



CITY OF NANAIMO DOWNTOWN MOBILITY HUB PROJECT




PHASE 2
COMMUNITY
ENGAGEMENT



Community Workshop

November 20, 2019



Workshop Overview

- Project background and overview
- What we heard during Phase 1
- A brief introduction to the concepts
- Prize draw (win 1 of 3 \$50 gift certificates to the Port Theatre)
- Discussions between participants and the project team



Study Objectives

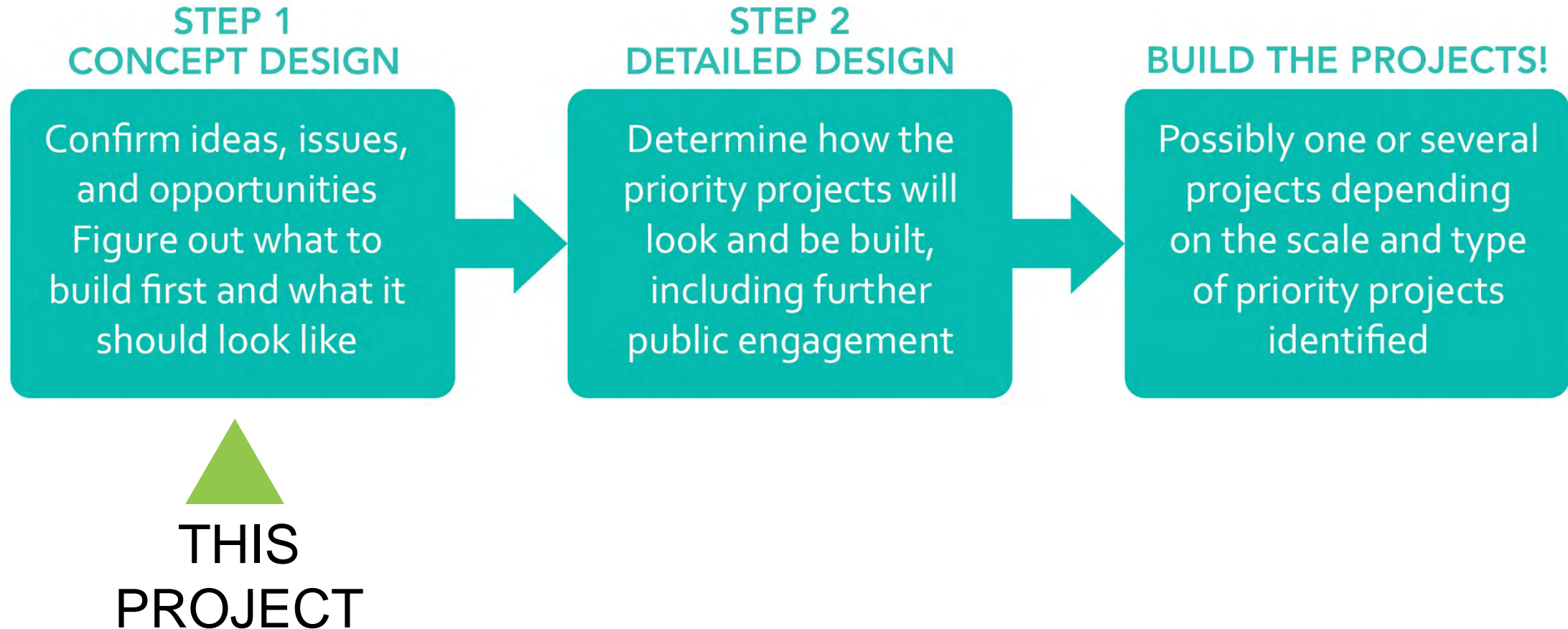
- Advance the vision for an integrated downtown transportation network
- Define **short-term projects** that could be built in the next 5 years
- Build on strategies like the Official Community Plan and Transportation Master Plan
- “Get projects in the ground versus talking about them.”



