



Metral Drive

COMMUNITY INPUT SUMMARY



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1 | PROJECT OVERVIEW

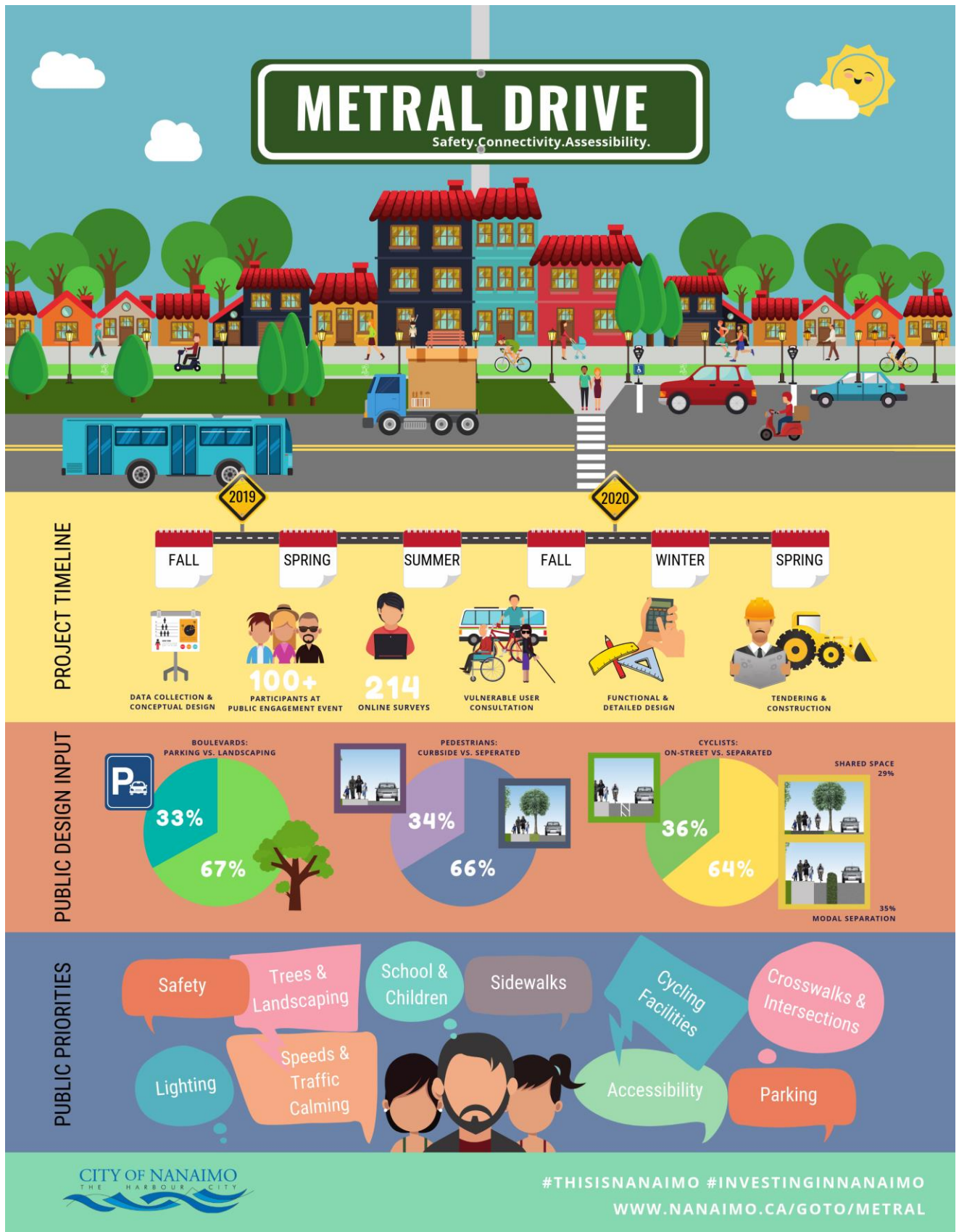
Pedestrian, cycling, transit, and traffic calming improvements planned for Metral Drive corridor will be completed in a phased approach over the next few years. The design is scheduled to occur in 2018-2020. Construction for Phase I work from Mostar Drive to Turner Road is scheduled to begin construction in Spring 2020, and Phase 2 work from Turner Road to Aulds Road is planned for the future.

Through attractive design, enhanced safety, and multi-modal infrastructure, the road can be transformed into a space that:

- Provides sustainable and active transportation alternatives promoting a more active lifestyle
- Increases safety
- Decreases carbon dioxide emissions
- Encourages a sense of community
- Supports local businesses

Design criteria as identified for the project includes:

- Apply as many Complete Street principals as possible within the City's existing right-of-way.
- Pedestrian and cycling connectivity
- Review access management along the corridor to reduce number of conflict points.
- Explore a road diet at the northern limits
- Consider parking needs at both the north and south limits
- Apply traffic calming features to address speeds, such as narrower lanes and treed/landscaped medians and boulevards.
- Meet lighting requirements for the corridor.



2 | PROJECT BACKGROUND

Metral Drive was identified as one of Nanaimo's corridors that carried potential for a complete streets design. From a connectivity perspective, it links two of Nanaimo's mobility hubs while providing a flatter alternative to the parkway trail and a safer and more comfortable ride compare to Highway 19a. It would act as an extension of the E&N trail, one of the backbones of Nanaimo's cycling network, while also providing a connection to the Parkway Trail down Mostar Road. With a school and multiple senior facilities within the area, vulnerable road users are a concern and creating facilities for all ages and abilities is a priority.

Currently, RDN Transit runs the #15, #25, and the #30 busses along the corridor, and in 2019 express transit stops are being built on the NE and SW corners of the Highway 19A & Mostar Road intersection.

When the Pavement and Water Distribution System were flagged for replacement in 2020, the opportunity arose to explore design options to achieve the City's goal to create and build completer streets.

Complete Streets are designed and operated to enable safe and comfortable use for all, regardless of age or ability. They recognize that streets have different roles, functions, and characteristics depending on their context. The goal is to create a greener, more sustainable, multi-model network that accommodates and moves people - not only motorists.

3 | OPEN HOUSE ENGAGEMENT

An open house was hosted at Woodgrove Mall on March 23, 2019 from 1-4pm. During this time, over 100 individuals chatted, asked questions, and discussed priorities. Constructive conversations and feedback were provided, individuals were given the opportunity to build and display their ideal cross-sections, and were also able to provide comments relating to the different modes being prioritized.



Figure 1 - Engagement Set-up Woodgrove Mall

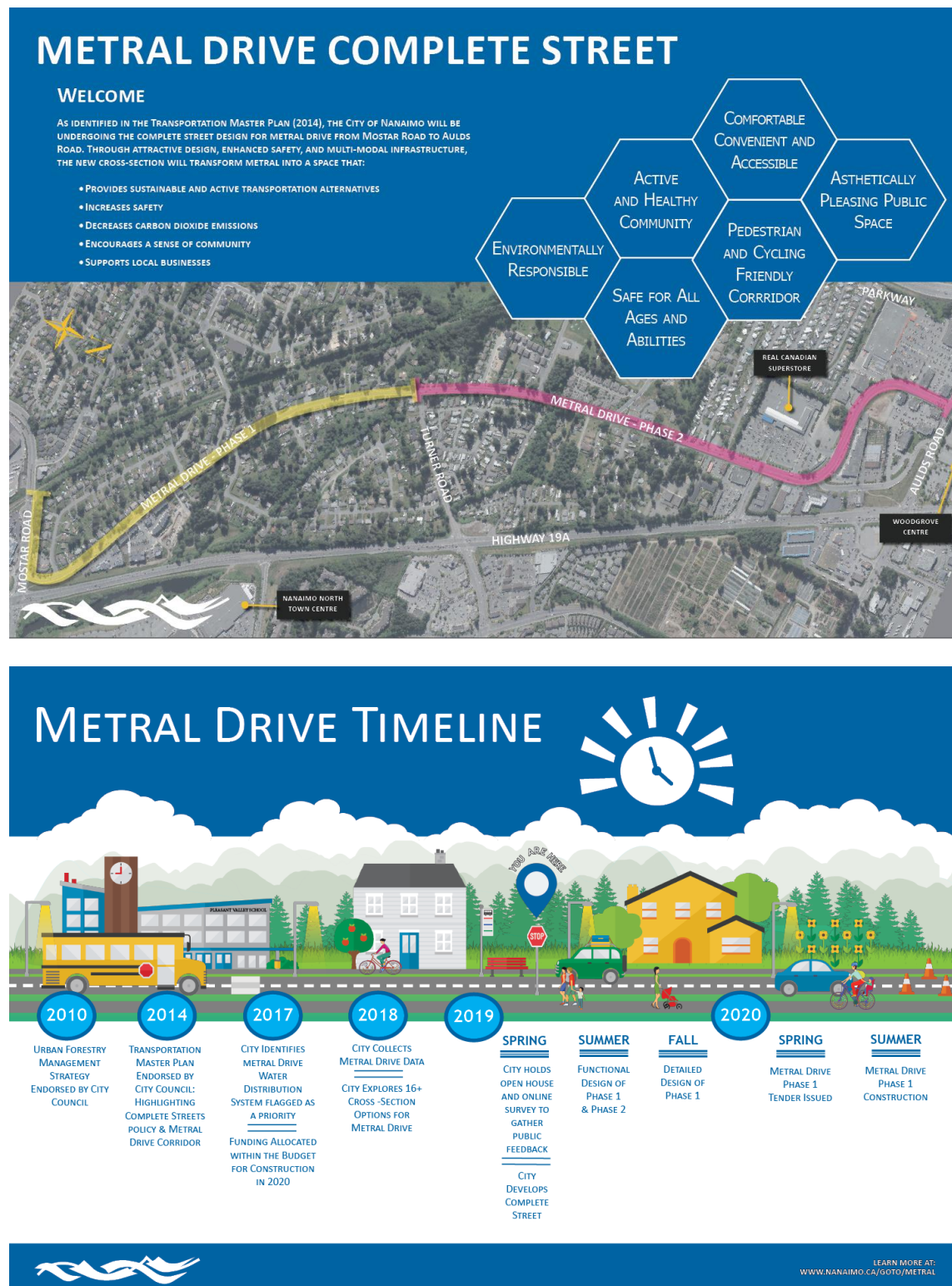


Figure 2 - Open House Boards

METRAL DRIVE - PHASE 1



METRAL DRIVE - PHASE 2



Figure 3 - Open House Boards



Complete Street Priorities



What's a 'Complete Street'?

Complete Streets move people, not just cars. They are designed and operated to enable safe and comfortable use for all, regardless of age or ability. They recognize that streets have different roles, functions, and characteristics depending on their context.

