what they would like to see. The top themes from the feedback include:

- Strong support for improvements to pedestrian crossings and sidewalk repairs along Nanaimo Street
- Mixed support for additional cycling facilities, with some requesting more facilities on Nanaimo Street and some wishing to see more facilities on nearby bike routes
- Interest in reducing vehicle speeds and volumes on local streets
- Interest in additional gathering spaces and landscaping along Nanaimo Street
- Concerns about congestion now and in the future from lane reductions
- Concerns about impacts to the street and others nearby during construction

For more details on what we heard and how the project team is responding to general and specific pieces of feedback, please see below. Please note the changes to the proposed design at the intersection of Nanaimo Street and Dundas Street.

# Nanaimo Street Upgrades

## Street Design Consultation Summary

March 26, 2019

### PROCESS TIMELINE

July 2016	<b>Grandview-Woodland Community Plan Approved</b> Plan identifies Nanaimo Street as a location for improvements to pedestrian safety and comfort.
Fall 2018	<b>City staff meet with stakeholders</b> To discuss sewer upgrades and proposed street design changes. Stakeholders included the East Village Business Improvement Association, Hastings Sunrise Community Policing Centre, Transportation 2040 Stakeholders, and the Tillicum Annex staff and PAC.  Staff also notified other stakeholders including Kiwassa Neighbourhood House, Templeton Pool, and principals at nearby schools.
October 2018	<b>City staff visit 36 businesses in the project area</b> To notify of the upcoming Open House and sewer upgrades, and to discuss details of proposed street design changes. Opportunity for staff to hear directly from busy business owners.
November 13, 2018	<b>Public Open House</b> To share details of what to expect during construction, and receive feedback on proposed street design changes. Residents and businesses at 3,968 local addresses were invited via direct mail-out. To view the presentation boards visit <a href="http://vancouver.ca/nanaimoupgrades">vancouver.ca/nanaimoupgrades</a> . <ul style="list-style-type: none"><li>• 117 people attended the open house</li><li>• 134 online surveys completed</li><li>• 30 comments submitted between October 1 and December 31, 2018</li><li>• 1,177 webpage views</li></ul>
Fall/Winter 2018	<b>Review feedback and refine street design</b> The City reviewed feedback from residents, businesses, and other stakeholders.
Early 2019	<b>Residents notified community of upcoming sewer construction</b> Sewer separation begins February 2019 while staff revise the street design based on what was heard from the community.
Spring 2019 to Winter 2020	<b>Final street design and construction</b> Transportation improvements and sidewalk rehabilitation are scheduled in coordination with sewer separation.  During construction, strategic traffic calming and monitoring will take place on local streets to mitigate shortcutting. Residents who see high volumes or speeds related to construction are encouraged to call 3-1-1 or email <a href="mailto:nanaimoupgrades@vancouver.ca">nanaimoupgrades@vancouver.ca</a> . For up-to-date information about any road or lane closures during construction visit <a href="http://vancouver.ca/roadwork">vancouver.ca/roadwork</a>

# Nanaimo Street Upgrades

## Street Design Consultation Summary

March 26, 2019

### FEEDBACK SUMMARY

What we heard	Response
<b>General Feedback on Transportation Upgrades</b>	
<p>Strong support for increasing the safety and comfort of those crossing and travelling on Nanaimo St. on foot or using a mobility device. Most residents reported it felt unsafe and uncomfortable for adults and children to cross at marked and unmarked crossings on Nanaimo St.</p>	<p>Proposed pedestrian facilities will be installed to improve safety and comfort by reducing crossing widths and clearly marking crossings. This does not include the addition of any signalized intersections.</p> <p>The City will repair sidewalks and improve curb ramps wherever possible to improve accessibility.</p>
<p>Some concern about congestion on Nanaimo St. following the removal of a northbound lane and an eastbound travel lane to provide room for curb bulges and pedestrian refugees.</p>	<p>Vehicle volumes on Nanaimo St. have been collected for over six years at regular intervals. Currently, two lanes on Nanaimo St. are carrying 55% to 95% of what a single lane is expected to carry. Staff anticipate gradual development along the corridor will be supported by ongoing work to shift trips to sustainable travel modes.</p> <p>Lanes are being reduced to provide additional space for curb bulges and pedestrian refuge medians. Removing painted bike lanes would not provide enough additional space to retain a second vehicle travel.</p> <p>There is no reduction in lanes between Dundas St. and McGill St.</p>
<p>Interest in reducing high traffic volumes and speeds on local streets.</p>	<p>Reducing traffic volumes and speeds on local streets is complex and outside the scope of this project, however staff are aware this is a concern across the city and are developing strategies to better address these issues. Staff will continue to monitor the area following construction for changes in travel patterns.</p>
<p>Support for more green space and landscaping along the corridor.</p>	<p>Where landscaping does not affect sightlines and traffic safety, staff are considering green landscaping. A net number of new trees will be planted as part of this process.</p>
<p>Some interest in improving and adding medians to the corridor.</p>	<p>In locations with a median, medians will be reinstalled. At new marked crossings, pedestrian refuge islands will be added. In other areas, a two-way left turn lane will usually be added. These will provide the most flexibility to add painted or concrete medians in the future based on the monitoring of local street conditions and engagement with communities.</p>