Bridging Vision to Implementation

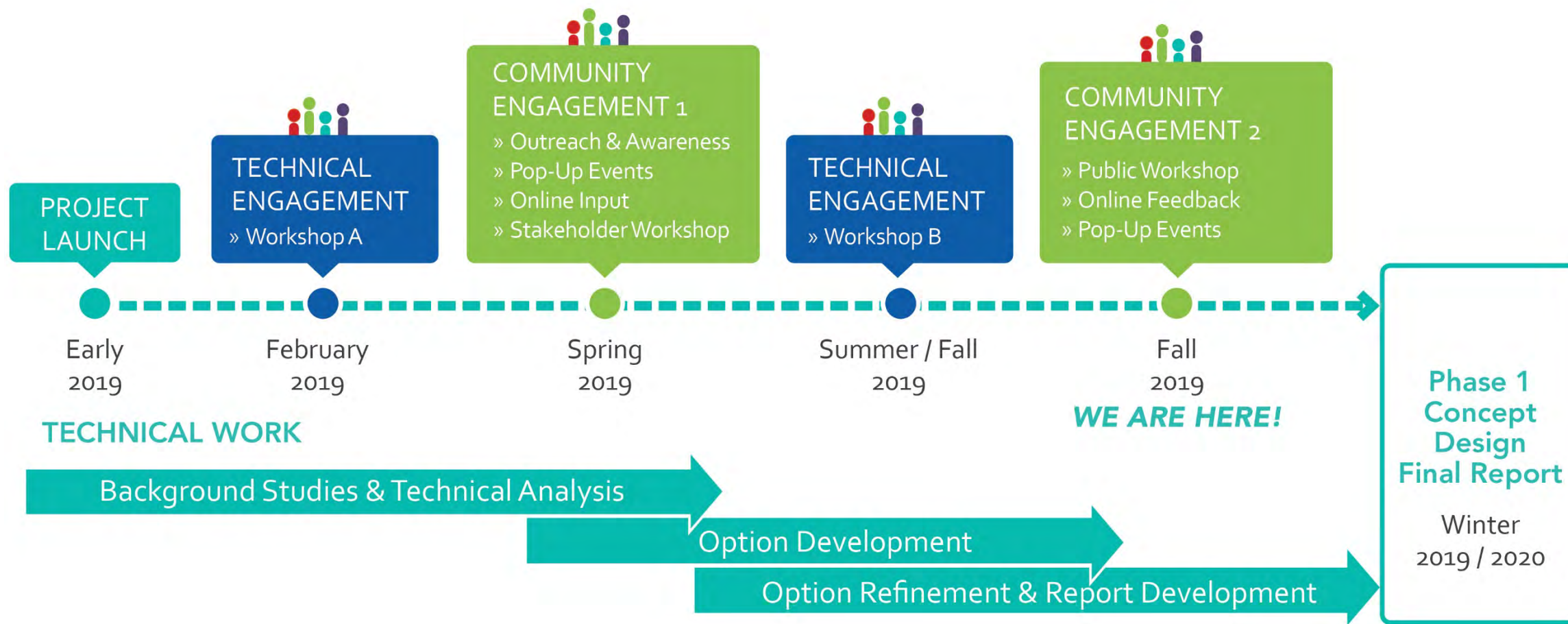


Project Process: The Big Picture





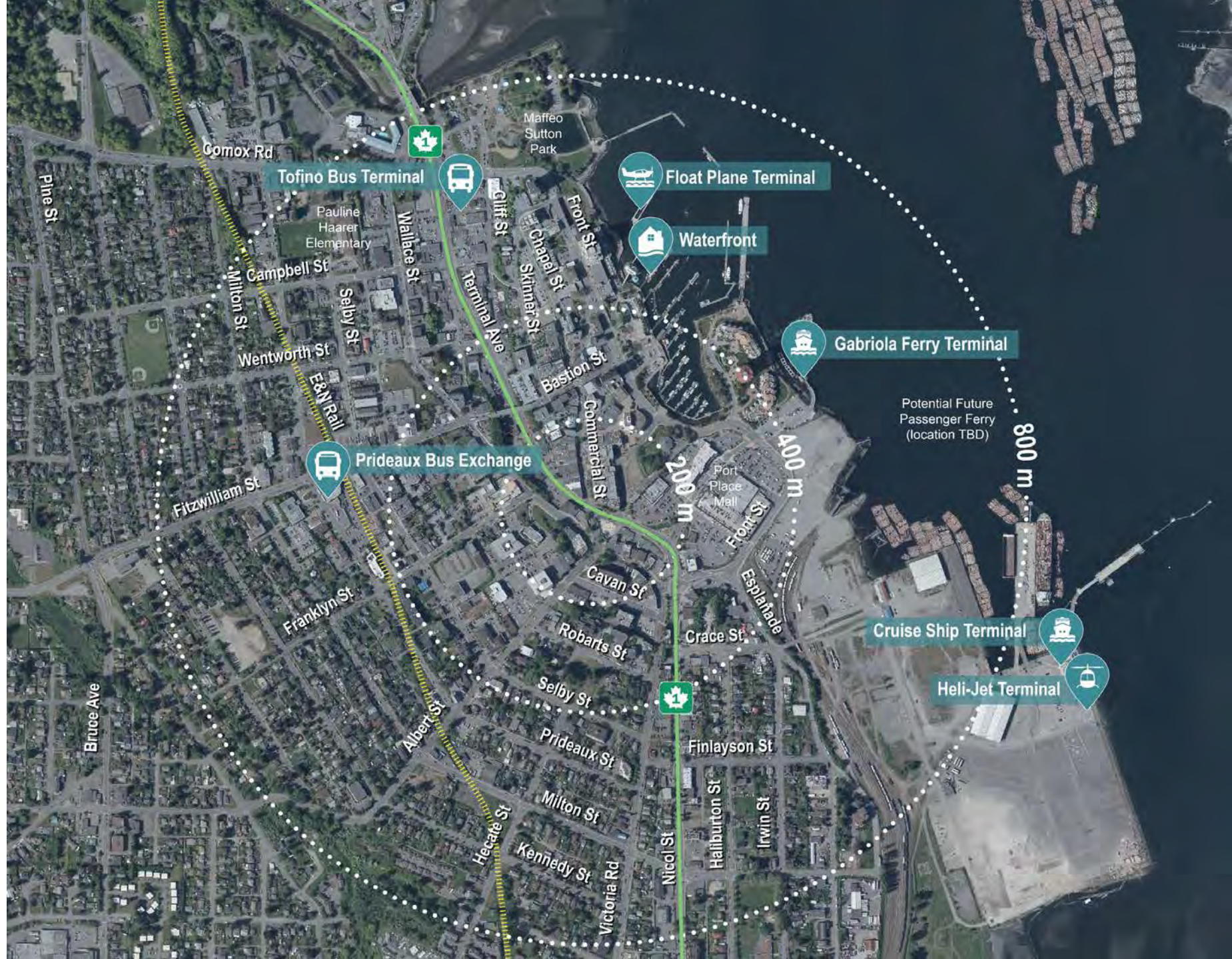
Project Process: Phase 1 Concept Design





Project Area

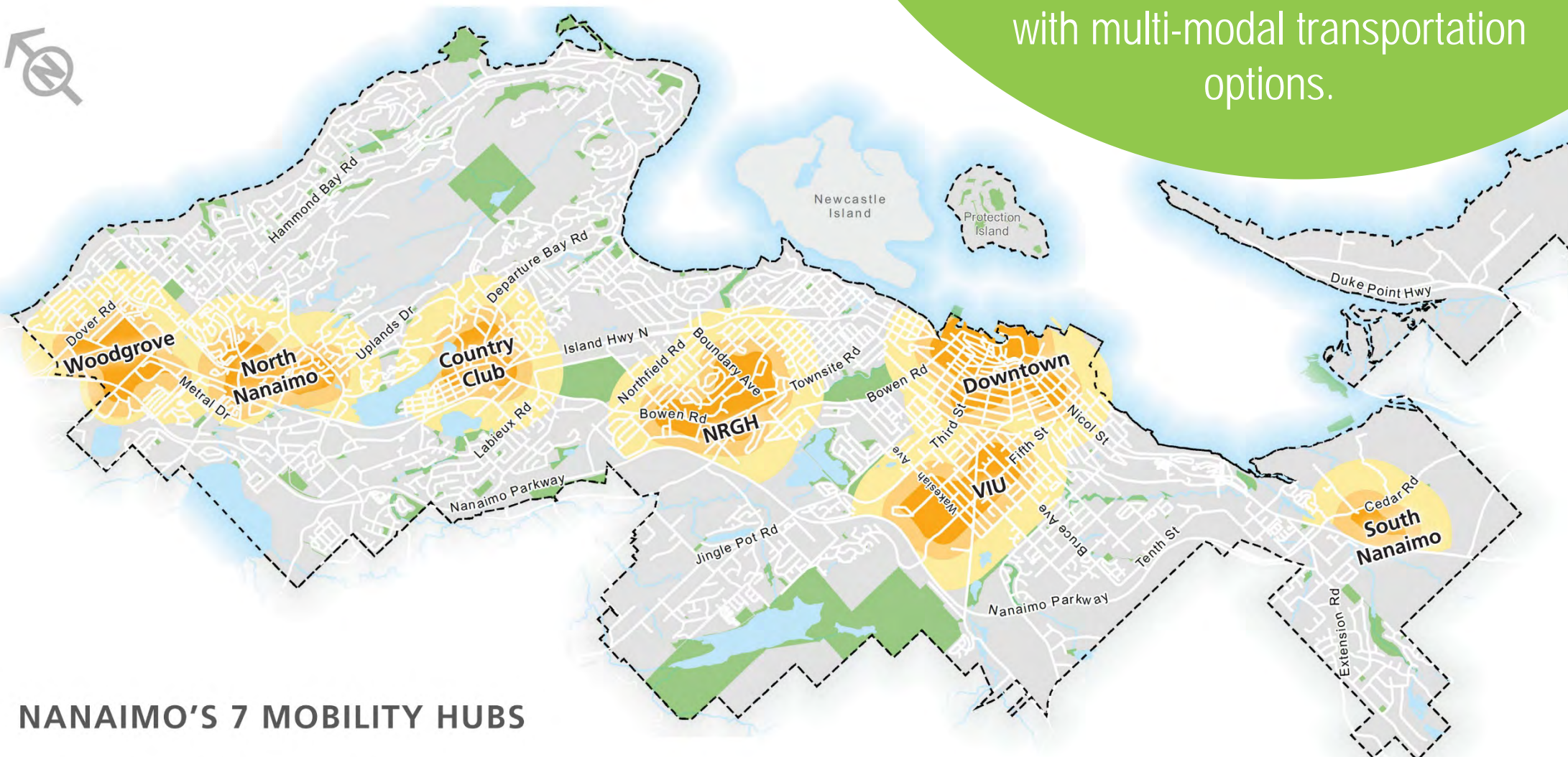
The Downtown Mobility Hub focuses on an 800m radius around the intersection of Terminal Ave and Commercial Street





What is a Mobility Hub?

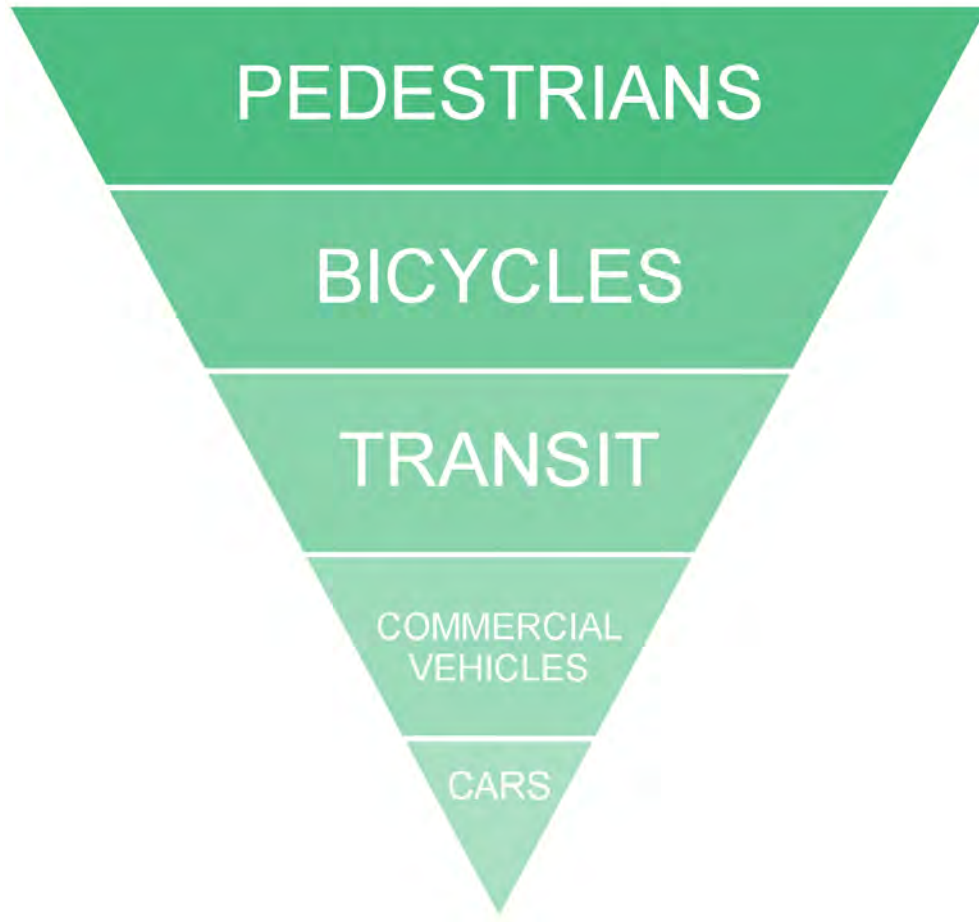
A Mobility Hub is a concentrated area of activity including employment, housing, recreation, and shopping interconnected with multi-modal transportation options.



NANAIMO'S 7 MOBILITY HUBS

Hierarchy of Modes

Nanaimo Transportation Master Plan



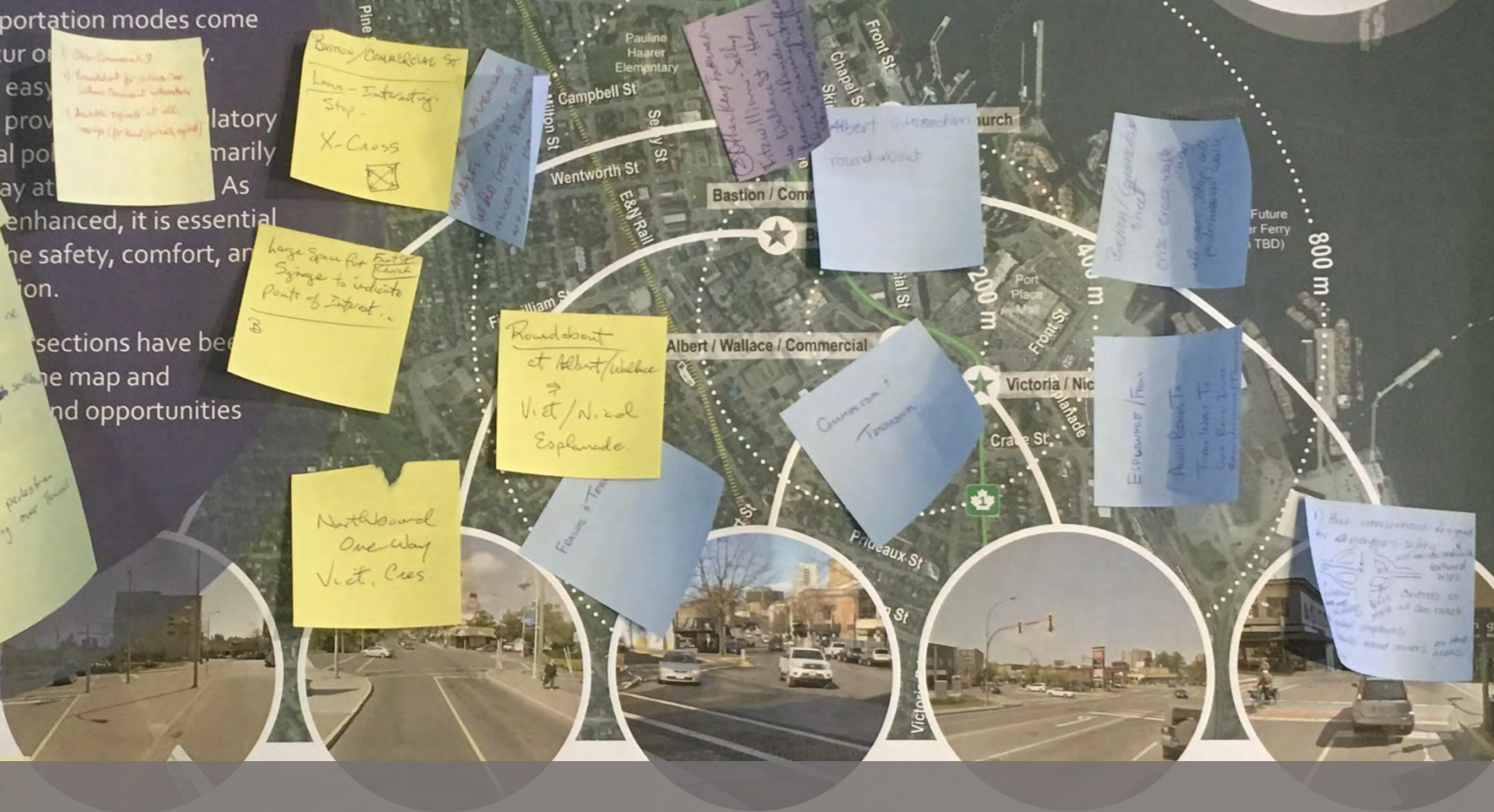
Intersections are where multiple transportation modes come together and where most conflicts occur. Intersections should be functional and easy to design with intuitive geometry and provide a safe, functional point of interaction. As mobility is enhanced, it is essential to equalize the safety, comfort, and convenience of all modes.