Pedestrian Design Priorities

1. Accessible Curb Ramps
2. Safe, visible crossings
3. Ample, unobstructed walkways
4. Public plazas and street-level activities
5. Pedestrian-scale lighting & urban design
6. Streetscaping and green space

Bicycle Design Priorities

7. Safe designated facilities
8. Ample, secure bike parking
9. Connected, well-marked network

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Complete Street Priorities



Transit Design Priorities

10. Convenient pedestrian access to stops
11. Connections to surrounding destinations
12. Safe, secure waiting areas for passenger amenities
13. In-road facilities to increase service speed and reliability
14. Adequate curb radii

Commercial Vehicle Design Priorities

15. Adequate curb radii
16. Adequate lane width
17. Designated routes without disturbances
18. Loading Zones

Automobile Design Priorities

19. Appropriate design speed (traffic calming)
20. Parking Management
21. Appropriate distribution of road space

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Figure 4 - Open House Boards

Summarized by mode, the feedback provided included:



Pedestrian:

- “Snow clearing at bus stops and along pedestrian paths to bus stops.”
- “Better Walking = Safer Sidewalks”
- “Deeper Setbacks. Ie. Not done at apartments by Cobs.”
- “Default speed limit on unimproved residential streets should be 30km/hr.”
- “Sidewalks should be broad enough for 4 People.”
- “Please allocate budget \$’s toward making “Complete” streets in older areas without waiting for redevelopment. We need sidewalks + safe walking too!!”
- “Please make street trees a priority! They are essential to making spaces people want to walk and cycle.”
- “Sidwalks all along Metral (on BOTH sides) please!” “YES!!”
- “Boulevards or wider setback so pedestrians don’t get splashed by cars in rainy weather.”
- “Tree canopy and boulevards next to sidewalk to protect pedestrians.”
- “Dedicated sidewalks where pedestrians do not have to dodge cyclists.”



Cycling:

- “Lots of motorists texting and driving. Give cycling a try – you will see.”
- “Parkway Cycle Trail is in need of Repair. Major damage caused by tree roots.”
- “Bike lanes needed but not everywhere!”
- “Adopt Dutch Junctions!”
- “Do not put cyclists between traffic and parking.”
- “Sharrows KILL.”
- “Bike lanes NOT SHARROWS.”
- “Bike Lanes & routes established on side roads. Eg Bike routes in Vancouver.”
- “Bike Lanes & sidewalks that don’t suddenly end in the most dangerous way possible.”
- “Large wide multi-use paths that my family and young children can walk/bike down together.”
- “Build facilities that kids and the elderly will use – not just spandex cyclists!”
- “I would like to see larger and clear bike lanes.”



Transit:

- “More consistency.”
- “Bus shelters! Bus shelters! Bus shelters!”
- “A redesign of bus routes needed for the entire city!”
- “More busses in evenings to the VIU area.”
- “More consistent & reliable schedules.”
- “Buses to Duke Point.”
- “Bus to Duke Point.”
- “Bus to Duke Point.”
- “Increase transit to Cedar. Way too limited”
- “Less distance between bus stops.”
- “Later buses! I.e. 12:30pm. People should be able to catch a movie and get home after a 9pm show.”
- “#50 needs to be more frequent.”
- “Bus shelters with garbage cans or some sort of clean up. I live on Metral and my yard is full of garbage due to people at the bus stop.”
- “We pay higher taxes in the North End. We deserve better and more frequent bus services.”
- “Implement LRT on E&N & restructure transit to ridership model interconnected with LRT, Ferry, Airport, CVRD, Comox.”



Commercial:

- “Commercial Traffic needs Metral. Ie. Businesses along Metral + Pub off Doumont.”
- “Our turn radii and lane widths are already way wider than required. Reduce lane widths.”
- “Adopt Dutch Junctions!”
- “Lack of collisions saves more time.”
- “Lots of motorists texting and driving. Give cycling a try – you will see.”
- “If this is a multi modal corridor – re route heavy truck and commercial vehicles.”
- “Please keep trucks and commercial vehicles (enforce!) off Metral Drive.”



Single-Vehicle:

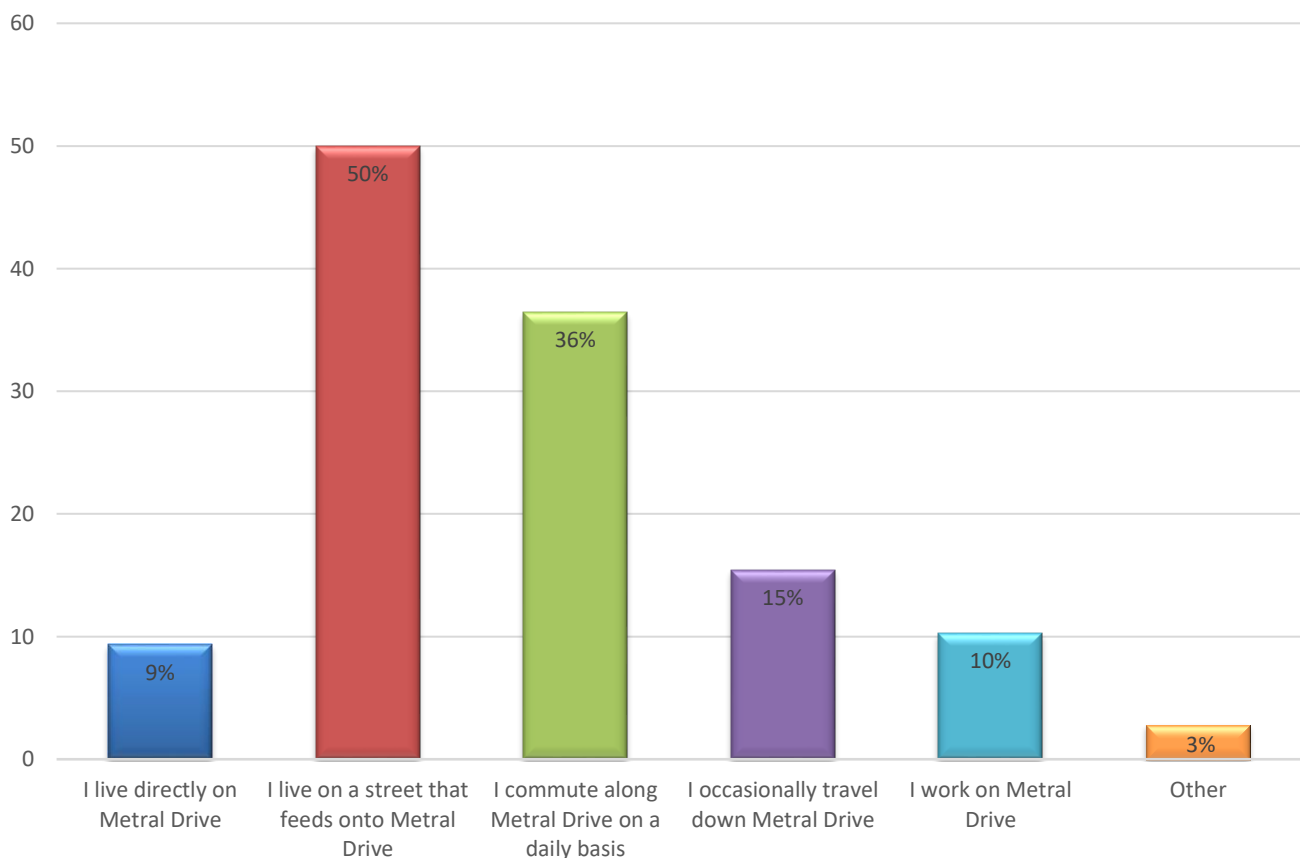
- “Between Superstore and Spartan Road there are too many uncontrolled access points that are dangerous.”
- “Stop putting out transportation infrastructure RFPs with 1970s designs (because it’s 2019!).
- “Stop putting out RFPs with 1950s Designs. Someone else already wrote this but it bears repeating.”
- “Everyone speeds through the school zone.”
- “Add roundabouts along metral.”
- “Parking shortage in the Dublin Way area.”
- “Speed factor on Metral Drive.”
- “Need better access from intersection onto Metral Drive.”
- “STOP GIVING PARKING VARIANCES.”
- “Projects need to be built for todays needs.”
- “Single lane roundabouts with single entry and no sliplanes have higher capacity.”
- “Stop overcomplicating junction designs.”
- “NACTO & Dutch standards are published. We don’t need to reinvent standards. They are already there – several to choose from.”
- “Traffic calming design needed to slow down drivers.”

4 | COMMUNITY SURVEY RESULTS

An online public survey was posted from March-April 2019 gathering 214 responses. The results have been summarized below – both the quantitative and the open-ended feedback.

QUESTION 1: WHAT STATEMENT BEST DESCRIBES YOU?

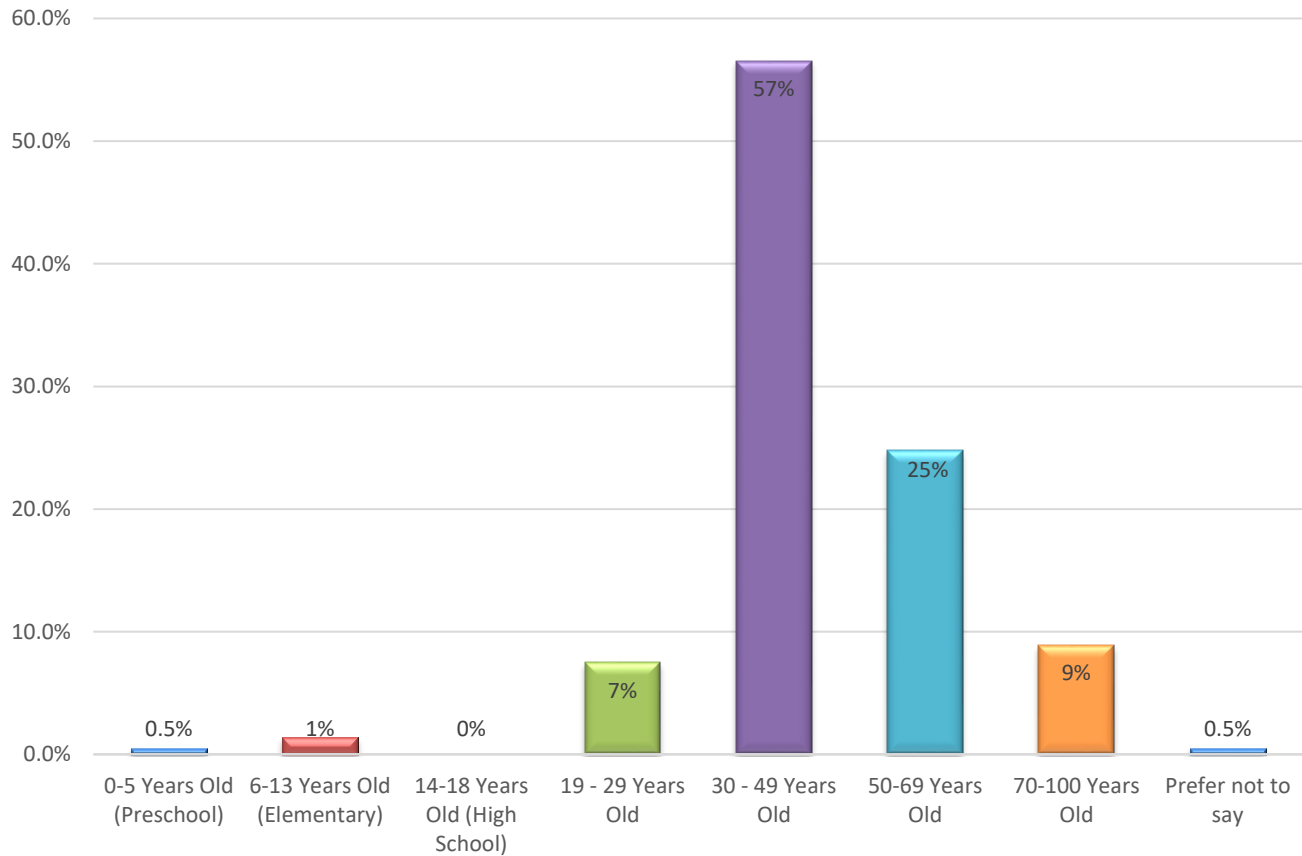
CHECK ALL THAT APPLY.



