



METRAL DRIVE
COMPLETE STREET



ENGAGEMENT SUMMARY



PHASE 2 
COMMUNITY
ENGAGEMENT

FALL 2019

NANAIMO.CA/GOTO/METRAL

WHAT WE HEARD...

PARTICIPATION



KEY THEMES

OVERALL SUPPORT FOR:



COMPLETE STREET DESIGN APPROACH



SEPARATED, COMFORTABLE, AND CONTINUOUS PEDESTRIAN AND CYCLING ROUTES



SAFETY-FOCUSED DESIGN (RAISED INTERSECTIONS, CROSSINGS, AND PROTECTION FOR CYCLISTS AND PEDESTRIANS)



TOP CONCERN

DUNBAR ROAD INTERSECTION

- PEDESTRIAN SAFETY (SCHOOL CROSSING)
- INTERSECTION VISIBILITY
- TRAFFIC VOLUME

OTHER CONCERNS:



SPEEDING

- SUPPORT FOR REDUCING MOTORIST SPEEDING
- MIXED FEEDBACK FOR HOW TRAFFIC CALMING MEASURES WILL IMPEDE FLOW



BUDGET

- CONCERN FOR PROJECT DOLLAR AMOUNT AND USE OF TAX MONEY
- INTEREST IN OTHER FINANCIAL INVESTMENTS FOR THE CITY



PARKING

- CONFLICTS AROUND PLEASANT VALLEY SCHOOL (DUNBAR RD)
- ON-STREET PARKING AT PACIFIC STATION IS HIGHLY VALUED





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M E T R A L

DRIVE COMPLETE STREET

PHASE II COMMUNITY INPUT SUMMARY

Nov to Dec, 2019

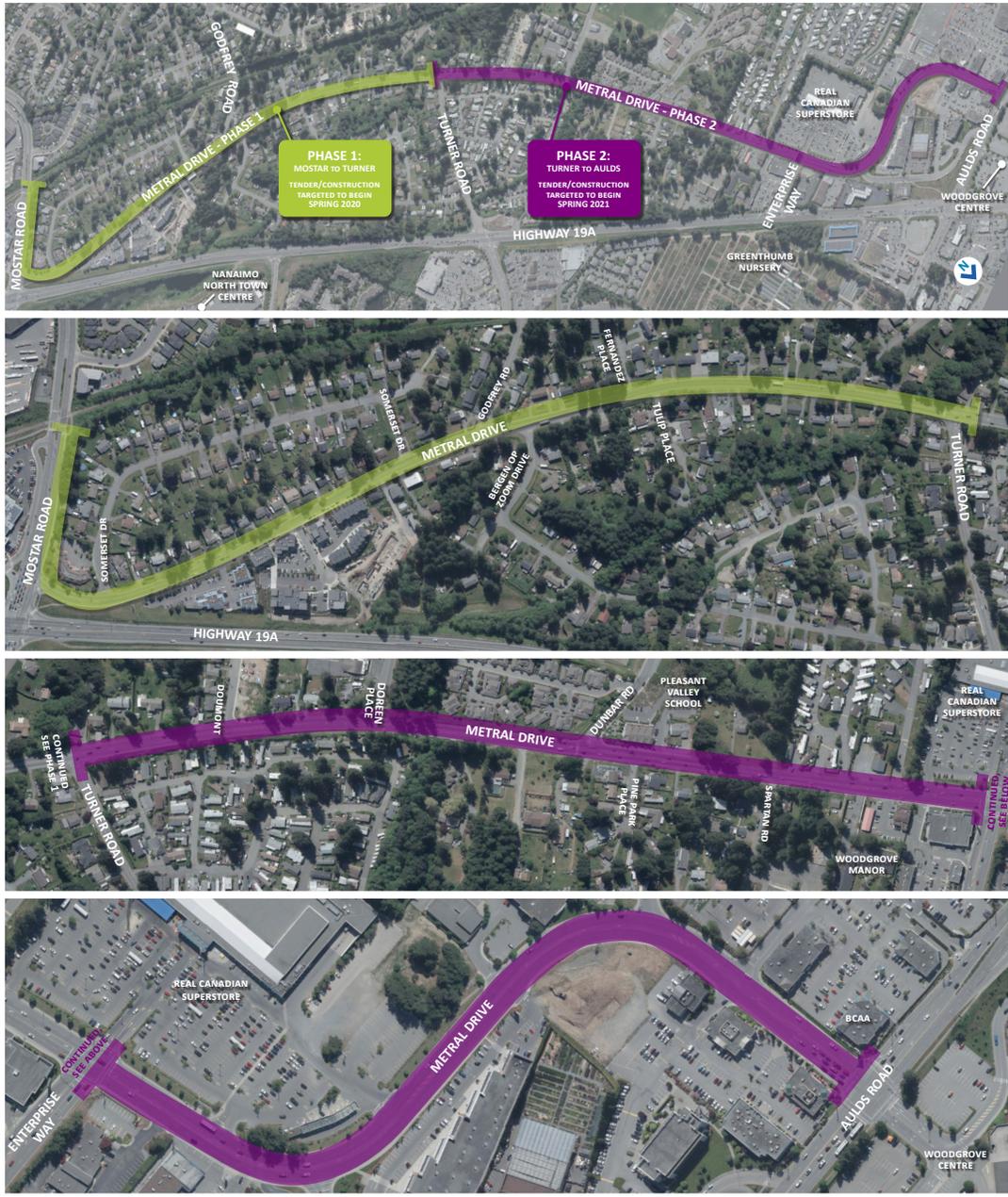
I | BACKGROUND

Metral Drive is an important corridor linkage in the City's north end, providing a north-south connection through the Wellington and Pleasant Valley neighbourhoods. Metral Drive links the commercial nodes around Nanaimo North Town Centre, Longwood Station, and Woodgrove Centre. Currently, Metral Drive is a traditional suburban street – it provides two paved lanes with a partially paved shoulder and surface drainage. The current road configuration only provides sidewalk on one side of the road for part of its length and no bicycle lanes.