Through previous projects, five intersections have been identified for exploration in this map and descriptions illustrate existing conditions and opportunities observed at these locations.

QUESTIONS

Five intersections have been identified as candidate priorities for multi-modal improvements. What questions/ideas can you generate for these intersections? What are the existing problems? What are the opportunities?

COMMUNITY ENGAGEMENT



- No cycling accommodation
- Confusing pedestrian circulation
- Extensive hard surfaces
- Free flow right-turn severs Dallas Square Park
- High pedestrian activity area
- Pedestrian challenges including long crossings, delays
- 5-laned skewed intersection (Front one-way)
- Property driveways close to intersection
- Pedestrian challenges include long crossings, poor sight lines, and missing crosswalk
- Confusing 3-way stop procedure
- High pedestrian activity area
- Streets are in close proximity
- Several driveways and access points to businesses close to intersection
- Challenging and unfriendly pedestrian environment
- Minimal cycling accommodation
- Existing traffic light upgrade required in short-term



Round 1 Engagement

Activities



EARTH DAY
PORT PLACE MALL
MAFFEO SUTTON PARK
JANE'S WALK
ACTIVE FOR LIVE EXPO



BUSINESS OWNERS
ADVOCACY GROUPS
TOURISM
NEIGHBOURHOOD
ASSOCIATIONS



ONLINE
AT EVENTS



EMAILS
CALLS
MEETINGS

Participation





What We Heard – Pedestrian Network

COMMON THEMES

- Pedestrian safety
- Wayfinding / signage
- Improved walkability

PRIMARY ISSUE LOCATIONS

- Front St – barrier
- Terminal and Nicol – barrier
- Commercial and Victoria – more pedestrian space needed





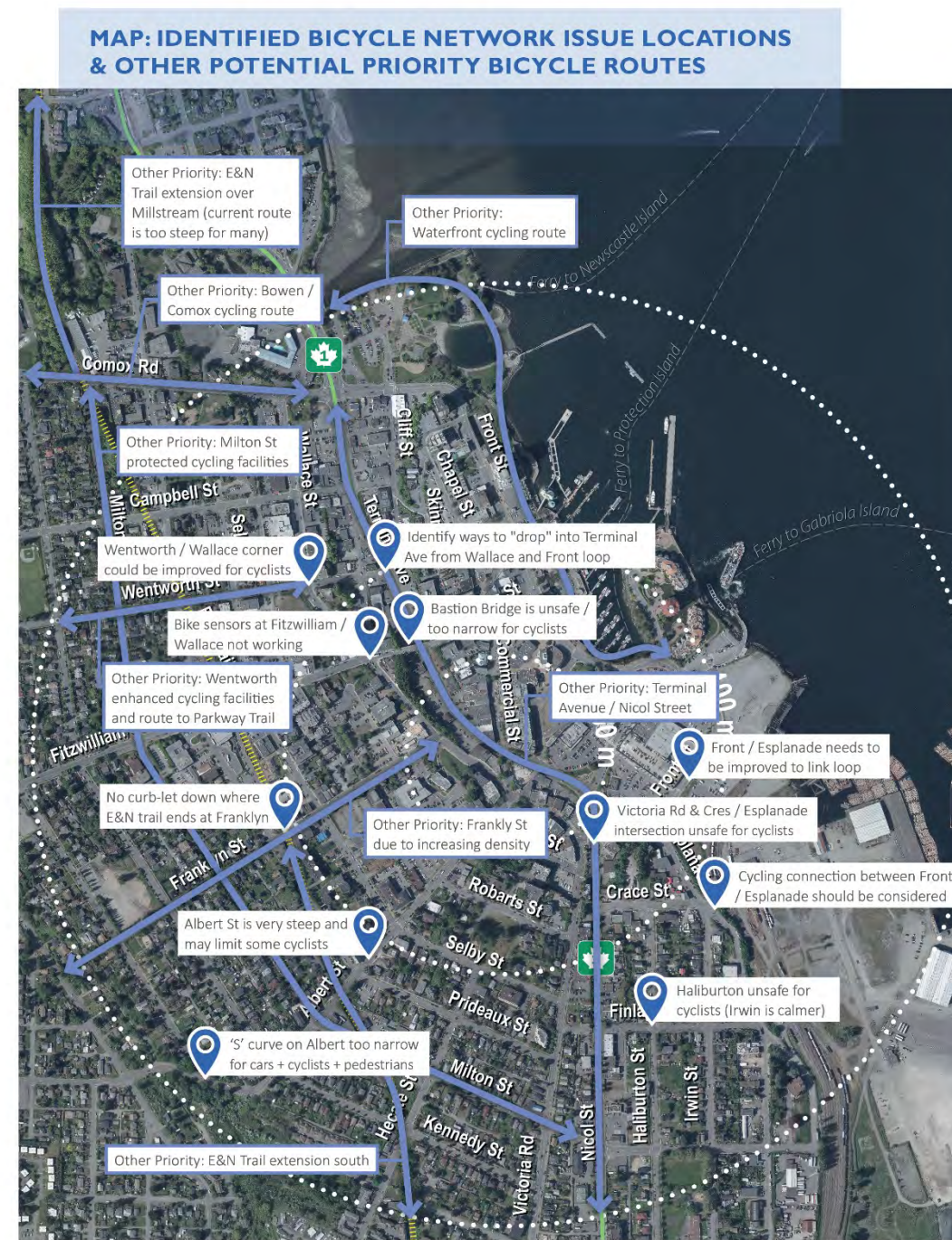
What We Heard – Bicycle Network

COMMON THEMES

- Secure bike parking and storage
- Wayfinding / signage
- Cyclist safety
- Connectivity
- Enforcement

IDEAS

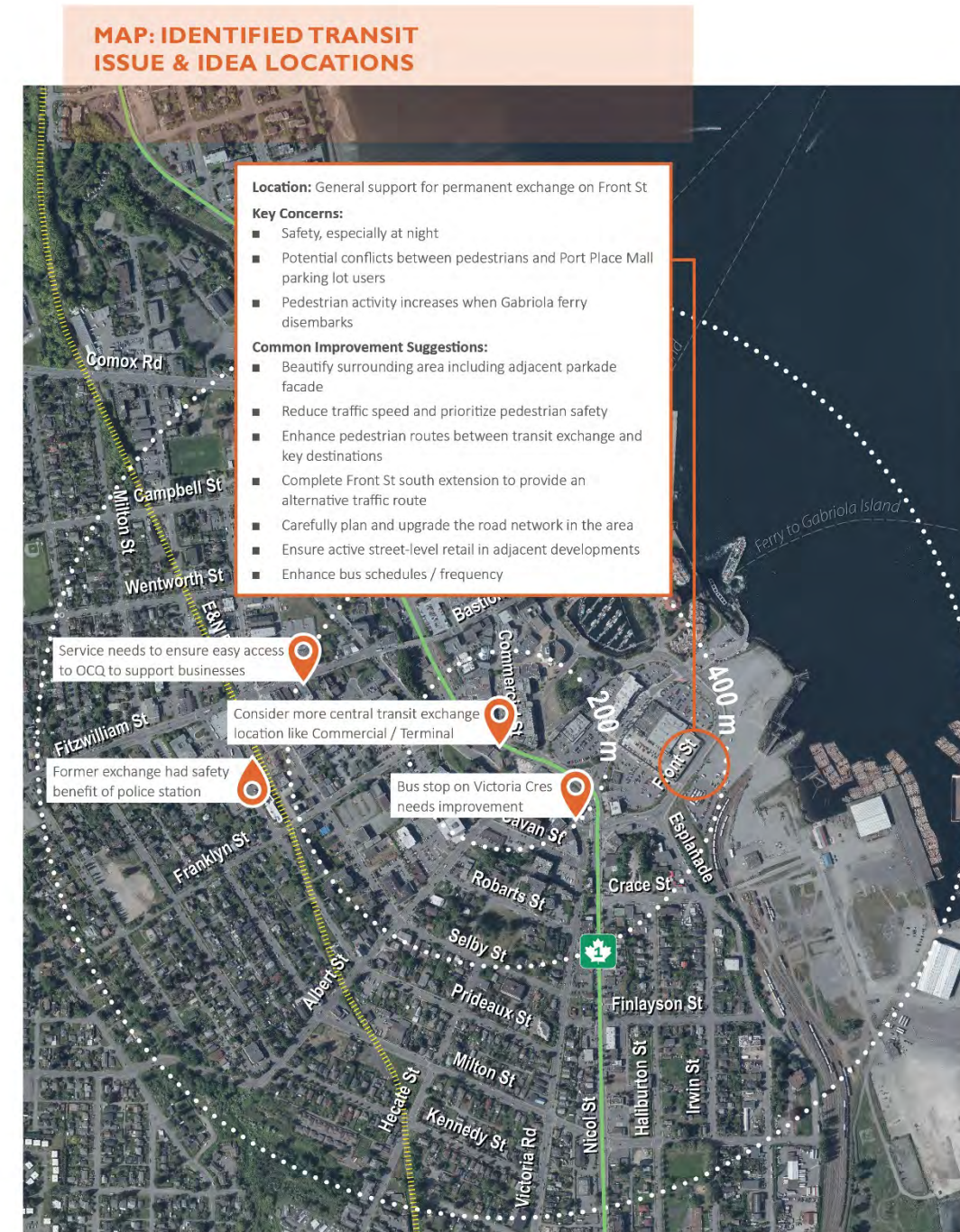
- General support for suggested priorities: Wallace, Albert, Gordon / Museum Way, Front
- Other priorities: E&N Trail, Milton, Terminal, Waterfront





- Connectivity
- Public amenities
- Safety and accessibility
- Quality, integrated design