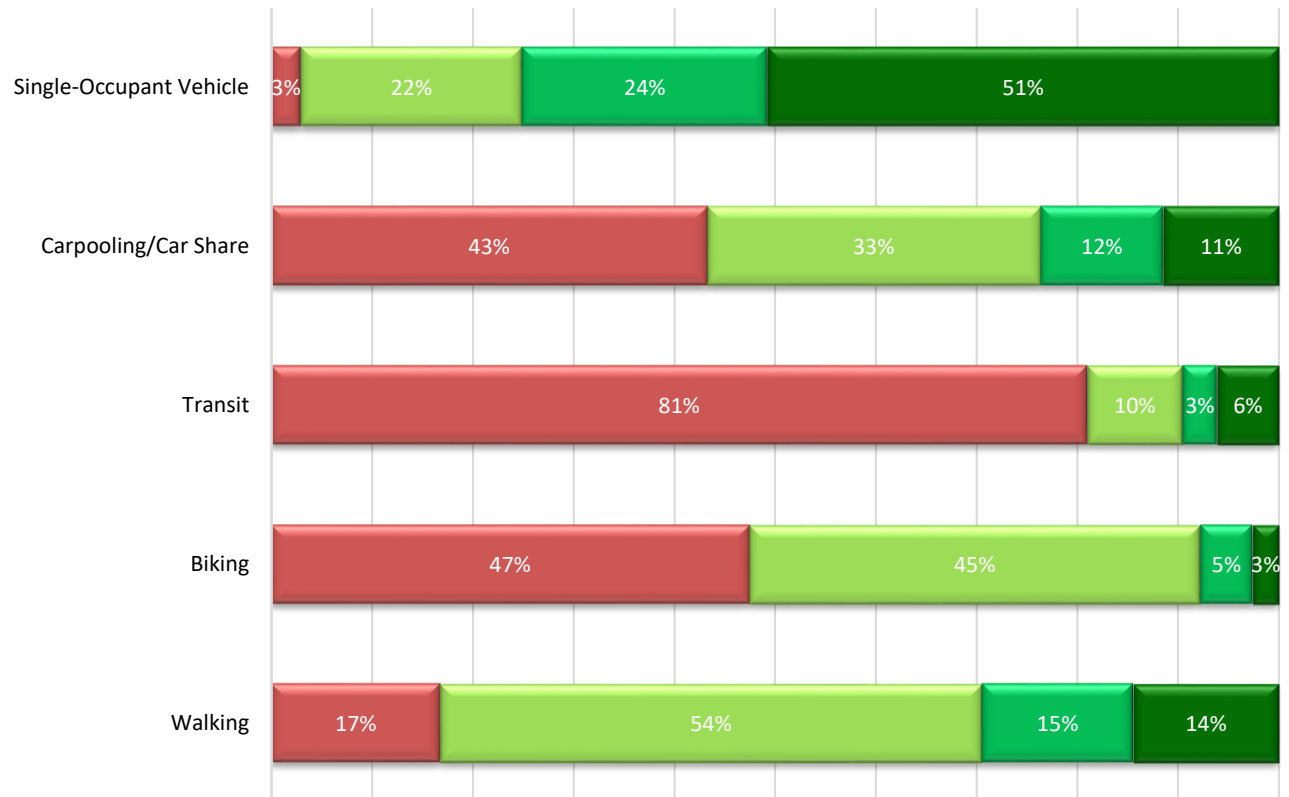
QUESTION 2: WHAT IS YOUR POSTAL CODE?



QUESTION 3: WHAT AGE BRACKET DO YOU FALL WITHIN?



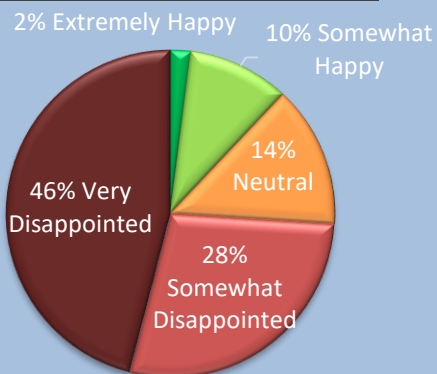
QUESTION 4: HOW DO YOU TRAVEL ALONG METRAL DRIVE?



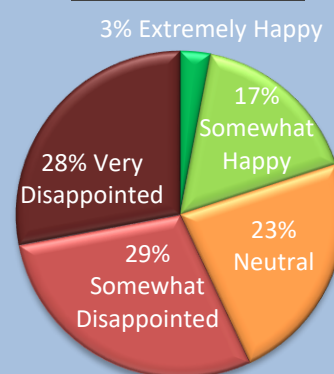
QUESTION 5: OVERALL HOW HAPPY ARE YOU WITH METRAL DRIVE'S CURRENT CONDITION?



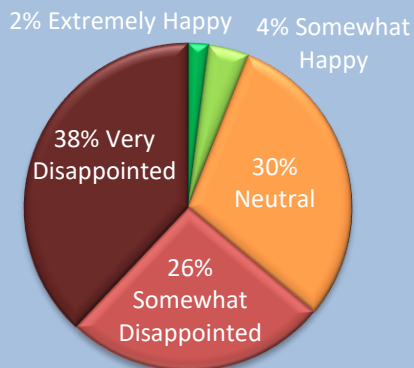
SIDEWALKS BOTH SIDES



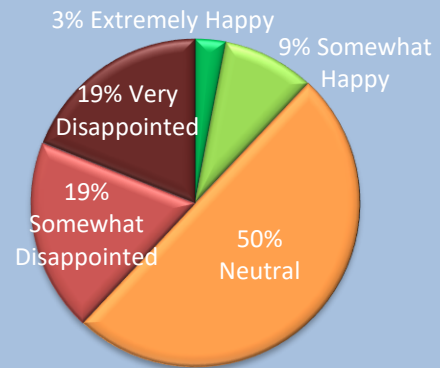
CROSSWALKS



CYCLING FACILITIES



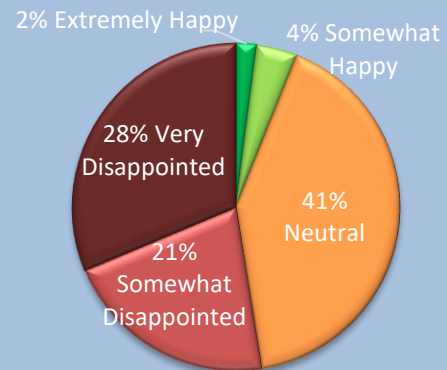
BUS STOPS/SHELTERS



TRAFFIC CONDITIONS



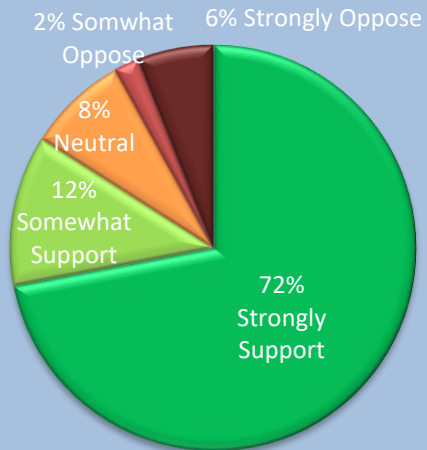
PARKING



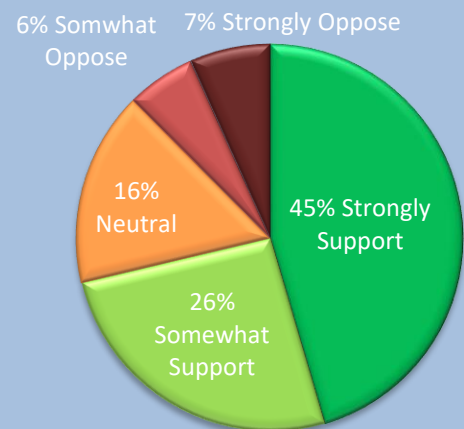
QUESTION 6: WHAT STREET FEATURES WOULD YOU SUPPORT ON METRAL DRIVE?



