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To: "Direct to Mayor and Council - DL"

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

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Date: 2/25/2020 3:29:05 PM

Subject: Memo - Nanaimo Street Upgrades - Transportation Improvement Updates

Attachments: ENG - Memo to Mayor and Council - Nanaimo Street Upgrades - Transportati....pdf

Dear Mayor and Council,

This memo provides an update on Nanaimo Street Upgrades - Transportation Improvement Updates:

- This memorandum provides information on an updated transportation design for Nanaimo Street between McGill Street and Second Avenue.
- Previous design included protected bike lanes through the two blocks north and south of Hastings street, however two issues have emerged: 1) potential impacts to R5 RapidBus on Hastings Street, and 2) overall costs.
- A new design is being implemented to balance bike lanes, transit impacts and project cost.

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or lon.laclaire@vancouver.ca.

Best,
Sadhu

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Pronouns: he, him, his



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

MEMORANDUM

February 25, 2020

TO: Mayor and Council

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

FROM: Lon LaClaire
General Manager, Engineering Services

SUBJECT: Nanaimo Street Upgrades – Transportation Improvements Updates

This memorandum provides an update to the memorandum dated April 11, 2019 regarding transportation improvements planned for Nanaimo Street between McGill Street and Second Avenue in coordination with sewer separation work. A new street design was approved on April 9, 2019 and included protected bike lanes with bus islands two blocks north and one block south of Hastings Street. The remainder of Nanaimo Street within the project scope had been designed with painted bike lanes.

As detailed design progressed, two issues emerged regarding the blocks north and south of Hastings Street:

- Traffic signal timing changes would be required at the Nanaimo and Hastings intersection to manage bicycle traffic in the protected bike lane and the conflicting vehicle turns from Nanaimo Street onto Hastings Street. Signal timing changes would likely add delay to buses on Hastings Street, including the new R5 Hastings Street RapidBus.
- The costs of the street design changes near Hastings Street were higher than expected and a substantial portion of the total transportation costs for this project. These funds could be better used in places where there is more walking and cycling demand and more important issues to solve.

Staff have developed an alternate street design that does not require changes to signal timing at Nanaimo and Hastings intersection, avoids introducing transit delays, and reduces construction costs. This new design includes continuing the painted bike lanes through Hastings Street and introduces right-turn lanes from Nanaimo Street onto Hastings Street. This treatment is used at several other arterial streets in Vancouver with painted bike lanes, and would maintain current traffic operations at the intersection and fits within the project budget.

During consultation, staff heard strong support for improving pedestrian crossings across Nanaimo Street. The proposed pedestrian improvements at Cambridge, Pender, Georgia, Napier, Charles, and Grant Streets are being installed as planned.

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



Lon LaClaire, M.Eng., P.Eng
General Manager, Engineering Services

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