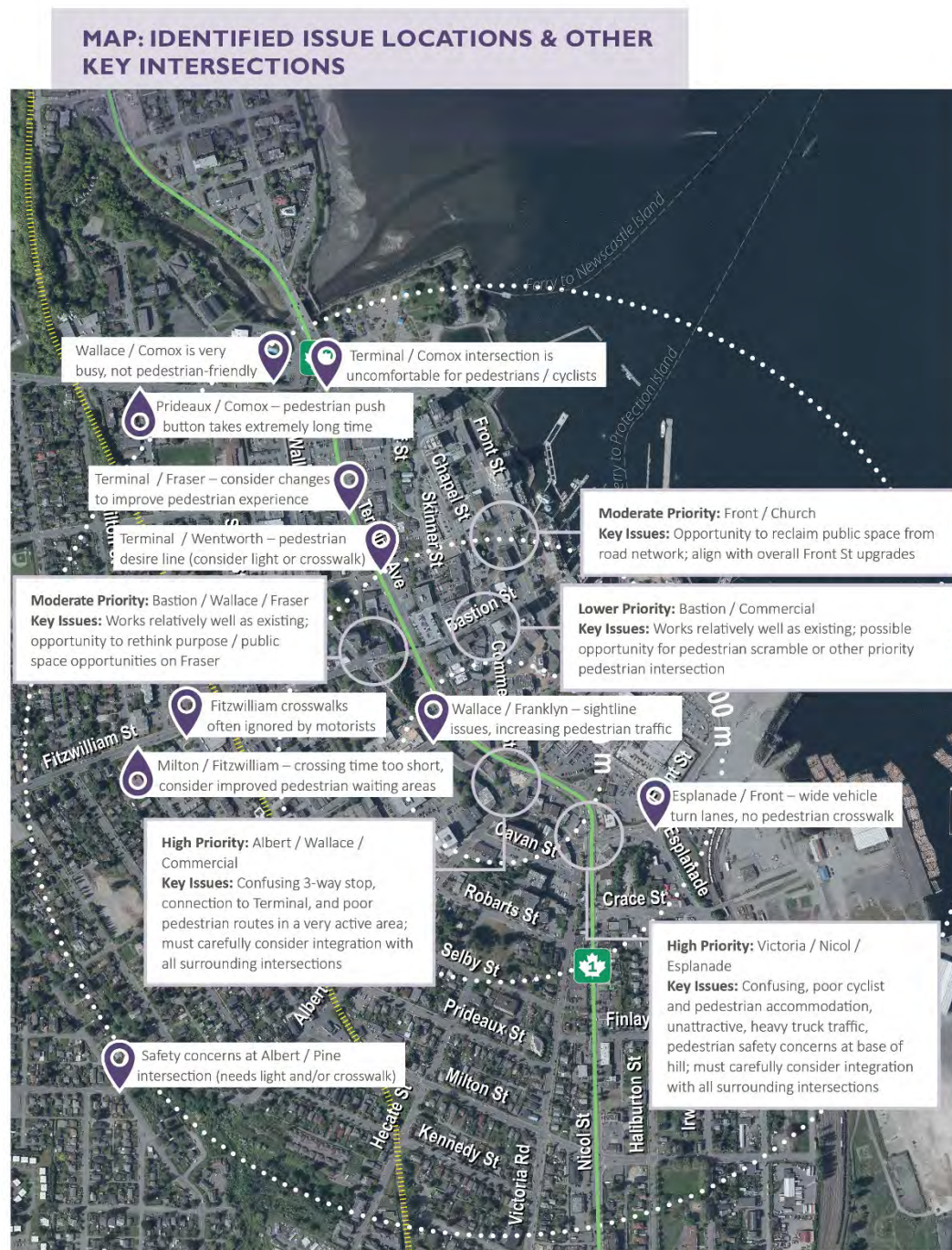
- General support for Front Street, with some concerns, mainly safety
- Some preferences for closer to downtown





What We Heard – Key Intersections

- **High Priority:**
 - Albert / Wallace / Commercial
 - Victoria / Nicol / Esplanade
- **Moderate Priority:**
 - Bastion / Wallace / Fraser
 - Front / Church
- **Lower Priority:**
 - Bastion / Commercial
- **Other Locations:**
 - Fitzwilliam: crosswalks
 - Terminal: Comox, Fraser, Wentworth intersections
 - Esplanade / Front intersection
 - Comox: Prideaux, Wallace intersections





What We Heard – Parking

COMMON THEMES

- Amount – sufficient
- Cost – inexpensive
- Wayfinding – poor
- Safety concerns
- Other suggestions: electric charging, special event management, integration into future development, parking on the periphery, oversize parking

LOCATIONS WITH LIMITED PARKING

- Commercial St
- Courthouse area (Chapel / Front)
- Victoria St
- OCQ – Wesley, Fitzwilliam, Selby
- Overnight parking for Island residents

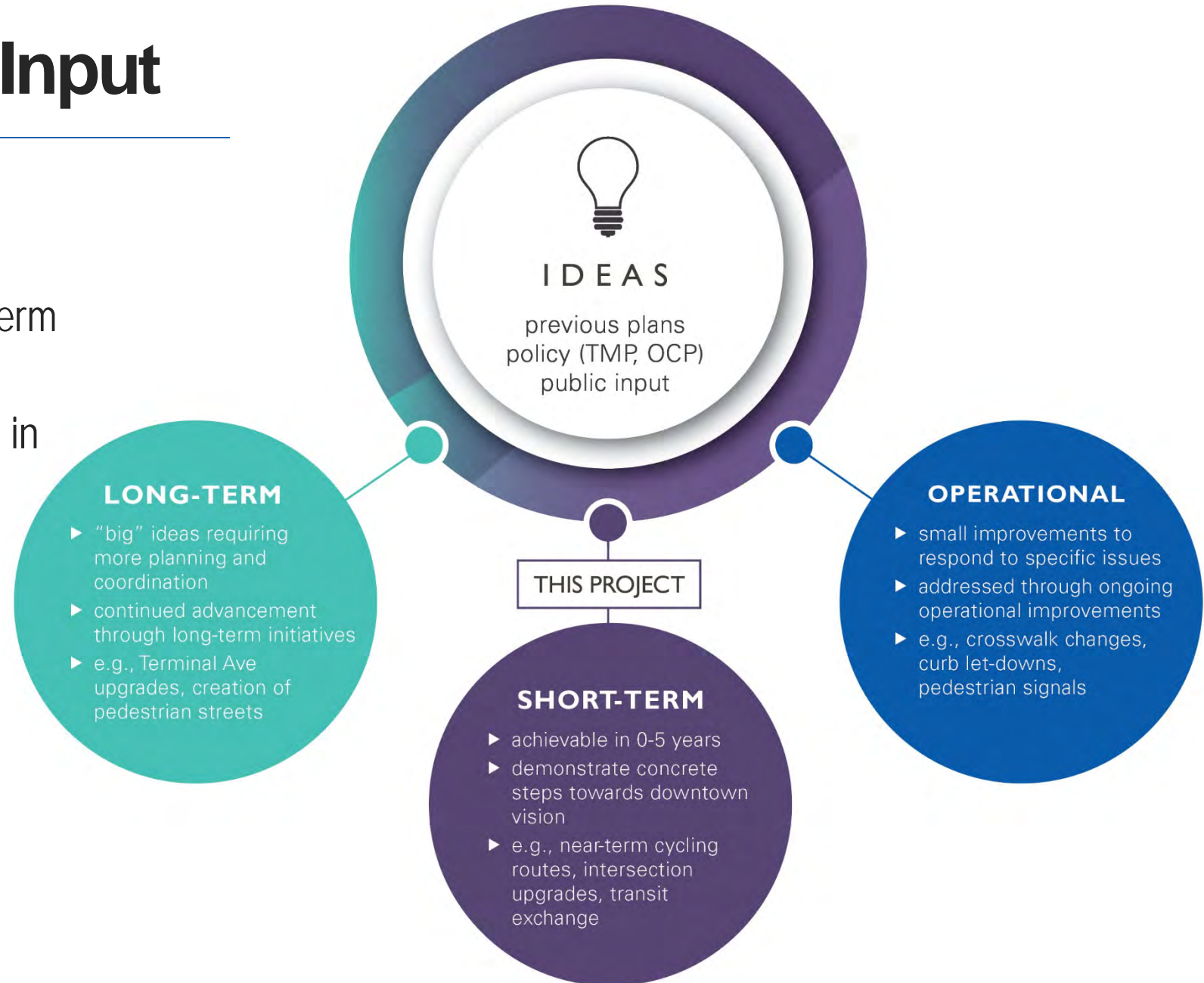
MAP: LOCATIONS WHERE PEOPLE FIND IT DIFFICULT TO FIND PARKING





Focusing Input

- Range of ideas
- Focus for this project is short-term
- Other ideas recorded for use in long-term or operational planning





EARLY CONCEPTS



SAFER INTERSECTIONS





Victoria / Wallace / Albert

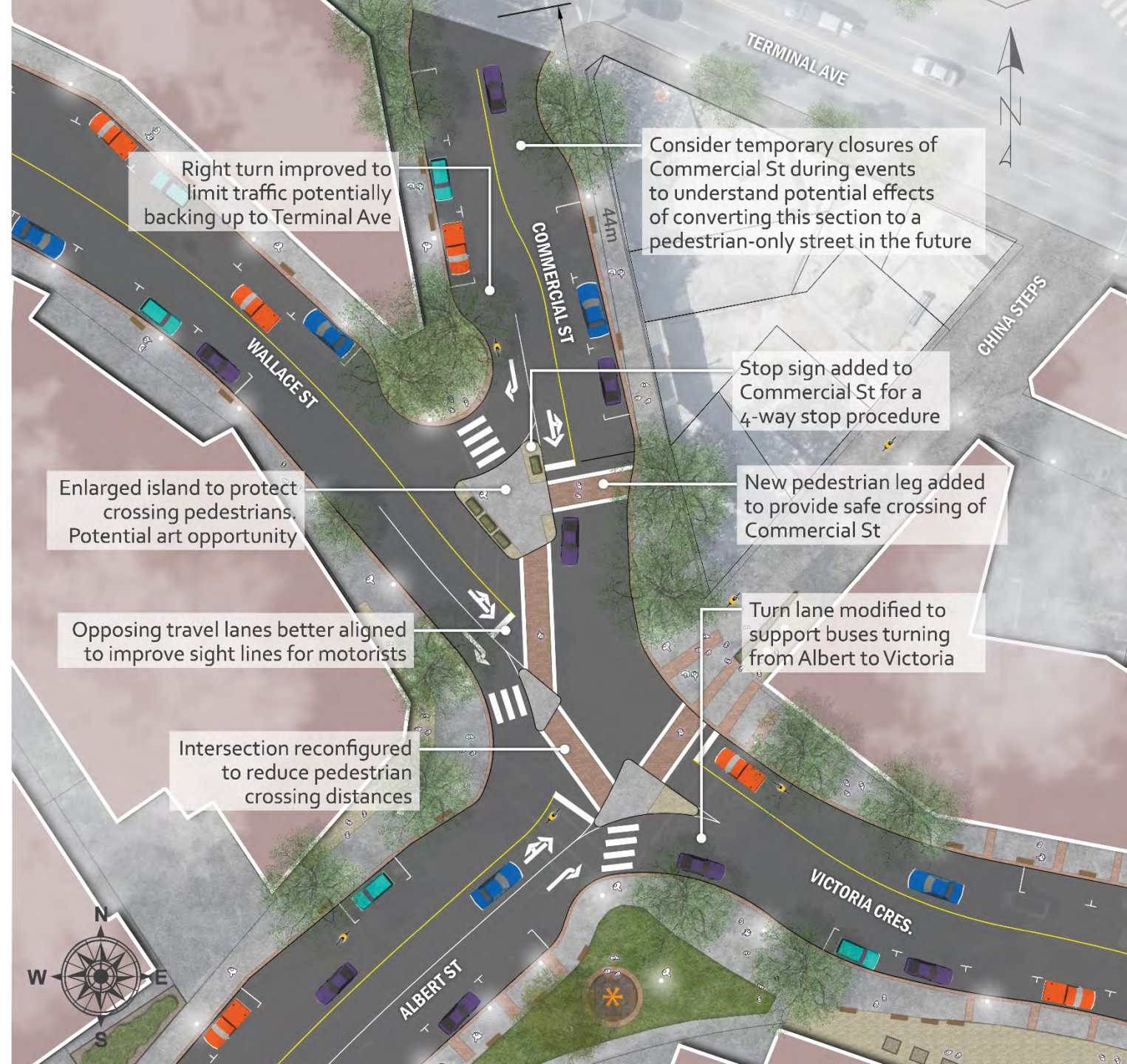
Issues:

- Three-way stop on four-leg intersection
- Confusing operation
- Inefficient
- Safety concerns
- Challenging for pedestrians
- Future cycling infrastructure
- High community priority
- Land development opportunity



Victoria / Wallace / Albert

- Install temporary four-way stop control and revised geometry
- Monitor queuing and large truck operations
- Consider intermittent closures of Commercial St between Terminal Ave and Wallace St (e.g., for community events) and monitor
- Future cycle routes
- Continue planning for preferred permanent long-term solution





Church / Front

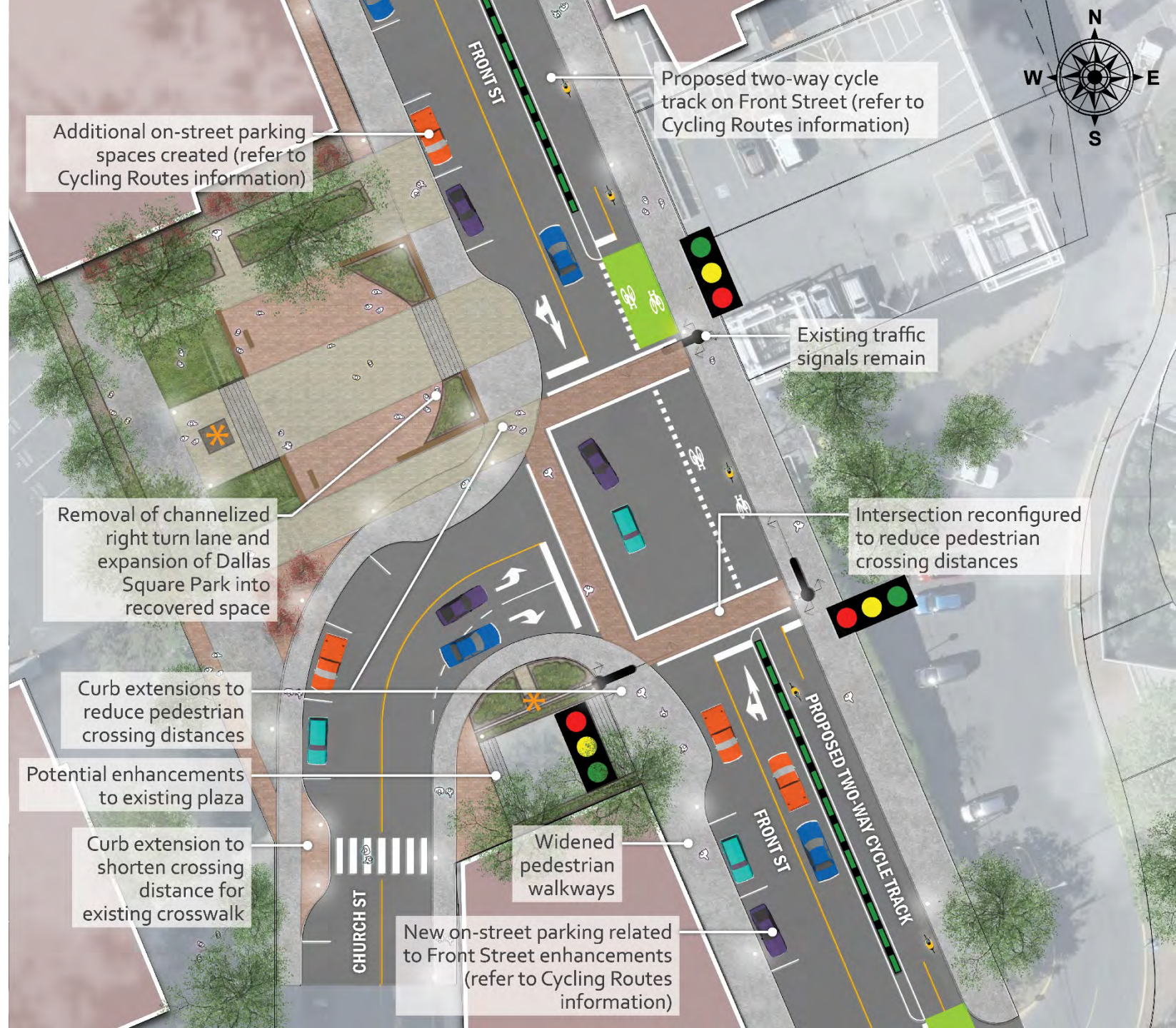
Issues:

- Large area dedicated to traffic flow
- Pedestrian circulation and accessibility issues
- Lengthy pedestrian crossings
- No cycling accommodation



Church / Front

- Remove channelized right turn lane
- Expand Dallas Square Park into the recovered open space
- Improve pedestrian safety
- Improve geometry and public realm
- Eliminate turn lanes





Bastion / Wallace / Fraser

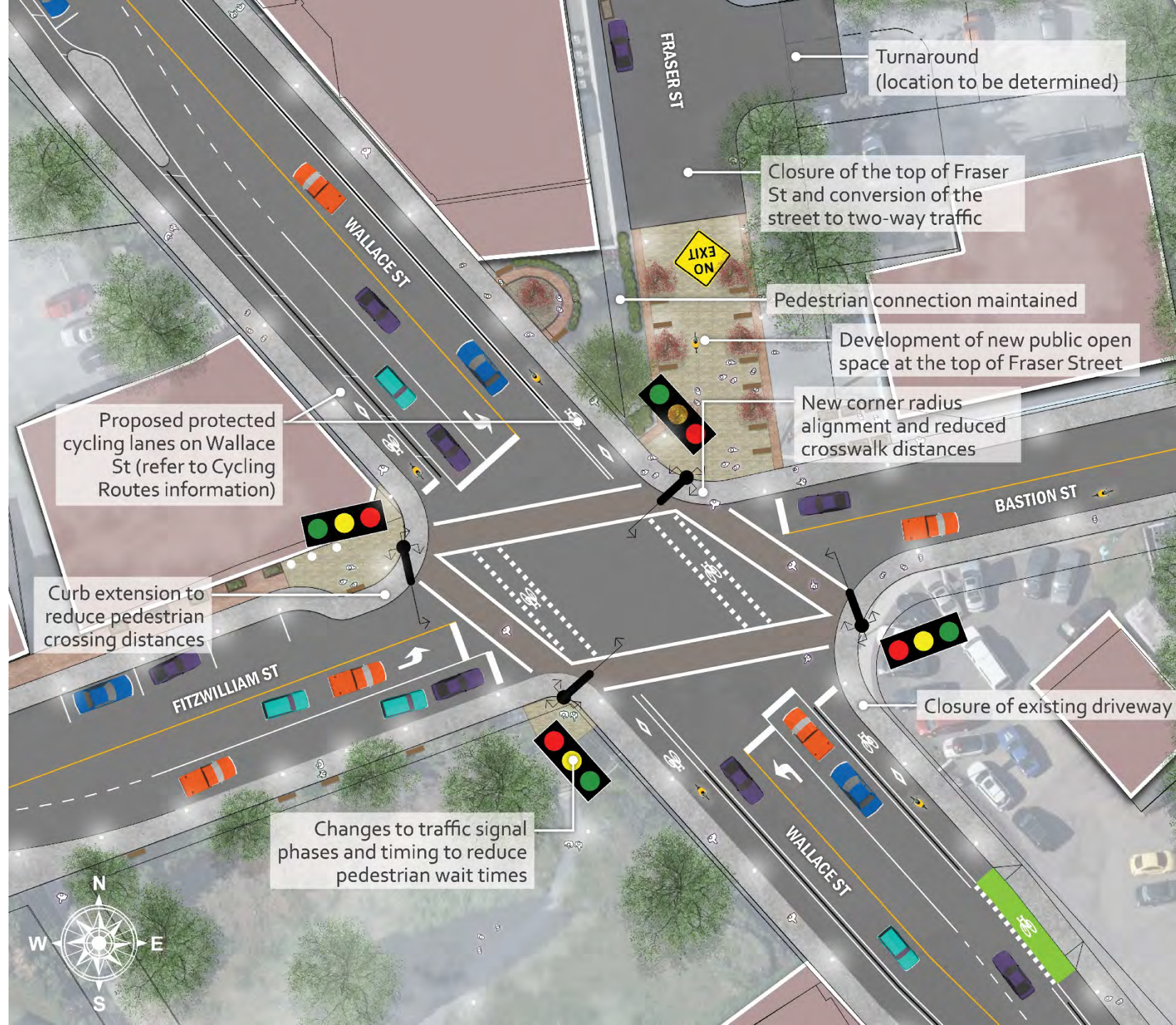
Issues:

- 5-legged skewed intersection
- High pedestrian activity
- Lengthy waits for pedestrian crossings
- Minimal cycling accommodation



Bastion / Wallace / Fraser

- Consult with Emergency Services
- Close Fraser St leg of intersection
- Convert Fraser St to two-way traffic with turnaround at top
- Improve pedestrian crossings and intersection operation
- Develop new public open space in the closed portion of Fraser St
- Geometric improvements
- Cycling infrastructure