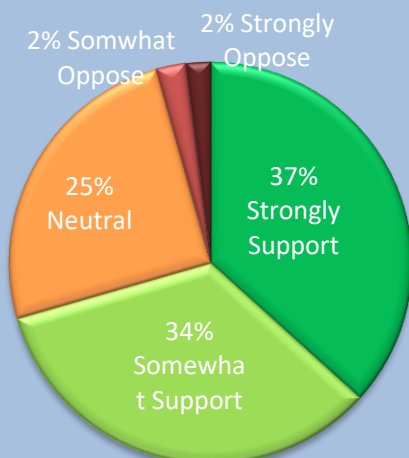
SIDEWALKS BOTH SIDES



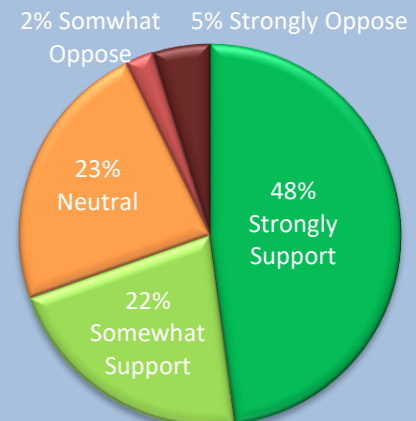
CYCLING FACILITIES



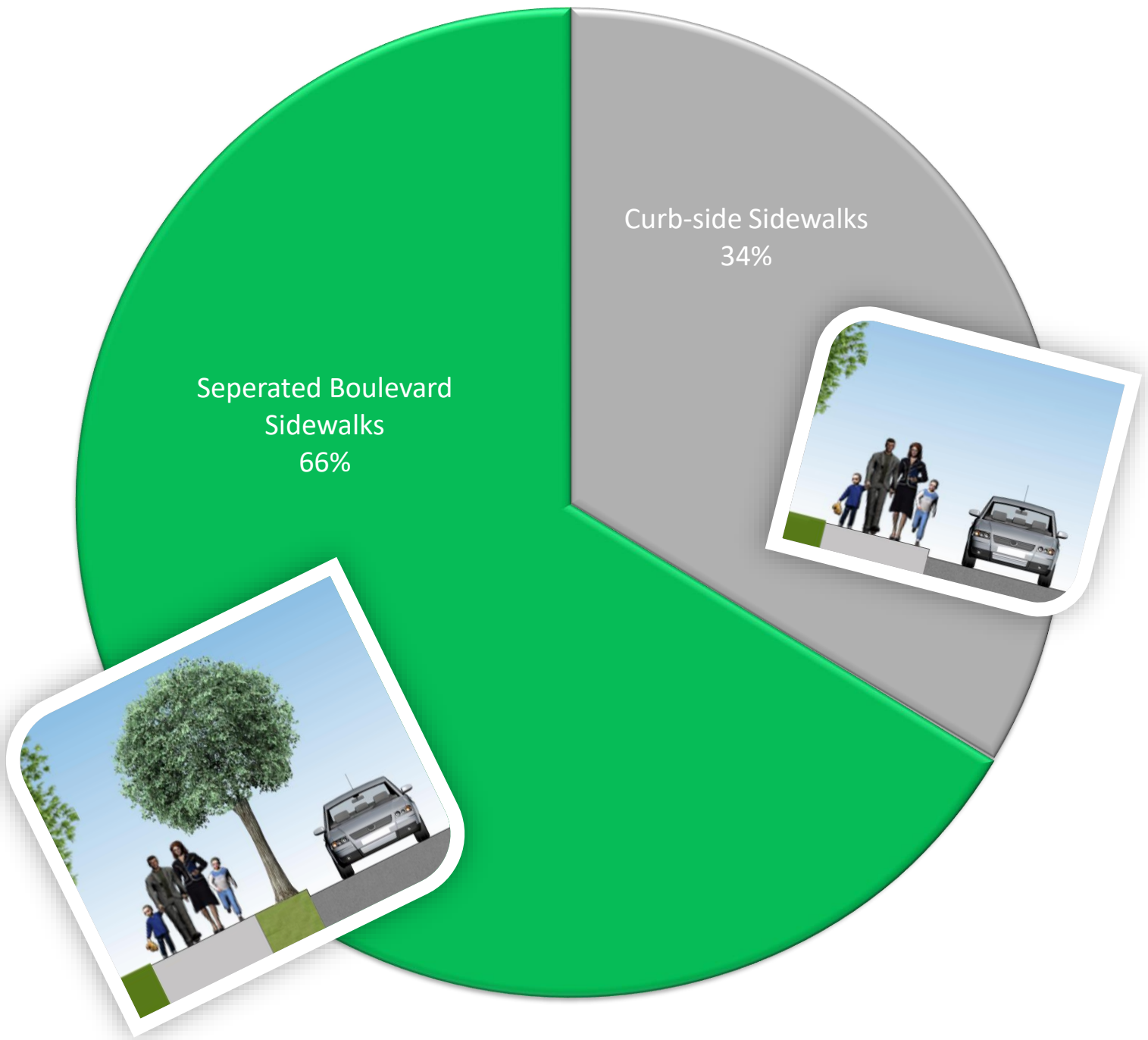
BUS SHELTERS



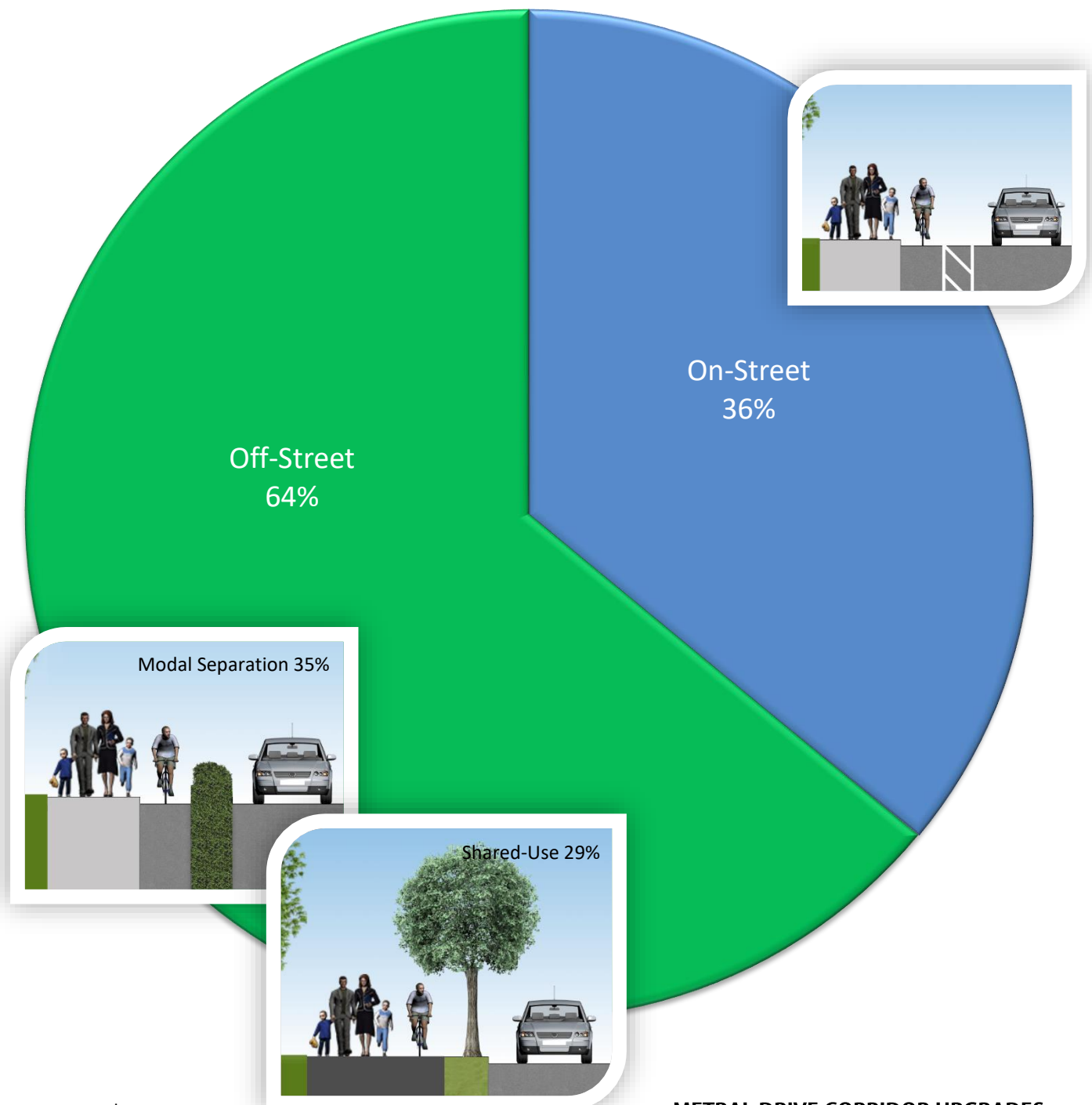
STREET TREES & LANDSCAPING



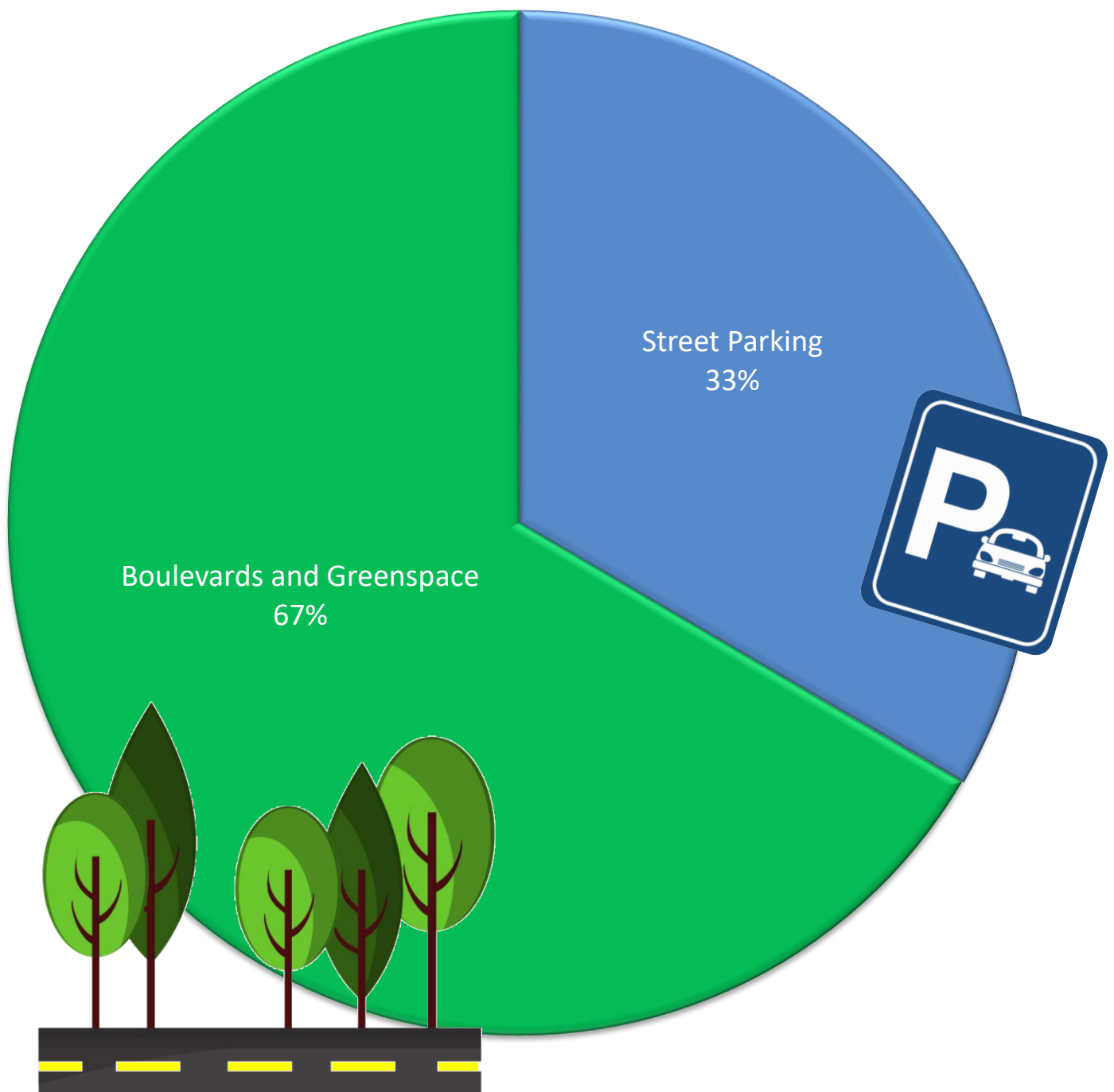
QUESTION 7: WHICH PEDESTRIAN FACILITIES (SIDEWALKS) WOULD YOU LIKE THE CITY TO CONSIDER ON METRAL DRIVE?