# Nanaimo Street Upgrades

## Street Design Consultation Summary

March 26, 2019

What we heard	Response
Interest in creating more spaces to meet and linger along and near the Nanaimo St. corridor.	Staff will consider possible locations for new street furniture along Nanaimo St. as design work continues. Future development may open new areas for gathering spaces.
Interest in adding more pedestrian crossings between E 1 <sup>st</sup> Ave. and Broadway, especially a crossing serving families at Chief Maquinna Elementary.	This is outside of the scope of this project, however staff will continue to look for opportunities to add marked crossings in this area.
Support for bike connections across Nanaimo St.	Cycling connections across Nanaimo St. will be improved through wider paths across medians and a simplified and protected connection at the Charles St. intersection.
Mixed support for painted and protected lanes along Nanaimo. Most were supportive of protecting people biking at major intersection. Support was mixed for painted lanes along Nanaimo St. with most feeling more protection was needed and some feeling bike lanes were not needed.	<p>Protected lanes will be installed to separate modes at busy locations and support people visiting commercial nodes by bike.</p> <p>Painted lanes along Nanaimo are intended to mark space for those cycling and make efficient use of road space, rather than leave a wide parking lane. By visually narrowing the road, they also discourage motor vehicle speeding. They are not intended to draw those cycling off nearby routes.</p>
<b>McGill St. to Dundas St.</b>	
Tillicum Annex staff and parents want to improve visibility and safety of students crossing at Cambridge St. and Nanaimo St.	<p>An additional pedestrian crossing on the southside of the intersection will be added. This will discourage those driving from entering the intersection while pedestrians are crossing</p> <p>A triangular (right-in/right-out) median diverter on Cambridge Street to simplify traffic circulation around the school and reduce the number of cars turning left in or out of Cambridge Street onto Nanaimo Street. Following feedback from consultation, additional space will be provided to allow east-west movements by bike for residents and Tillicum Annex families.</p> <p>Following these changes, parking clearance on the southside of Cambridge St. beside the school will be added to improve sightlines. The City returned to the school to discuss these additional design changes with VSB staff. VSB staff had no concerns about design changes. The City will work to minimize any impacts on students.</p>
Residents concerned about traffic heading into the downtown shortcutting at Eton St.	Southbound right turns are now banned at Eton St. and Nanaimo St. during peak hours. A physical barrier will be installed shortly at this location to further deter shortcutting during construction. Staff

# Nanaimo Street Upgrades

## Street Design Consultation Summary

March 26, 2019

What we heard	Response
	will monitor traffic patterns in the area to determine whether additional and long-term efforts are need to reduce traffic volumes in this area.
Interest in improving traffic flow at Dundas St. to discourage shortcutting.	Following further safety reviews, a dual southbound right is no longer being recommended at Dundas St. Staff will look at infrastructure within the nearby neighbourhood to discourage shortcutting.
<b>Triumph St. to E Hastings St.</b>	
Support for pedestrian crossing improvements to the park. Visibility of those crossing, especially during the evening was concern.	As noted in the proposed design, a median will be added to Pandora St. and Nanaimo St. to reduce vehicle volumes. Pandora St. is the location of a future bike street.  The marked pedestrian crossing at Franklin St. will be upgraded with better paint markings and a reduced crossing width. Walking and cycling paths through the median will be widened and separated.
Support from businesses for upgrading sidewalk along Nanaimo St. at E Hastings intersection.	Portions of the sidewalk will be repaired and obstacles such as bus shelters, sign posts and cans will be relocated to provide wide and direct routes for those walking and using mobility devices.
<b>Pender St. to E 1<sup>st</sup> Ave.</b>	
Strong support at the Charles St. commercial node to discourage speeding and reduce confusion from irregular intersection for all modes. Special concern for students travelling to nearby schools.	The intersection will be redesigned to reduce confusion and reduce the distance those walking need to cross.
Some businesses in the E 1 <sup>st</sup> Ave. commercial node were concerned about parking loss.	Staff were unable to retain any additional parking, however there are several parking lots and visitor parking zones nearby, as well as local street parking. Staff will monitor parking usage over time.
<b>Construction</b>	
Residents are concerned about traffic diverting to local streets.	Staff will respond to resident feedback during construction with extended enforcement and temporary barriers where necessary.
Residents and businesses are concerned about access and parking.	During construction: <ul style="list-style-type: none"> <li>• Access to residences and businesses will be maintained at all times.</li> <li>• One lane in each direction will remain open</li> <li>• Parking impacts will be minimal</li> <li>• Work will be done in 3-4 block sections and crews will return parking to sections as quickly as possible</li> </ul>