Bastion / Commercial

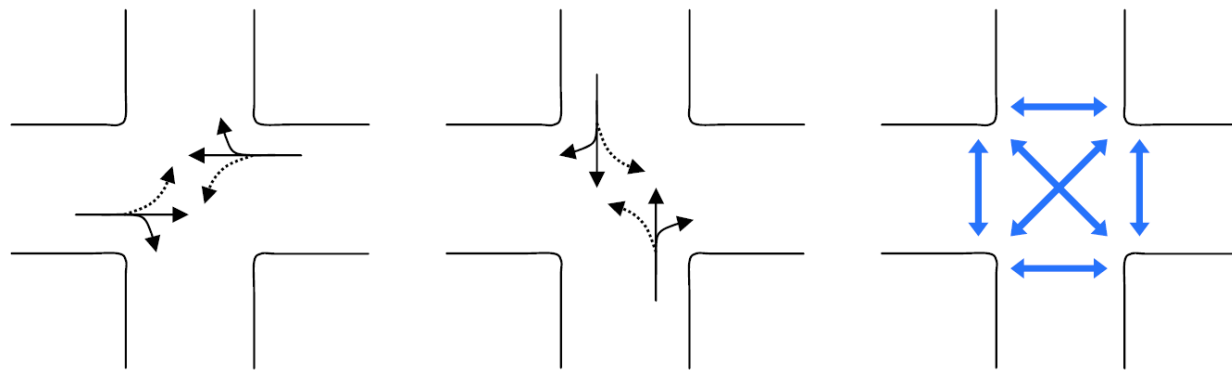
Issues:

- Signal at end of life and needs replacement
- Highest pedestrian traffic
- Narrow sidewalks at pinch points



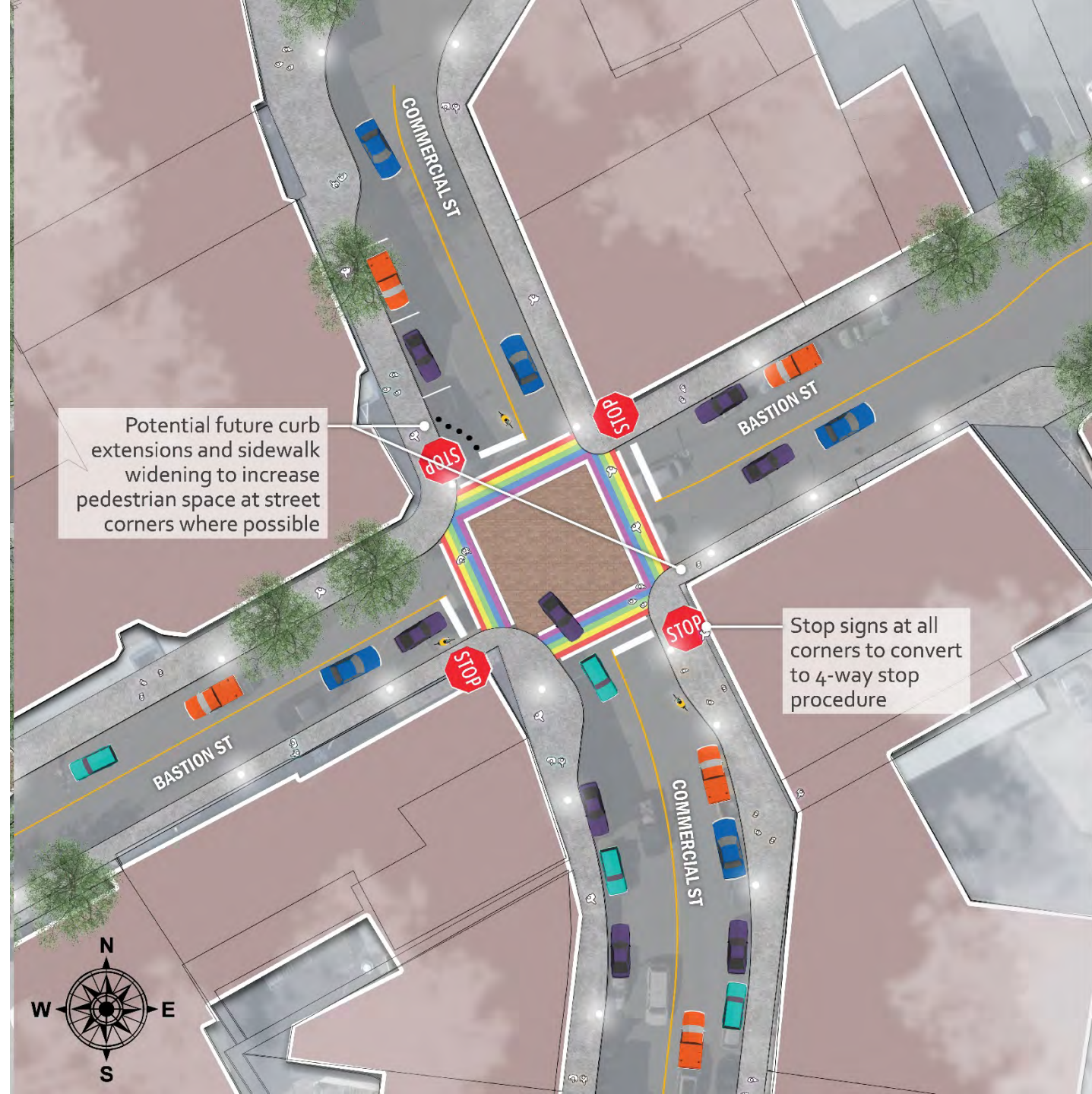
Bastion / Commercial – Options Analyzed

1. Four-way Stop
2. Two-way Stop on Commercial (Free Flow on Bastion)
3. Signalized with Pedestrian Scramble
4. Status Quo (upgrade existing signals only)



Bastion / Commercial

- Recommendation: four-way stop control with temporary / permanent geometric improvements
- Monitor pedestrian and vehicle behaviours and public feedback
- If the trial period is favourable, proceed with full updates including removal of the traffic signals and street enhancements



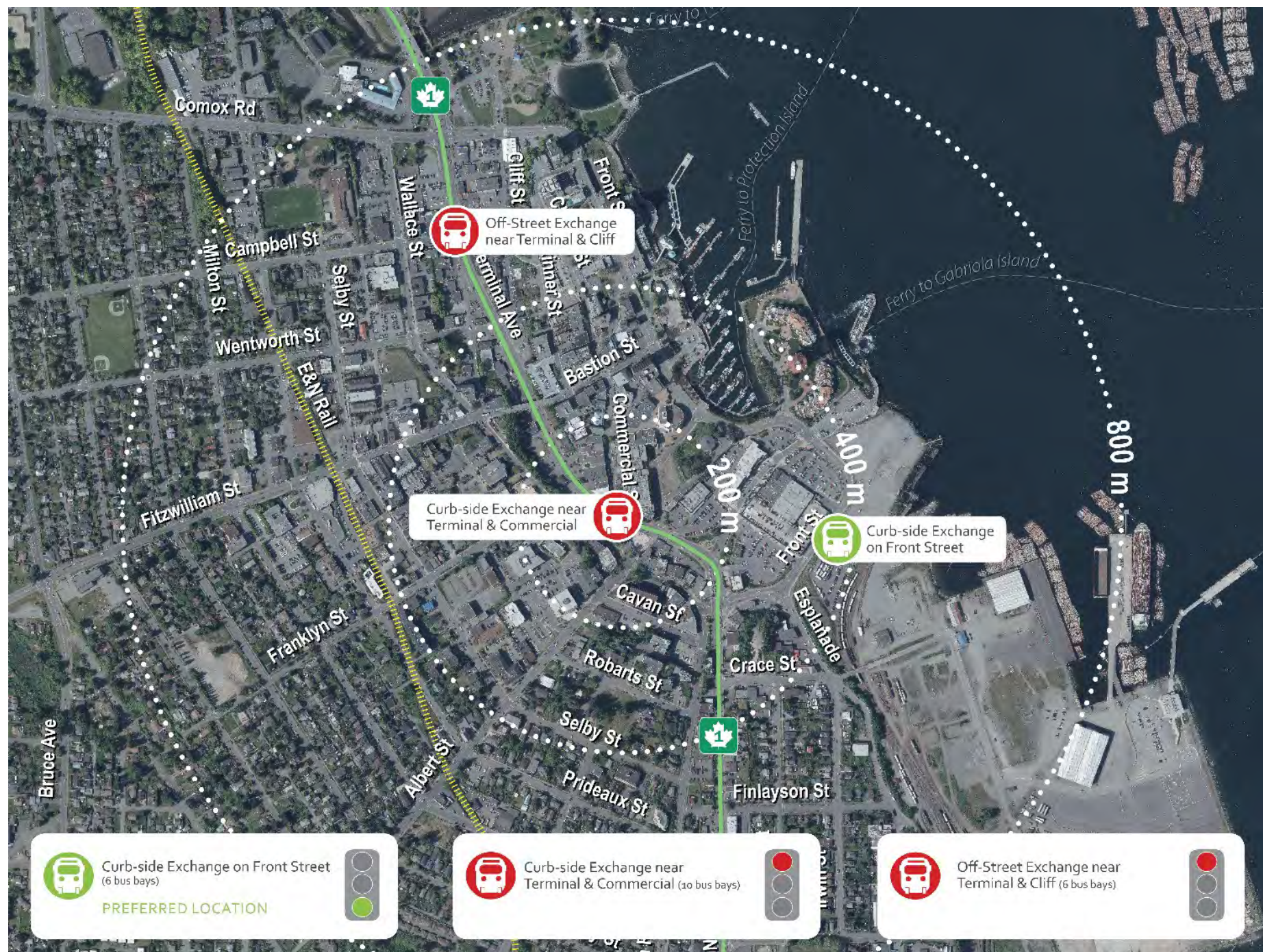


TRANSIT EXCHANGE



Transit Exchange Location

1. Detailed assessment of all previously identified location options
2. Recommended Front St as preferred option
3. Community support in Phase 1 engagement
4. User feedback on current temporary exchange is positive
5. Some safety concerns and suggestions for amenities



Next Step: Design Criteria Development





PARKING STRATEGY



Parking Study Findings

OFF-STREET LOTS

Total spaces = 1,076

Occupancy:

- 55% on weekdays
- 65% on weekends

ON-STREET PARKING

Total spaces = 1,882

Occupancy:

- 50% on weekday mornings
- 60% on weekdays mid-day
- 55% on weekday afternoons
- 40% on weekends



Parking Strategy

Strategy based on:

1. Parking supply and demand survey: occupancy
2. Parking turnover survey
3. Current parking restrictions in place
4. Engagement feedback

Emerging Directions:

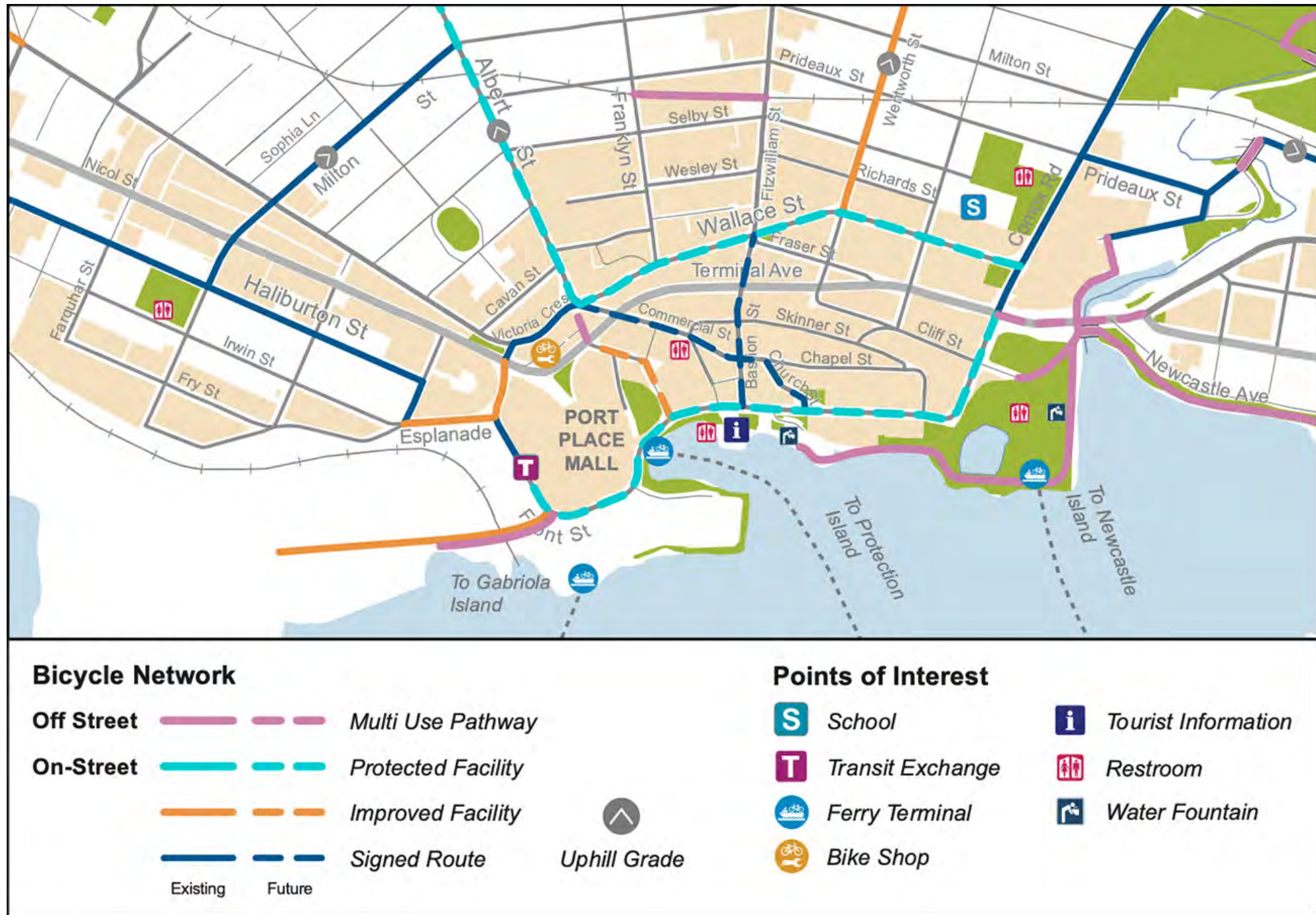
1. Improve Parking Wayfinding and Information
2. Develop Parking Strategies for Downtown Events
3. Community support for increased parking fee closer to downtown, decreasing outwards
4. Consider time of day parking fees to encourage visitors to downtown late afternoon / evening



CYCLING ROUTES



Short-Term Cycling Plan





Front Street Cycle Track



Front Street Cycle Track

APPROACH OVERVIEW

- Cycling track along waterfront side
- Improves safety by reducing intersection conflicts (vs. bike lanes)
- More comfortable for AAA users / tourists
- Opportunity to add parking stalls close to high demand areas
- Easy to implement – paint, planters, two signal heads
- Consistent with long-term plan

Two-Way Cycle Track with Planter Barrier



Front Street Cycle Track

TRAFFIC ANALYSIS

- Reduces corridor from 4 to 2 lanes
- Retains all existing turn lanes at intersections
- Negligible impact on traffic operations due to generally low traffic volumes
- All through movements Level of Services A or B (traffic operations fail at a Level of Service E)
- Consultation with emergency services required
- Further consultation on loading zone requirements