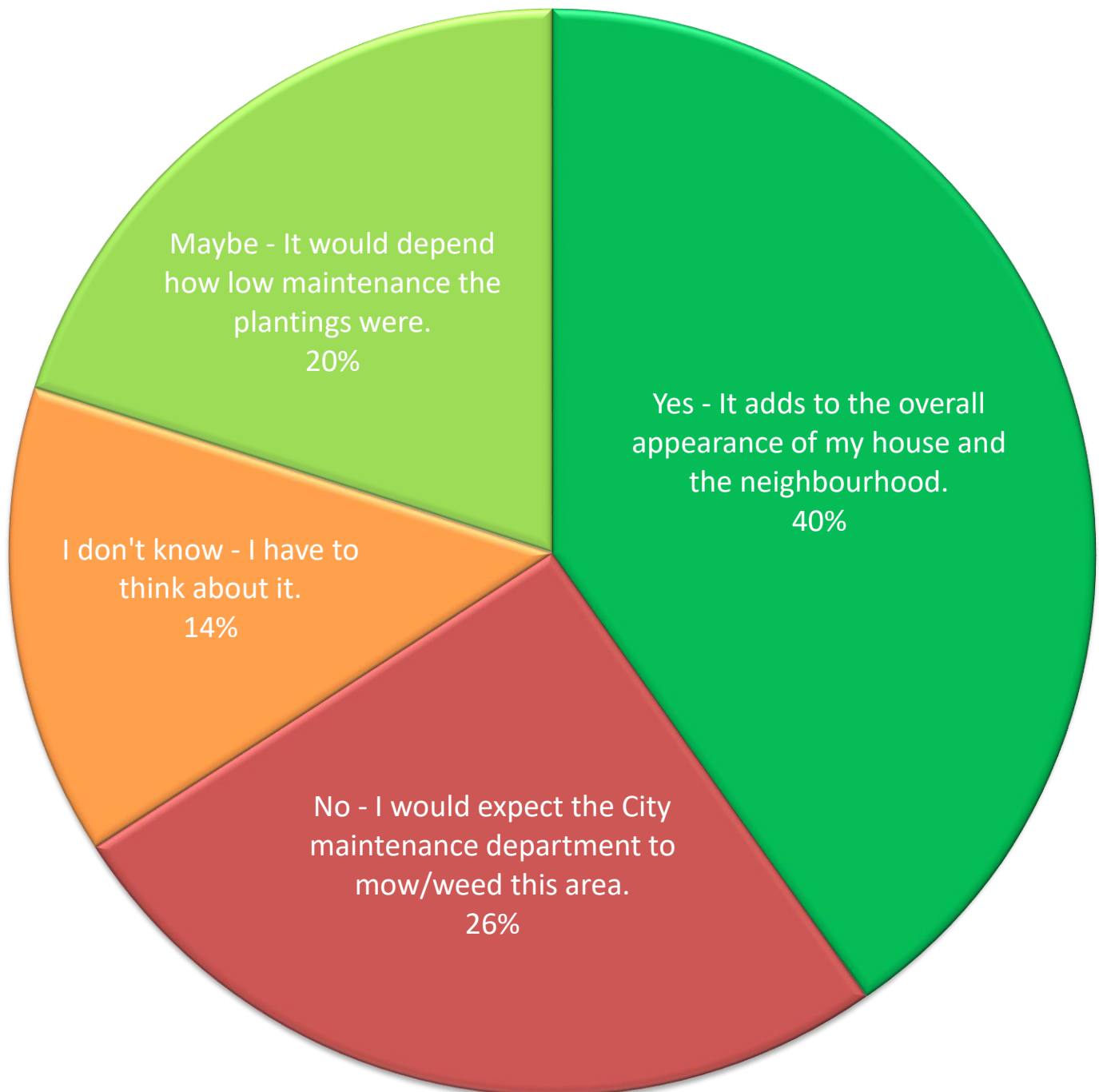
QUESTION 8: WHICH CYCLING FACILITIES WOULD YOU LIKE THE CITY TO CONSIDER ON METRAL DRIVE?



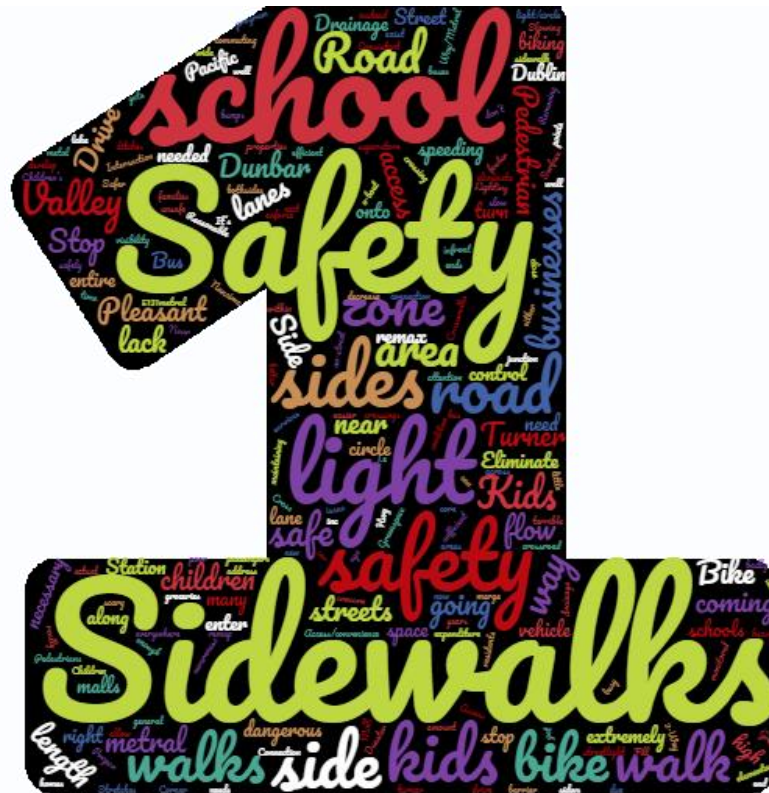
QUESTION 9: WHERE ADDITIONAL SPACE ALONG METRAL DRIVE EXISTS, IT COULD BE USED FOR ON-STREET PARKING, BUT ALSO FOR BOULEVARDS AND GREENSPACE. WHICH LAND USE WOULD YOU LIKE TO SEE GIVEN A HIGHER PRIORITY?



QUESTION 10: IN Q7 & Q8, SOME OF THE OPTIONS HAD A PLANTED/TREED BOULEVARD. WOULD YOU BE WILLING TO MAINTAIN THIS IF THERE WAS A BOULEVARD IN FRONT OF YOUR HOUSE?



LOCATION/PRIORITY #1:



- the side of the road as well as
pedestrians

- Street parking
- STREET PARKING IS NEEDED IN FRONT OF PACIFIC STATION BOTH SIDES OF THE ROAD
- speed in school zone to be monitored
- People speeding
- Busy street and lots of businesses going in so needs parking on road
- Parking near Mostar
- Sidewalks on both sides of the street
- Bike lane
- Sidewalks
- Speed bumps to slow traffic is the school zone
- Fill in the ditches to allow homes where these exist to have better parking.
- sidewalks
- Sidewalks or bike paths
- Eliminate the school zone
- Sidewalks
- Sidewalks
- Traffic awareness. The flow of traffic gets really dangerous coming and going from Superstore merge lane and across the street at the Mall.
- Speeding and lack of concern for pedestrians and residents
- Lack of sidewalks is extremely dangerous right now.
- Sidewalks on both sides
- Safer/bigger side walks
- Pavement condition
- Slowing traffic down,, this street has a extremely high amount of speeders! enforce the school zone
- Sidewalks for kids to get to and from school
- Doumont at Metral
- The lack of side walks
- Bike lanes
- Safe walk and bike routes as many, many children walk to and from pleasant valley school. This fits with the HASTe B.C. program. And general safety.
- Lights for feeder streets
- Sidewalks
- Stop light or 3 way Stop at Metral and Doumont is needed

- Sidewalks
- Sidewalks
- Access from Dumont rd.
- Traffic light for access to Metral from Dumont
- Traffic light at Dunster and Metral
- Cost
- A traffic light at Doumont
- Corner of Metral and Dumont need a light
- Better traffic control at. Metral and. Doumont
- sidewalks
- Traffic lights at Metral and Dumont
- Road Surface Quality & Drainage
- A traffic light at Doumont & Metral
- Safe routes for pedestrians
- Stop light at Metral and Doumont
- traffic
- A traffic light or roundabout at either the street leading to Pleasant Valley School or Doumont
- streetlight at Doumont and Metral
- Traffic light/circle at Metral & Dumont Road!!
- Pedestrian space
- Street lights on the crossroad of Metral Drive and Doumont Road
- Traffic
- Sidewalks
- Connection of Dublin Way to Metral dr
- Removing all on street parking in front of remax and other businesses
- Kids safety walking to school
- Sidewalks
- Traffic control
- Reasonable expenditure
- Safety
- Sidewalks
- Consistent sidewalks
- School kids safety
- Storm drainage
- Storm Drainage along South Metral
- sidewalks
- Near pleasant valley school

- Children's safety
- Sidewalks
- Traffic light junction Metral-Doumont
- Green space
- Sidewalks. Both sides.
- school
- Access/convenience for resident properties
- Safe sidewalks
- Walking path
- Parking
- lights at Doumont Road & Metral
- Sidewalk
- Safety
- sidewalks
- Make it safer
- Pedestrians
- Sidewalks
- Sidewalks
- Bike integration at the Doumont Road intersection
- OLD Island Hwy to Main highway bike lanes and sidewalks
- Side walks the entire length of metal
- Improved sidewalks
- Safety for pedestrians, the school zone is unsafe much of the time
- Sidewalks
- Bus stop pullouts
- Kids safety when their walking
- Safety
- Parking for businesses
- Turning out of remap parking is scary
- Stretches with no sidewalks
- It is sufficient. Other areas need more attention.
- School zone
- Safe sidewalks all the way down (turner to Mostar) metral so my school kids can walk home safely
- Completed double sided side walks
- Pedestrian
- People parking on the road is terrible. The road is not wide enough. They

enter into to traffic without looking. The road is too busy for street parking

- Make Bus stops an actual pull in area so that buses do not impede traffic while passengers exit or enter the bus.
- Side walk
- Safety for pedestrians
- eliminate heavy truck traffic
- Safe sidewalks (for kids)
- Lighting along length of road
- Parking
- sidewalks
- Children coming and going from school
- Sidewalks
- Sidewalks
- Resurfacing
- ReMax area
- Remax
- Parking
- Parking
- Sidewalks
- More Crosswalks near schools

