

Nanaimo Street Upgrades

Street Design Consultation Summary

May 6, 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

The following outlines what was heard as part of the engagement process, and responses to both general and specific pieces of feedback. Please note the changes to the proposed design at the intersection of Nanaimo Street and Dundas Street.

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PROCESS TIMELINE

July 2016	Grandview-Woodland Community Plan Approved Plan identifies Nanaimo Street as a location for improvements to pedestrian safety and comfort.
Fall 2018	City staff meet with stakeholders 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	City staff visit 36 businesses in the project area To notify of the sewer upgrades, upcoming Open House and opportunity to discuss the proposed street design changes. Opportunity for staff to hear directly from busy business owners.
November 13, 2018	Public Open House 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 vancouver.ca/nanaimoupgrades . <ul style="list-style-type: none">• 117 people attended the open house• 134 online surveys completed• 30 comments submitted between October 1 and December 31, 2018• 1,177 webpage views
Fall/Winter 2018	Review community feedback and refine street design The City reviewed feedback from residents, businesses, and other stakeholders.
Early 2019	Staff notified community of upcoming sewer construction Construction for sewer separation begins February 2019 while staff revise the street ^{design} based on what was heard from the community.
Spring 2019 to Winter 2020	Final street design and construction Street 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 nanaimoupgrades@vancouver.ca . For up-to-date information about any road or lane closures during construction visit vancouver.ca/roadwork

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FEEDBACK SUMMARY

What we heard	Response
General Feedback on Transportation Upgrades	
<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 refuges.</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>

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Some interest in improving and adding medians to the corridor.	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.
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 st 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>

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McGill St. to Dundas St.	
<p>Tillicum Annex staff and parents want to improve visibility and safety of students crossing at Cambridge St. and Nanaimo St.</p>	<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>
<p>Residents concerned about traffic heading into the downtown shortcutting at Eton St.</p>	<p>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 will monitor traffic patterns in the area to determine whether additional and long-term efforts are need to reduce traffic volumes in this area.</p>
<p>Interest in improving traffic flow at Dundas St. to discourage shortcutting.</p>	<p>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.</p>

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Triumph St. to E Hastings St.	
<p>Support for pedestrian crossing improvements to the park. Visibility of those crossing, especially during the evening was concern.</p>	<p>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.</p> <p>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.</p>
<p>Support from businesses for upgrading sidewalk along Nanaimo St. at E Hastings intersection.</p>	<p>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.</p>
Pender St. to E 1st Ave.	
<p>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.</p>	<p>The intersection will be redesigned to reduce confusion and reduce the distance those walking need to cross.</p>
<p>Some businesses in the E 1st Ave. commercial node were concerned about parking loss.</p>	<p>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.</p>
Construction	
<p>Residents are concerned about traffic diverting to local streets.</p>	<p>Staff will respond to resident feedback during construction with extended enforcement and temporary barriers where necessary.</p>
<p>Residents and businesses are concerned about access and parking.</p>	<p>During construction:</p> <ul style="list-style-type: none"> • Access to residences and businesses will be maintained at all times. • One lane in each direction will remain open • Parking impacts will be minimal • Work will be done in 3-4 block sections and crews will return parking to sections as quickly as possible