## **Appendix C – Hastings Sunrise Community Policing Centre Winter-Spring 2019 Newsletter**

Excerpt from the Newsletter.

# Meet A Volunteer!



Harold Catt donates his life experience to helping our community!

*The Hasting Sunrise Community Policing Centre enlisted 36 new volunteers in 2018. All are important to our success, so choosing one person to feature is a challenge. With over 200 volunteer hours in the last nine months and over 70 years of life experience, Harold Catt is definitely one to watch. Bulletin writer Loretta Revoczi sat down with him to learn a little bit more.*

## **Tell us a little bit about yourself?**

I grew up on a farm in Ontario; by age six I was riding horses and by eight driving a tractor. I worked mostly as a Senior Operations Executive in my career and spent a fair amount of time in Asia. I have lived in Hastings Sunrise for the last 30 years. I have three adult sons with my wife.

## **What made you want to volunteer?**

I had retired, and I wanted to do something with my time outside the home where I could be involved in the community.

## **What made you choose the HSCPC to volunteer your time with?**

I chose the HSCPC because of the range of activities that they offered to connect with the community. Many of them, like doing patrols, Cell and Speed Watch, allowed me to get some exercise at the same time too. I live in the neighborhood, so it is great to be making the place where I live a little safer.

## **What do you love about your work?**

I am the kind of person who likes to be out doing something, so patrols and outreach events are what suit me best. I also love working with the Vancouver Police Department. It is invigorating to be around younger people and I think they enjoy talking to older people. It's important to relate to people of all ages. The staff are amazing; they are very caring and make sure our events run smoothly.

## **What would you like other people to know about HSCPC?**

This is a great place for anyone including seniors to get involved with their community, connect with people and do something meaningful. ■

# Nanaimo St. Upgrades

For many Hastings Sunrise residents, Nanaimo Street is an important part of our daily routine, so the opportunity to see improvements to both safety and usability between East Fourth Avenue and McGill Street is very exciting. Upgrades may be delivered as part of the sewer separation work which is set to begin in the coming weeks or at a later date.

At the heart of the changes is improving Nanaimo Street to make it safer and more comfortable for everyone by reducing the highway feel of the street. Potential changes would make the pedestrian crossings much safer, especially for those with limited mobility.

The space made available by reducing travel lanes would:

- ◆ Reduce crossing distances for people walking and discourage speeding
- ◆ Reduce conflicts between people cycling and driving with painted bike lanes
- ◆ Improve traffic flow with new left-turn lanes and center medians at key locations
- ◆ Upgrade ten key pedestrian crossings
- ◆ Provide bus bulges and curb ramps
- ◆ Improve and widen sidewalks

Some parts of Nanaimo Street would have a look and feel similar to Rupert Street between East 22nd and East 28<sup>th</sup>. Key intersections, where traffic is at its busiest such as Hastings and Nanaimo, would not have travel lanes reduced. The proposed changes are informed by the [Grandview-Woodland's Community Plan](#) and align with the City of Vancouver's [Complete Street Vision](#) which aims for streets designed for everyone. This means making travel more comfortable and enjoyable for people using all modes of transport in order to enhance public life and make streets more inviting places.

It also contributes to meeting the goals of the City's [Transportation 2040 Plan](#) and [Greenest City Action Plan](#) which aims for zero traffic fatalities and two-thirds of all trips made on foot, by bicycle, rolling or transit by 2040.

The City is working to minimize impacts on residents as much as possible during construction. A minimum of one vehicle lane in each direction will remain open and bus service will be maintained. Most work will impact three-block segments at a time, with construction sometimes active along more than one segment at a time.

The City will be reaching out to residents again via mail and e-mail soon to share what they heard from the first round of public consultation. Visit [vancouver.ca/nanaimoupgrades](http://vancouver.ca/nanaimoupgrades) for more information and to sign up for the e-newsletter.

■ Loretta Revoczi

SEE INSERT FOR NEW  
STREET LAYOUT