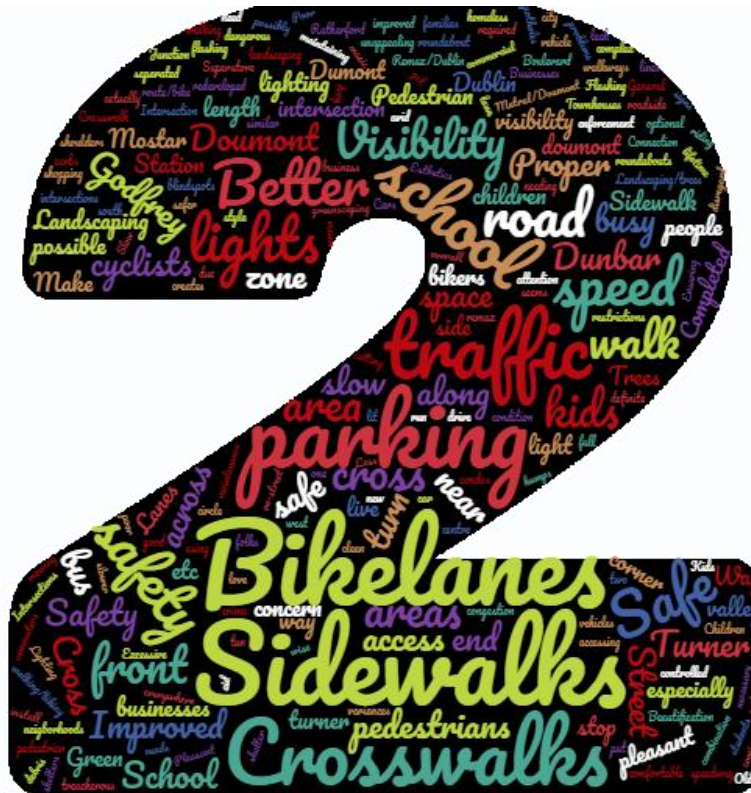
- Kids safety for biking and walking to school
- Sidewalks
- Safe crossing points with flashing lights
- Safety of pedestrians
- Round a-bout at Metral and Turner
- From Brannon lake turn off to pleasant valley school
- Sidewalks
- close to doumont
- Sidewalks the entire way
- Cross walks
- Sidewalks that support safe walking access to schools malls and groceries
- Sidewalks for school kids!
- Sidewalks
- Reduce car traffic
- There is very high traffic between superstore and homedepot area and it is necessary, do not decrease traffic on this stretch as it is necessary
- Sidewalks down both sides the full length
- Sidewalk

- Need for sidewalks from Mostar to Turner - both sides
- Side walks
- Sidewalks on both sides
- Sidewalks
- Dunbar road and Metral Drive intersection!
- Sidewalks
- Sidewalks both side
- Sidewalks bothsides
- Pedestrian safety
- Sidewalks
- Speed
- Sidewalks
- Safe sidewalks, crossings with lights and lighting for children walking to school
- sidewalks
- Safety of kids walking and Biking to Pleasant Valley School.
- Safer sidewalks for kids walking to PVS
- Sidewalks on both sides of the streets. It's a badly needed issue to address. We don't feel safe with our children biking and walking to Pleasant Valley elementary and it would be easier for us to bike / walk instead of drive. Lots of families in the area would benefit.
- Sidewalks
- Sidewalk safety
- Proper sidewalk from Godfrey area to Pleasant Valley school
- Eliminate street parking at the new developments by remax
- Dumont intersection
- Parking near the school
- Sidewalks
- Non motor commuting
- Sidewalks on both sides of the street
- Separated sidewalks
- Sidewalk from both ends
- Traffic
- by pleasant valley school
- Sidewalks. (should of been done years ago. Kids are not safe)
- Dunbar 100% more parking uptop for school and right hand turn only coming out of Dunbar onto Metral
- Greenspace and sidewalks both sides

- Sidewalks
- Physical barrier between pedestrians, bike and the vehicle traffic!!!!
- More side wall
- From Mostar/Rutherford past all the businesses
- Sidewalk
- sidewalks
- parking
- 3-Way stop, traffic circle, or light intersection at Dublin Way/Metral Drive
- Recent inc. develop. With limited access to Metral & the core of Nanaimo services
- Heavy traffic
- Turner Intersection
- TRAFFIC FLOW REDUCTION
- XXXX metral dr
- XXXX metral dr
- Sidewalks
- XXXX metral dr
- Safe Sidewalks and bike lanes from Mostar all the way to pleasant valley
- Making it safe for pedestrians to walk i.e. sidewalks everywhere, not just where the developer has paid for them.
- Cycling and walking connection to north end malls

QUESTION 11 (CONT'D): WHAT 3 THINGS ABOUT METRAL DRIVE DO YOU THINK ARE THE TOP PRIORITIES TO ADDRESS DURING THE DESIGN PROCESS?

LOCATION/PRIORITY #2:



- calming the traffic on Metral especially in front of Pacific Station. Cars speed and due to poor visibility from necessary on-street parking it is a dangerous combination. Maybe install speed bumps along the areas of most concern.
- Ensuring that there is roadside parking for the businesses along the road where possible, especially at the Mostar end where parking is already tight

- safe pedestrian walkways on both sides of the street
- area in front of Super Store
- STREET PARKING IS NEEDED IN FRONT OF PACIFIC STATION BOTH SIDES OF THE ROAD
- maintaining mowing required
- Bike lane
- Busy with traffic and nowhere to walk safely to bus stops or across the road
- Flashing lights at crosswalks
- bike lanes that are separated from traffic lane
- greenscaping
- Crosswalks
- slower speeds in general
- Crosswalks on both sides of street.
- bike lanes
- Parking
- Improved shoulders west bound
- Landscaping
- Sidewalks/ bike lanes
- Better school zone signs, possibly larger. No one seems to pay attention.
- lack of sidewalks
- Bike lane is optional, but would be good to have
- Bike lanes
- Biking space or bike lane
- Street parking
- put in proper turn lanes and stop people from cutting across painted medians
- Make it safe for kids needing to walk to school
- Safe sidewalks for the kids to go to school
- Cross walks with lights
- Bike lanes
- Traffic lights at corner of Doumont & Metral
- Esthetics
- Landscaping
- A bike lane
- Street parking problems at. South end of. Metral.

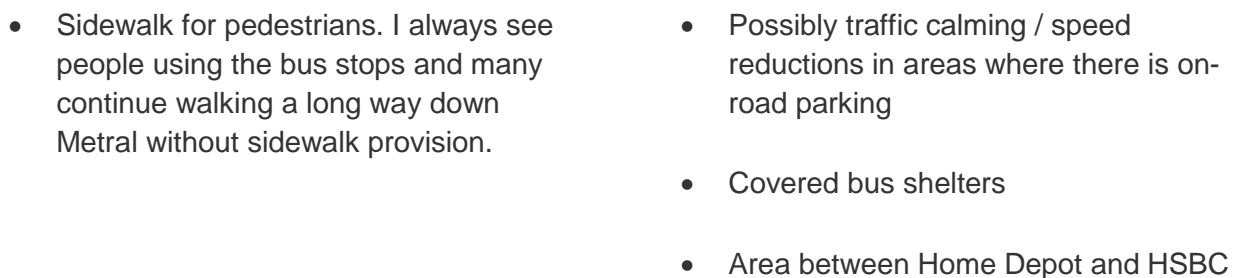
- bike lanes
- Traffic lights at Metral and Dumont
- Street Lighting
- Excessive vehicle speed
- Fix potholes
- pedestrians
- No comment
- Bike lanes
- Metral/Doumont access - possible roundabout
- Parking
- Connection of Turner to Metral dr
- Better sidewalks that run along both sides of the road
- Bikers safety
- Crosswalks
- Pedestrian safety
- The road is very bumpy in some places
- Cost
- Pedestrian safety
- More frequent crosswalks
- Visibility / access in and off of Dunbar
- Sidewalks
- Sidewalks
- parking
- Parking near pleasant valley school
- How busy it is
- Trees
- Sidewalk full length from Turner to Rutherford Junction
- Make unappealing to homeless
- Bike lanes.
- waking
- Safety of pedestrians and cyclists
- Safety for bikers
- Sidewalks
- bus shelter at Doumont & Metral
- Bike
- Sidewalks
- Bike lanes

- Bike lane
- Uplands to Old Island Hwy bike lanes and side walks
- Safe Cross walk closer to Godfrey Rd
- Improved road surface
- Feeder roads being able to turn onto metral drive, as drivers disregard speed restrictions it is often treacherous to turn left from doumont rd or Dunbar rd
- Child safety at pleasant valley school
- controlled intersections
- Sidewalks both sides
- Sidewalk
- Shared two way turn lane near arbutus music
- Traffic congestion at the Dunbar intersection when students get out of school
- Intersections
- Completed bike lanes for cyclists
- Completed and safe bike lanes
- Children
- Turn lane into Somerset
- Build definite curbs the whole length and keep them clean of debris.
- Bike access
- Green Space
- People need to slow down so a calming
- Proper bike lanes
- Better intersection at Dumont!
- General road condition
- Safe side street parking
- School zone parking areas
- Proper lighting
- Less street parking in front of new businesses on south end of street (creates blindspots coming out of business centre areas)
- Metral Station shopping area
- School zone
- Parking
- Visibility pulling out the REMAX complex
- Bike lanes
- Better sidewalks on both sides

- Walking safety
- Bike Lanes
- Visibility (street lights and at cross walks)
- Improved School Zone safety
- More Parking in commercial space at Remax/Dublin
- Kids walking to and from school
- doumont to turner
- Cross walks
- Beautification
- Crosswalks
- Slow car traffic
- There are condos, etc that were given parking variances, this is a concern for parking in the overall area.
- Cycling - wise curb lanes
- Bike lane
- Crosswalk w/ flashing light near Godfrey Rd
- Bike lane
- Crosswalks at Godfrey
- Crosswalks
- Boulevard style landscaping
- Landscaping/trees
- Sidewalks
- Sidewalks
- Crosswalks
- Safe bike lanes for children riding to school and commuters
- improved cross walks
- Safer cross walks that parents will be comfortable with their children using daily
- Control of crosswalks for kids
- Most families are avid bikers in this area and would love a safer route/bike lane.
- Bike lanes
- More lit crosswalks
- Proper crosswalks everywhere
- Bike lane in needed
- Pleasant Valley parking
- Safety of kids walking/biking to school

- Road maintenance
- Green space
- Bike lanes
- Trees
- Safe cross walk areas
- Sidewalks
- Sidewalks
- Doumont needs a traffic light at Metral
- Better lighting to prevent crime in neighborhoods
- Bus shelters
- Traffic calming such as speed humps, roundabouts etc to slow down traffic
- Close to Superstore
- sidewalks
- parking
- Reduce street parking out front of Dublin Way Townhouses & Businesses as they impede vision lines
- Poor visibility when accessing Metral from Dublin Way.
- Visibility
- Bike Lanes
- Intersection at Metral Drive and Turner
- Move bus stop across from remax to corner of Metral and Mostar
- Traffic circle at turner

LOCATION/PRIORITY #3:



- STREET PARKING FOR EMPLOYEES IS NEEDED IN FRONT OF PACIFIC STATION
- sidewalks cleared after snowfall
- Sidewalks
- Very difficult to turn left out of pacific station due to street parking and not being able to see oncoming traffic so maybe need a 4 way stop with pedestrian crossing or some sort of way to get out during busy times
- Multiuse path
- traffic light on Dumont to enable left hand turn onto Metral
- parking
- Parking
- School zone to be "marked" for greater visibility
- Consult with employees of Trillium Seniors Home to find somewhere else for them to park. Currently around 6 cars parked on side of the road all day forcing pedestrians to walk on road.
- boulevards
- Bus stops
- Bike lanes
- Speed of traffic
- Safe bike lanes away from speeding vehicles so my kids can bike to school safely
- Coming off Doumont to Metral turning left can be another issue. Perhaps and advance light?
- complete disrespect of signage
- Separated from road
- some separation from the busy street to make it safer for pedestrians
- Curb sidewalk
- fix the blind corner at Dunbar and Metral
- Bike lanes
- Landscape
- Bus stops
- Consider some green space
- Greenery
- Curbing of side without sidewalk
- Beautification
- Difficulty access to. Pleasant valley school at peak school opening and closing times
- boulevards

- Traffic lights at Metral and Dumont
- Safe Crosswalks (flashing)
- Designated bike lanes
- Sidewalks
- sidewalks
- No comment
- Paving
- Beautification
- Appearance
- Beautification
- Nanaimo needs more sidewalks
- Maintenance
- Traffic calming
- Better street lighting
- Turns into/ out is browns social house mall
- Trees boulevards
- Crosswalks
- speeding traffic
- Sidewalks on both sides especially near PVS
- Schools and business very good signage
- Bike lane
- Crosswalk Bergen-op-zoom across Metral
- Modern looking
- Sidewalks.
- business
- Cost to taxpayers
- Safety for kids/ parents walking to school
- Exits from apartments
- one sided sidewalk along the length
- Bus
- Traffic flow
- Better parking
- Road condition
- main Hwy, Jinglpot Rd bike lanes and sidewalks
- SIDE WALKS THE ENTIRE WAY
- Bike lane

- Somehow flow of traffic needs to be slowed with additional traffic lights or a 4 way stop or something
- Improving the look and feel of the neighborhood
- middle of the road turn lanes
- Easy to maintain
- Safety of children getting to and from school.
- Sidewalks and boulevards!!
- Completed sidewalks on both sides from Turner all the way to Mostar
- Proper landscaping and design for boulevard
- Safety
- Better lighting.
- Beautification
- mode share/cycling
- Get rid of the people parking on the boulevard it's very dangerous
- Sidewalks
- Aesthetic
- Proper maintainance
- Crosswalk safety (flashing lights?)
- Sidewalks along road where there are currently open ditches
- Home Depot area
- Metral station
- Parking
- Speed of traffic.
- Green space
- Easy to maintain
- Safety of children getting to and from school
- Turning lanes to off streets
- Sidewalk on 1 side
- Parking
- dunbar to superstore
- Sidewalks
- Traffic light at Doumont
- Increase cycling infrastructure
- Safety in school areas.
- Crosswalk connectivity
- Extension of E & N trail along Metral
- Parking

- Bike lane
- Crosswalk
- Sidewalks
- Traffic
- Lighting
- Additional parking for parents dropping off children at school
- bike path
- Slowing traffic down. So many speeders, and many in the school zone.
- Safe bike options
- I think the landscaping or improving the overall appearance would be so good for this area. As it is both commercial and residential!
- Street parking so people can get in and out of businesses safely
- Speed control
- Street parking near mostar is too tight.
- Speed limiting devices in the school zone.
- Lighted crosswalks
- Bus shelters
- Landscaping
- Bike lanes
- Bike lane access
- Sidewalks
- Bike lane along the whole street from Dunbar to Mostar
- Stop lights that have sensors to react to traffic real time like Vancouver...should be city wide!
- Crosswalks
- Bike safety all along the whole street.
- boulevards
- parking
- It is a residential street and should have reduce speed limits. Most traffic drive 10-15KM over the posted 50KM/HR. To reduce noise and danger for pedestrians, Metral should have a 30KM speed limit at MAXIMUM.
- Crosswalk safety
- Parking
- Sidewalks and intersections
- Traffic Speeds
- Bus stops at remax on both north south lanes moved closer down to

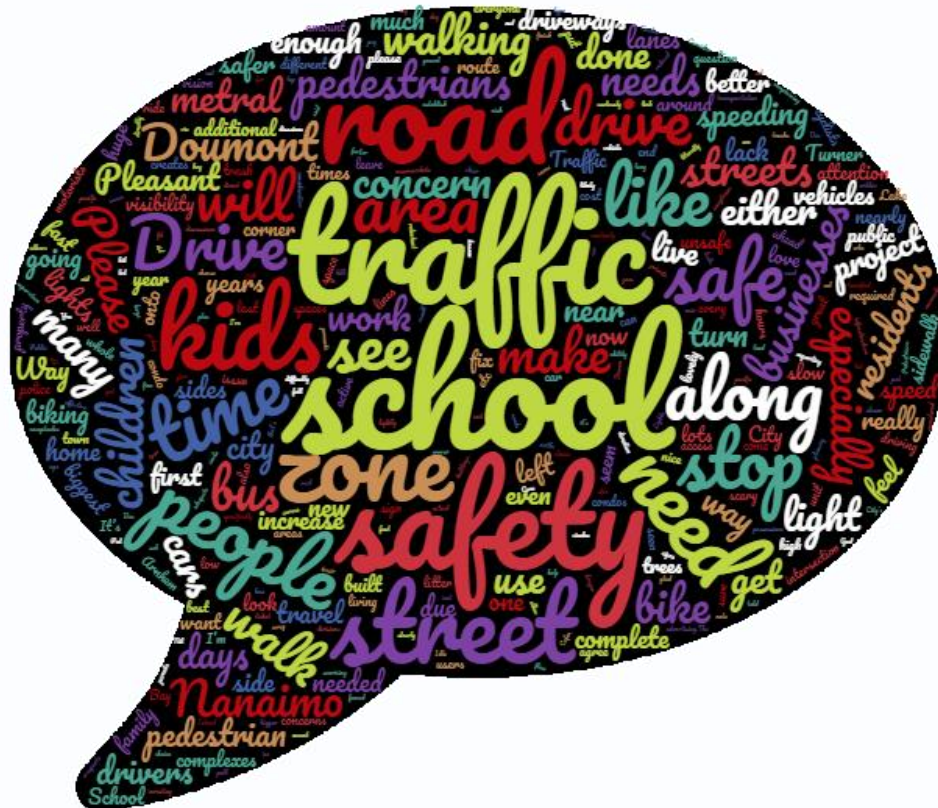
mostar away from residential houses. There have been to many people lingering in mine and neighbours front yards and driveways waiting for the bus

- Put in boulevards that are extremely low maintenance. It's more

environmental anyway. Really, your biggest concern is who will maintain the boulevards. You don't have any problem ploughing the streets.

- Separate active modes from cars

QUESTION 12: DO YOU HAVE ANY OTHER COMMENTS, QUESTIONS, OR CONCERNS?



- Metral has great potential to be a lovely street that provides for the needs of the people who use it. I think safety along Metral is key to work on: safety for pedestrians, bicyclists, and motorists. On-street parking doesn't appear to be a huge need for most of the street but it is a vital need between Bergen Op Zoom and Somerset due to the overflow from the commercial businesses and medical clinics located there and the lack of sufficient parking in the business and high-density residential complexes located in that area. On-street parking in this area has removed the visibility motorists need to enter and exit these business complexes safely, however, and so it is critical the Metral Drive work address this in some way.
- If street trees are going to be planted make sure that there is suitable irrigation for them to establish over the first 3 to 5 years, especially after the recent summer droughts as even the most drought resistant trees can't handle those conditions for the first few

years. This will help make them look healthy and contribute to the acceptance of the change.

- With the school zone, crosswalk and hills, the corner of Doumont and Metral is quite dangerous. A traffic circle would aid greatly in making it more efficient and safe.
- THERE IS A MAJOR COMMERCIAL COMPLEX (PACIFIC STATION) ON OFF METRAL. STREET PARKING IS REQUIRED FOR THE AREA TO FUNCTION. EMPLOYEES AND OWNERS NEED METRAL TO PARK! SPACES IN THE COMPLEX NEED TO BE LEFT FOR CUSTOMERS/PUBLIC!!!
- Metral Drive is zoned for future use of "Corridor" for Nanaimo which will mean more commercial/office space and higher density residential dwellings. This will increase vehicle traffic for residents, workers, and patrons of said businesses and will make street parking imperative now and even more so in the years ahead. When considering the present low population density that fronts the vast majority of metral drive (very large parcels of only single family dwellings) it wouldn't seem wise to spend money and compromise parking for a higher pedestrian/bike volume that doesn't exist. For the time being - cleanliness, safety, and street parking should remain the priority.
- I learned of this via a council meeting for our Strat and the gathering @Woodgrove had come and gone. More publicity ahead of time would be good like say lots of advertising. The maintenance on Metral

is not great presently and that's on the city. Regards.

- Traffic travels so fast along Metral it's hard to access businesses and feels unsafe turning out of driveways and side roads especially when everyone is parking along the road and impairing vision
- The density is increasing to such a degree along Metral that safety is a real concern. Pleasant Valley school students are at risk along this corridor.
- The speeding of vehicles is my greatest annoyance. Slower speeds would reduce noise and improve safety.
- Really like the look of a treed boulevard separating motorway from pedestrians.

Metral is getting busier each year and more multifamily homes make parking difficult.

- sidewalks are really important but they have to be kept clear of snow and ice or they are useless.
- Eliminate the school zone. Pleasant Valley school is several blocks away from Metral Dr. I never see children walking on Metral Dr during school zone hours. It is not necessary and creates traffic build up and congestion.
- If I live directly on metral will this cost me any money?
- leave it alone. I like my parking
- I really love what the city did on Estevan, I think it would be ideal for

Metral Drive and it will get rid of the speeding , especially in the school zone. Thankyou for the survey and looking forward to completion of the work being done, speeding and lack of concern

- Turning left out of pacific station is very dangerous as people go so quickly along Metral so driving a car or walking as a pedestrian across the street is scary. Maybe need 4 way stop or roundabout to get traffic in and out of pacifis station. Especially with the new housing development that has gone in the traffic load coming in and out of that complex is going to get crazy
- We don't walk or bike there only because it is very dangerous. We would love to bike/walk to school but it is not a safety option at all...
- I accept any and all changes as long as the main priority is to slow down excessive speeders (including transit!) and make the school zone safer
- The bus stop **at XXXX** is a disaster. People go all over private property and litter everywhere. No trash receptacles or designated boundaries for people to wait.
- Encourage redevelopment and refining along this road in favor of aesthetically pleasing town home as and walkable businesses. Cafes, restaurant, small shops, etc.
- There is a school zone on metral that is highly disregarded - partly because people can't see the school. Is this a required school zone? If so, perhaps some speed humps in the zone to

keep traffic at a slower rate would be more effective than trying to monitor

- Traffic light at Doumont and Metral
- No traffic circles
- Hurry before someone gets hurt
- A lot of people seem unaware of 30 km school zone except when theres an actual police or traffic. Control presence.
- A traffic light at corner of Doumont and Metral Drive
- I'm glad Nanaimo is looking toward complete streets practices. Hopefully, if the Metral project is successful, the City can incorporate more complete street elements around town.
- Intersection of Doumont and Metral needs traffic light
- Turning left from Doumont Road and Metral Drive is difficult to impossible for much of the day. A street light here would improve safety for pedestrians and vehicular traffic. Traffic density here would seem to justify this improvement.
- If building condos on Metral make sure they have enough parking for each unit
- Put roundabouts on the road. Please please not stop signs or lights. Roundabouts slow people but don't stop traffic adding to congestion. God no stop signs/lights.
- The bus stop in front of **XXXX Metral Dr** should be moved. It's in a poor location on a ditch plus there isn't a

garbage can and people litter there constantly. The residents shouldn't have to clean up the garbage and deal with people waiting for the bus in their driveway. It's not needed anyways. There is a bus stop on Metral by the Brennan Lake turn and another one right around the corner on Mostar