Two-Way Cycle Track with Curb Barrier



Front Street Cycle Track

Two-way protected cycle track on the east (water) side of front street



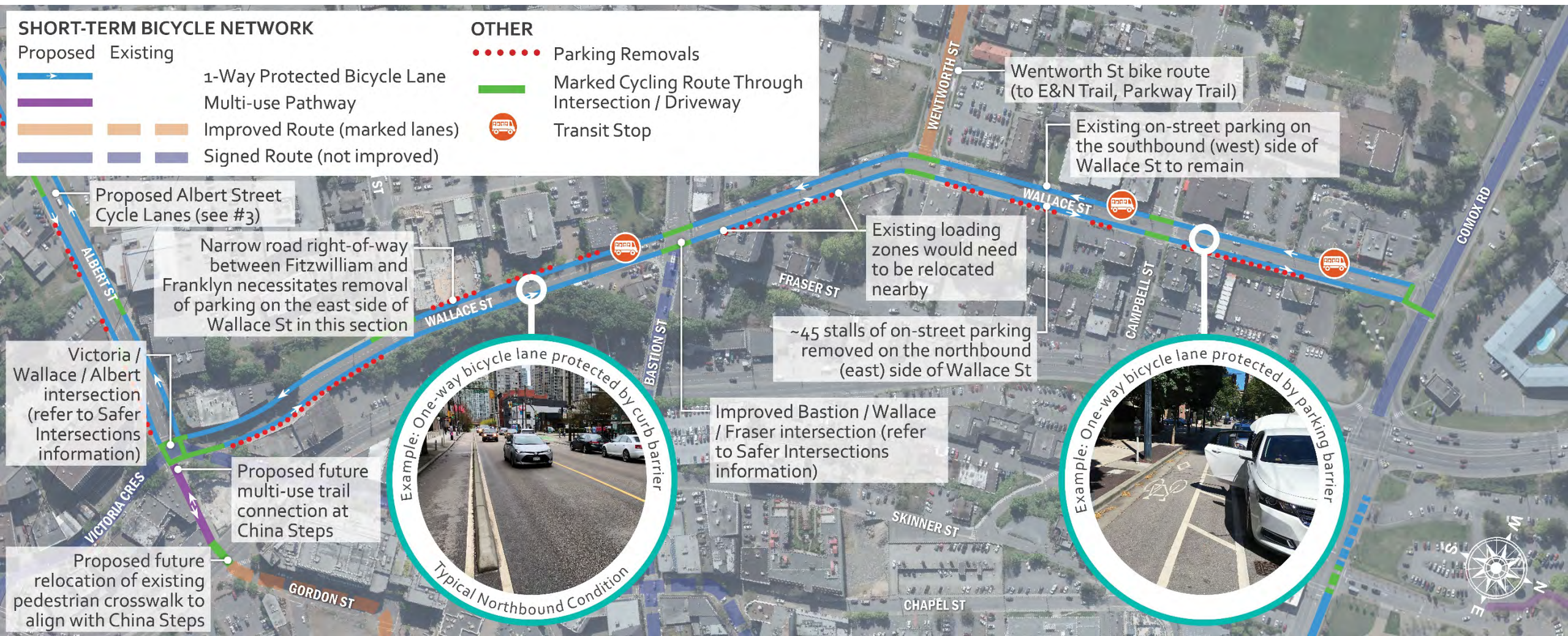


Wallace Street Cycle Route



Wallace Street Cycle Route

Uni-directional (one-way) bicycle lanes on both sides of Wallace Street



One-way Bicycle Lane Protected by Curb



One-Way Bicycle Lane Protected by Parking



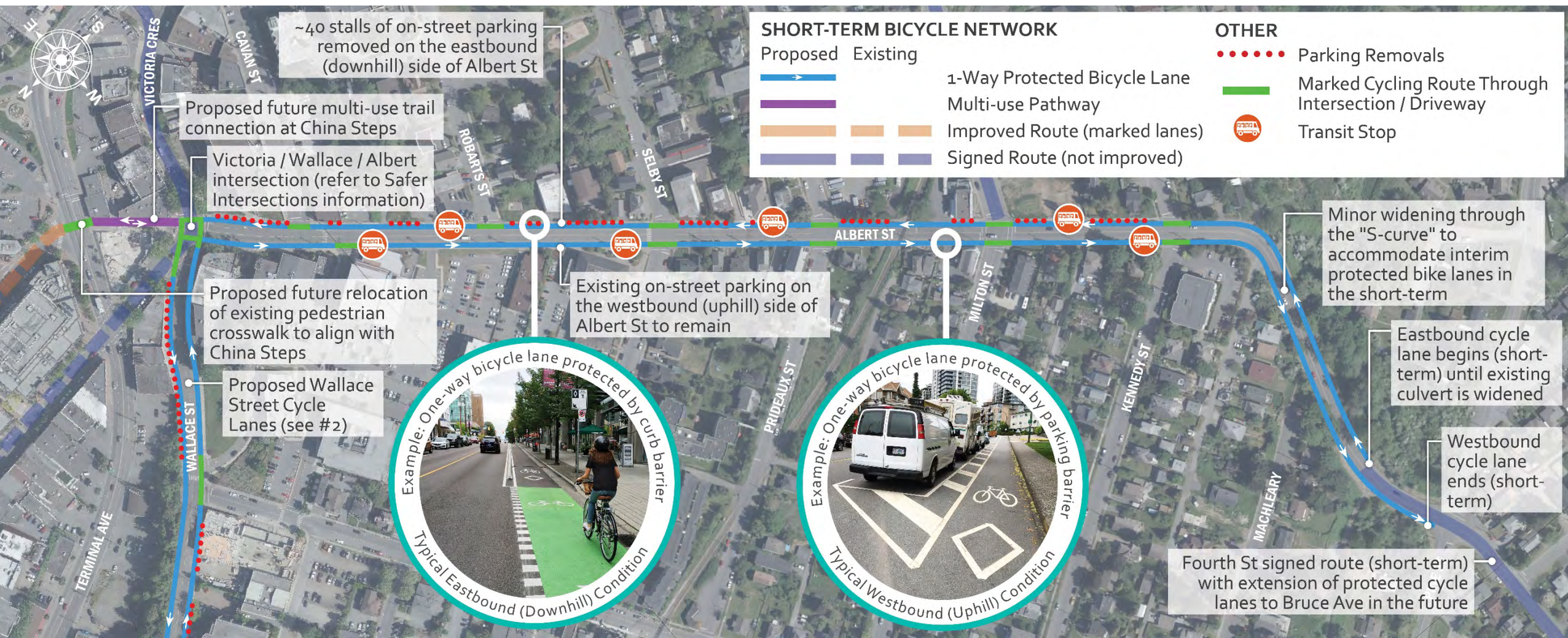


Albert Street Cycle Route



Albert Street Cycle Route

Uni-directional (one-way) bicycle lanes on both sides of Albert Street



Integration of Cycling with a Bus Route

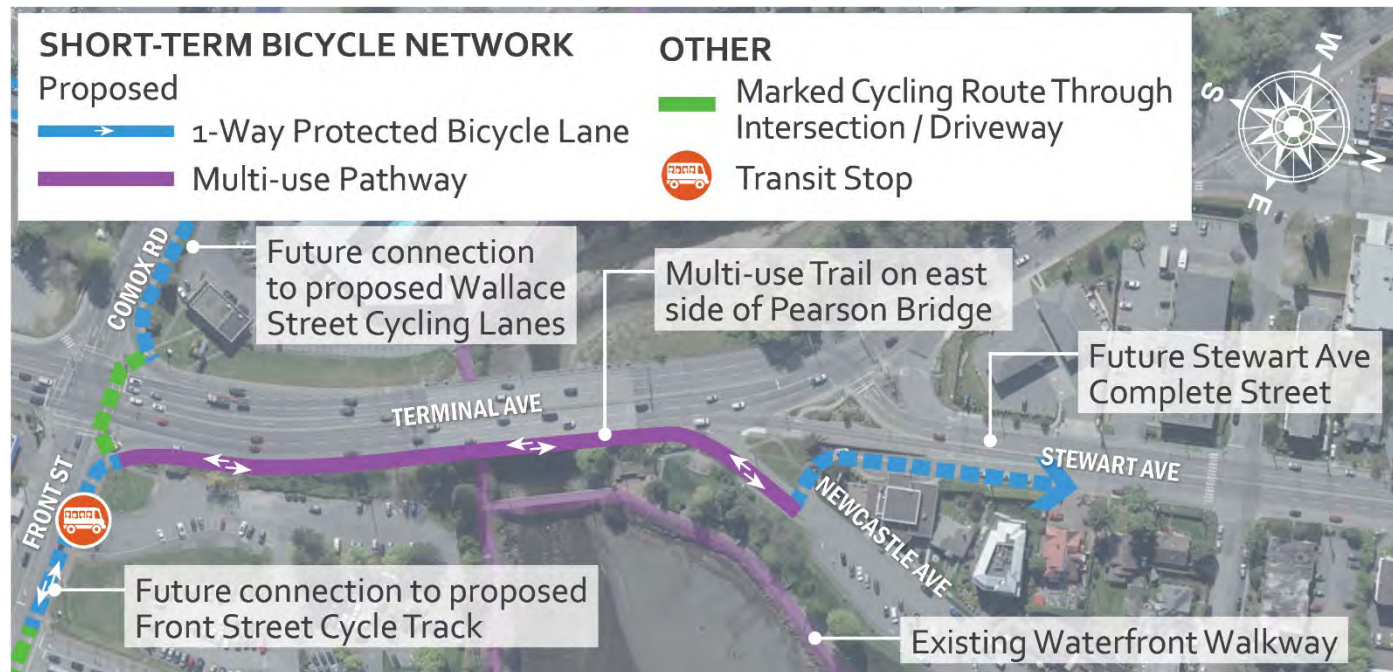




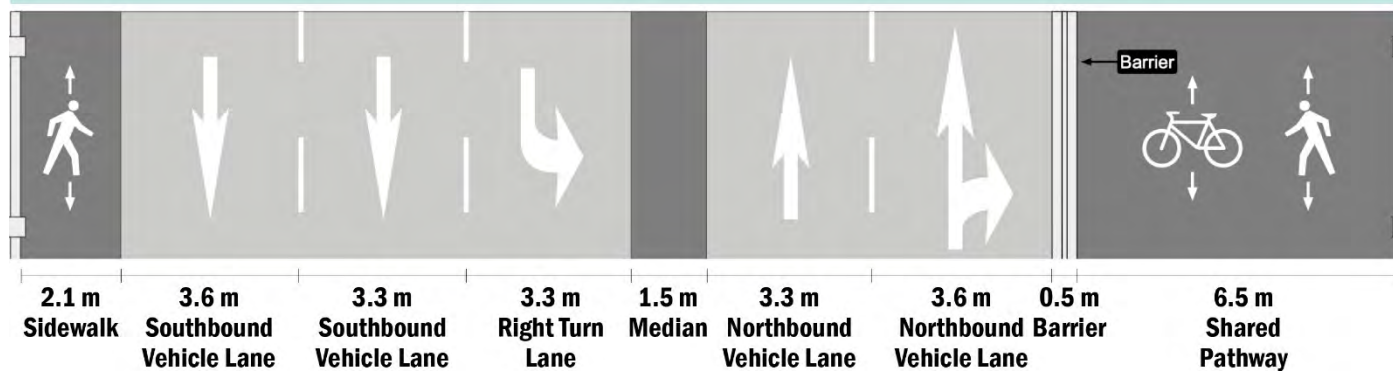
Pearson Bridge Cycle Route

Pearson Bridge Cycle Route – Option 1

6.5 m Shared Pathway (east side)

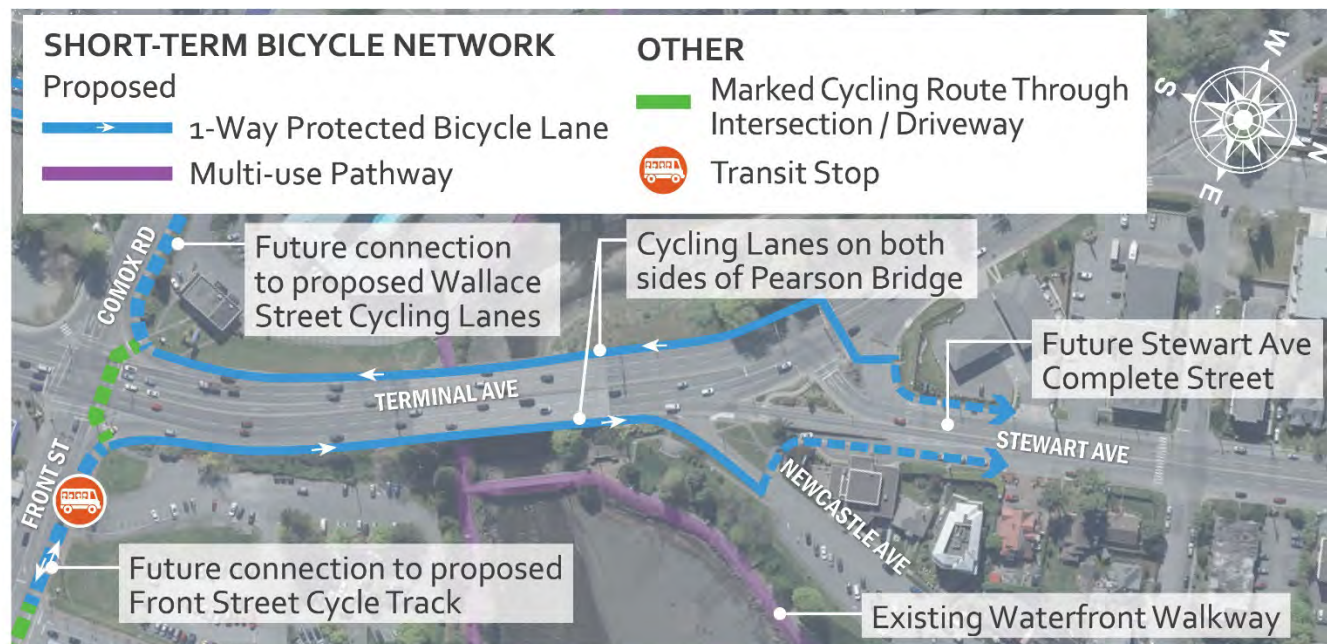


- Widens the sidewalk on the east side of the bridge to a 6.5 m multi-use pathway shared by pedestrians and cyclists
- A barrier for protection from traffic would be added

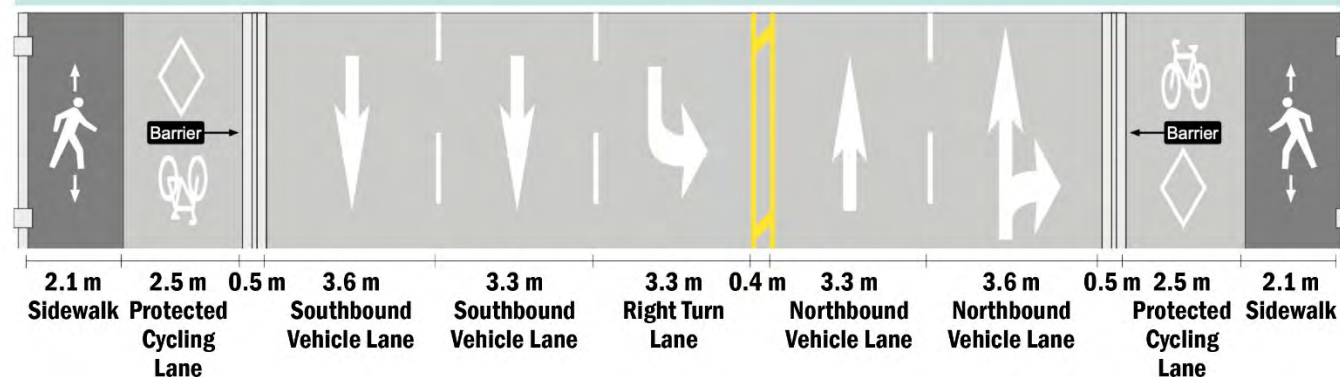


Pearson Bridge Cycle Route – Option 2

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 and cyclists would be protected by a barrier





Your Feedback is Important!

- **Concepts Presented are Preliminary** – there is more work to be done
- We'd like to hear your questions and feedback on potential projects presented
- Input received will be used during the next steps as concepts are advanced
- Future opportunities for public comment will be included during next steps

Group Discussions

1. Identify the topics that interest you most and join other participants at that station
2. Use the questions at the table to prompt discussions with others on the concepts
3. Add your feedback on a sticky note and post
4. Move to the next station(s). You can choose to visit one or all, depending on the topics that matter most to you

PRIZE DRAW!

1 of 3 \$50 gift certificates to the Port Theatre



THANK YOU!

PLEASE COMPLETE YOUR
QUESTIONNAIRE BY:

MONDAY,
DECEMBER 9, 2019