- More controlled pedestrian crossings are needed
- Good to see an area being upgraded. I feel like there is many more areas that need this treatment.
- Pedestrian safety is a huge issue on the road. Almost daily I witness near accidents because of drivers going too fast, driving around vehicles waiting to turn, and a lack of safe places to cross the road. I would be very interested in attending any public meetings or discussions regarding this project. How would I learn about those?
- When will the design of the project be decided and announced? How do I stay informed?
- Dunbar rd should be addressed / considered at same time. Very dangerous for kids/ families and those that live off this rd
- This is SO overdue!! I walked and cycled to Pleasant Valley School in the 70's and it was scary at times. We were told that City Planners were thinking of turning Metral Drive into 4 lanes back then. Interesting concept now.
- Drainage from the road floods our property due to the lack of storm drains.
- It would be lovely to have some greenery added to the sidewalks.
- With the increase of stores and housing complexes, I would like to see something done about traffic particularly Arnhem Terrace/ Bergen op zoom and Turner Road area
- The road is used as a quick link instead of the highways, it is too busy, people drive either too slow or too fast... it maybe even needs a set of lights at metral and dunster
- Lakeside Strata has 157 units and most residents are working age. Getting onto Metral from Doumont is difficult at best but nearly impossible in the start of work morning & school ending. With power out for 64 hours in Dec, all of the occupants living between Mildmay and Dunster could only egress with it being blocked and not plowed had to use Garside-Doumont-Metral. Often Dunster is last to be plowed and again they use Garside.
- Sidewalks! Lots of kids walk/bike to school. This is either a major deterrent for kids to do so, or a major danger when kids do so.
- While cost and safety are important, I feel the finished design should also meet the needs of the maximum number of users. Landscaping should be low maintenance. If left to residents it's unlikely to be consistent.
- I hope this happens!

- Yes I live on Arnhem Terrace and have noticed an increase in traffic and speeding. I would like to see blocked off from Bergen Op Zoom so there would be less traffic taking short cut to Turner
- Question 9
Where there is space for parking in the area of businesses I agree with street parking.
Where there are no businesses I agree with tree planting.
- Let's promote safety, the environment and healthy living (walking, biking, and safe crossing for elderly)
- My biggest concern is that my 3 children and I love to walk and ride to school, but we live down Metral on Somerset where there is no sidewalk for half of our walk. It is very dangerous especially if I use my double stroller. So sadly we drive most days and I really don't like that either! So sidewalks are my biggest concern and wish
- Please fix the traffic issues for everyone, children walking to school , cyclists, we want better for our city. Things should be safer. Cars are weapons when drivers are in a rush
- There are many streets in Nanaimo that are in need of this type of planning and improvements
- Clean up Mostar rd sidewalks and brick wall area both sides near Coca Cola. Horrible appearance.
- Metral drive is fine and a traffic light at Westwood and Jingle Pot will cause traffic back to the highway. Consider a different alternative. Please focus on the crime and homelessness!!!
- I'm super excited to see the City moving in the direction of investing in complete streets. Please prioritize Hammond Bay Rd & Departure Bay Rd as well! This is so badly needed, as the pedestrian fatality this month tragically demonstrated :(
- I have seen a bus swerve to miss a seven year old (my son) who was riding home from school on the side of a road wide enough for a one person. It is not safe and I have major concerns every time my children need to watch or bike down that road. I want them to be independent and responsible children who are comfortable and confident in our neighbourhood but the street conditions on Metral are completely unsafe. I have very strong feelings about this and 100% support and would be so happy to see safer sidewalks for all the kids. We need to put children's safety first!!!
- Metral is currently a dangerous road to travel on foot and on bike and has an elementary school without adequate kids travel safety accommodations especially south from the school.
- The road is narrow to begin with I have no idea where you are squeezing all of these features into. Please no more street parking, it's the worse thing to happen to the Mostar end of Metral. Maybe finish the sidewalk on the one side of the road but don't change too much, there just isn't enough room

- The whole length requires better lighting at night and better lines painted. And fix the damn potholes more frequently.
- I am happy to see this is a priority.
- Boxwood! Bowen! these need the same consideration. Nanaimo is full of people motivated to be fit and active, but most of us, particularly with kids, are reluctant to take our lives into our hands by biking on city streets. Creating a pedestrian/cycling corridor the length of bowen road, and pedestrian separation on boxwood need to be priorities.
- Intersection at Dumont is very hazardous. Lights or a 3 way stop required
- Better signage/enforcement for the school zone. There needs to be a flashing crosswalk closer to the school and maybe a bigger more obvious school zone sign.
- A round-a-bout at Doumont Rd./Metral intersection would be much safer. Turning left onto Metral from Dunster has become dangerous as the hill creates somewhat of a blindspot. Obviously this is an expensive additional project, but should be worked into the overall plan.
- The street is ugly, anything done to improve that is good
- We need safe access for kids/families to commute to school on sidewalks and bike lanes!!
- Mostly kids safety. I have seen too many times kids biking and just being missed by on coming cars
- police the school zone install cameras and ticket distracted drivers and speeders
- Additional safe parking spaces close to Pleasant Valley Elementary school. The schools attendance keeps growing 350+ kids attending this year. There are no additional safe parking spaces on Metral Drive to accommodate safely dropping off and picking up kids at school. It would be beneficial to have lots of additional parking from Dumont rd thru Spartan Rd made available.
- Metral near superstore is awful for pedestrians. We need more sidewalk and controlled crosswalks, especially with the new condo building that has been built
- I complete my bike commute along Metral most days of the week. I am routinely nearly doored by parked cars. The sides of the road are covered in gravel forcing me further in to the road. This stretch of road, like so many in Nanaimo, is an embarrassment of car worship. The lanes should be narrowed to the point where cars are forced either to drive very slowly or to choose a different route.
- The school zone should be first priority
- Very excited for this project!! The safety of children & other pedestrians is very dependent on the work done here. Thank you!
- I have a child that attends Pleasant Valley School. I drive him most days but would like to feel safe enough to

have him ride or walk. He currently rides sometimes but has to redirect to get there safely with his friends. Metral would be the most direct for him.

- Just want sidewalks on both sides. Also needed along Godfrey
- Please put in sidewalks ASAP 😞😞😞
- If we could make it possible to have sidewalks on both sides of the streets, I think that's the improvement that would make all residents and citizens the happiest in that area. Happy to see the Metral drive area get the attention it deserves as its such a nice area!
- Even though my kids will both be done pleasant valley by the time this is done I hope for this upgrade for future parents. I have literally dropped off a d picked up my kids everyday. Not because I dont think they should have to walk to and from school because I do but I'm simply terrified to let them because their entire walk is either metal drive or the train tracks. Neither being a safe option even on su hy days but rainy snowy days forget it. I dont trust the drivers in this city to pay enough attention to my prized possessions. So I really feel like my kids missed out on the best part of elementary as they got older which was walking home with friends d, planning hang out time o the way.
- Speed bumps on some of the feeder streets would be nice. specifically the grace place cul de sac area.
- Double turn lane for superstore/music store. Which lots of near misses
- I have 4 children who use Metral to travel to school at pleasant valley elementary. Sidewalks and bike lanes are a huge importance for my families safety. Speed is a constant factor as cars travel fairly quickly along that route. Better signage for the speed limit reduction in the school zone. Many drivers do not see the sign and the school so they do not reduce their speed.
- Thank you!
- Better traffic flow starts with better traffic sensing technology. There are far too many stop lights in this city, that stop people uselessly at red lights, when there is no opposing traffic. Idle time is pollution time...let people drive!
- Crosswalks need improvement. School zone improvement
- There needs to be physical beparation between the kods walking and biking to school and vehicke traffic. Also the speeding is out of control as there is no traffic calming at all. It isn't a safe road for children or teens.
- When you for bus do not get rain on you
- Please continue to enhance bike safety. My whole family bikes.
- I've nearly been hit by cars multiple times walking the dog on Metral
- Pedestrians and transit users should have high priority. Cycling is important, however, cyclists have the ability to share the road with vehicles.

- With the addition of a 60 unit condo building at Dublin Way (Pacific Station) within the next 8 months, this needs to be the City's top priority. The turn onto Dublin Way from Metral Drive is extremely unsafe. Most vehicles speed on Metral Drive. The amount of Metral street parking that happens between Mostar and Turner (mainly near mostar bu Dublin Way) is too much. It impedes vision lines and makes turning on to or off of streets like Dublin way extremely dangerous
- Visibility is reduced by residential trees etc. encroaching on public lands which impedes visibility.
- I have concerns with intersection at Metral Drive and Dublin Way. Need a light or something. Extremely difficult visibility. Speed on Metral is a concern. Bikes have difficulty with traffic and parked cars. Major bus route.
- Metral Dr. has historically been a lightly traveled road with a strong residential component. The last few years with businesses being built on either end and high density condos and sub divisions the traffic particularly with trucks servicing the new buildings has become problematic. With the Old Island Hwy running along side, the residents are perplexed by the volume increase. We look forward to your Public discussions at Woodgrove Centre.
- People are always in the driveway making it dangerous to pull in and out of
- Bus stops should not be placed in peoples driveways. This is a safety concern due to pedestrians standing in driveways as well as abrupt stopping on a busy street when unable to turn into driveways due to pedestrians/buses blocking the driveway. It also leaves an absurd amount of trash in peoples yards.
- **We live on XXXX metral dr.** We have a bus stop out front of our house. People are always in our driveway. They leave garbage all the time. They stand in our driveway and have to move every time we come home. There isnt a proper place for them to stand.
- I'm happy this is going forward, I myself have been concerned and complaining about the overall saftey of pedestrian traffic, and traffic calming for a looong time now
- Again, all the money goes to North Nanaimo. I and many others can't walk to the malls on 10th Street as there are many areas, including 10th street itself, which have NO sidewalks. You are allowing all sorts of single family homes to be built in South Nanaimo. The environment and the public would benefit from some attention to safe active transportation, including sidewalks.
- Questions 4&5 only allow one choice for the question, meaning you have to rank order, which doesn't work for the question. <Glitch Fixed – thank you!>

5 | NEXT STEPS

The public input gathered is currently shaping the functional design of Metral Drive scheduled to be completed Summer 2019. At this point it is expected that the public will be able to provide feedback with detailed design occurring in Fall 2019. Construction of Phase 1 is scheduled for Spring 2020. Keep up-to-date by checking the project page.

www.nanaimo.ca/goto/Metral