The Metral Drive Complete Street project aims to increase the safety and comfort all ages and abilities including pedestrians, cyclists, transit users, and motorists. The City of Nanaimo has been working since 2018 to develop Complete Streets Design Guidelines (CSDG). The corridor presents an opportunity to implement these guidelines. The proposed project will provide continuous sidewalks and cycle tracks with landscape buffers on both sides of the road. The underlying aims of this project are to complete paving and water distribution system upgrades.

WHAT IS A COMPLETE STREET?

Complete Streets move people, not just cars. They are designed and operated to enable safe and comfortable use for all ages and abilities. The initiative recognizes that streets have different roles, functions, and characteristics depending on their context. From planning through engagement, design, construction, and rehabilitation, the City of Nanaimo aims to create livable neighbourhoods that build a better and safer city for pedestrians, cyclists, transit users, and motorists.



PROJECT AREA

The Metral Drive Complete Street Project focuses on the 3 km corridor along the length of Metral Drive spanning from Mostar Road to Aulds Road.

PHASE I

Phase 1 focuses on Metral Drive from Mostar Road to Turner Road.

PHASE 2

Phase 2 focuses on Metral Drive from Turner Road to Aulds Road.

PROJECT TIMELINE



2 | PHASE II ENGAGEMENT

Engagement for the Metral Drive Complete Street Project included two phases. The first phase of engagement was in Spring 2019, and was focused on concept options and preferences. The current Phase 2 engagement tabled the preliminary design of Metral Drive Complete Street for comment and feedback to inform the next steps as the City progresses to detailed design and construction.

2.1 PHASE II OUTREACH

The following outreach tools were employed to inform community members about this phase of outreach:

- **Project Website:** Update of the project page at nanaimo.ca/goto/metral.
- **Event Signs:** Large signs were posted at the north and south ends of Metral Drive.
- **Neighbourhood Postcards:** Postcards with event and project details were dropped off to +700 addresses on Metral Drive and adjacent streets.
- **Facebook:** Posts on the City of Nanaimo's Facebook page and Twitter feed.
- **Public Emails:** Creation of a project email list for notifying interested participants of project updates.
- **Project Cards:** Small cards with project and event details were handed out at related public events.

WHY A 'COMPLETE STREET' APPROACH?

The City of Nanaimo is developing a Complete Street design for the Metral Drive corridor to address broader community objectives such as reducing environmental emissions and improving community health.

ENGAGEMENT OBJECTIVES

- Spread the word to neighbourhood and area users, as well as broader members of the public, that improvements for Metral Drive are planned for construction beginning in 2020;
- Clearly communicate that there are two planned phases of construction: Phase 1 Mostar to Turner Rd, and Phase 2 Turner Rd to Aulds Rd.;
- Explain why improvements are needed and how these will enhance the transportation system for a wide range of users;
- Communicate the key principles of a Complete Street and how Metral Drive is going to exemplify this approach; and
- Continue to educate people about Complete Streets and linking to Nanaimo's current Transportation Master Plan and Complete Street Design Guidelines (CSDG).

2.2 PHASE 2 ENGAGEMENT ACTIVITIES

Open House

The project team led an open house event to share what we heard in phase one and how that has influenced the current design for Metral Drive. The open house included information boards and large roll-out plans to communicate: the phase 1 engagement summary, project FAQs, and the current design features.

DATE	Wednesday, November 27th @ 4:30 pm - 7:00 pm
LOCATION	Pleasant Valley Hall 6100 Doumont Road, Nanaimo

Questionnaire

The questionnaire presented project background, highlight information about the design, and gathered comments for consideration through detailed design.

DATE	Wednesday, November 27th through Friday, December 13, 2019
LOCATION	Online @ nanaimo.ca/goto/metral In Paper @ Open House

Written, Phone, or In-Person Submissions

Some participants provided input through the project email, other written submissions, by phone, or in person.

DATE	November through December, 2019
LOCATION	Via Email @ metral.drive@nanaimo.ca By Phone or In Person @ City of Nanaimo

INPUT CAME FROM:



Online or email submissions



Questionnaire submissions



Collaborative discussions at public open house event



Written submissions



Phone or in-person meetings

3 | COMMUNITY QUESTIONNAIRE RESULTS

The following summary outlines the numerical findings from the community questionnaires submitted at events, online, or by mail / drop-off. To see all comments recorded in questionnaires refer to **Appendix B**.

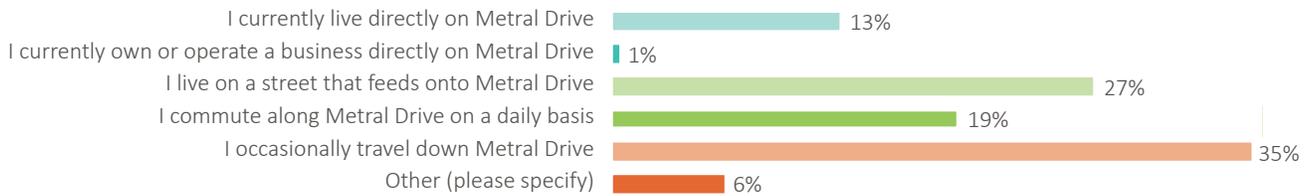
PART I: ABOUT YOU

Five questions were asked to understand who participated in the questionnaire.

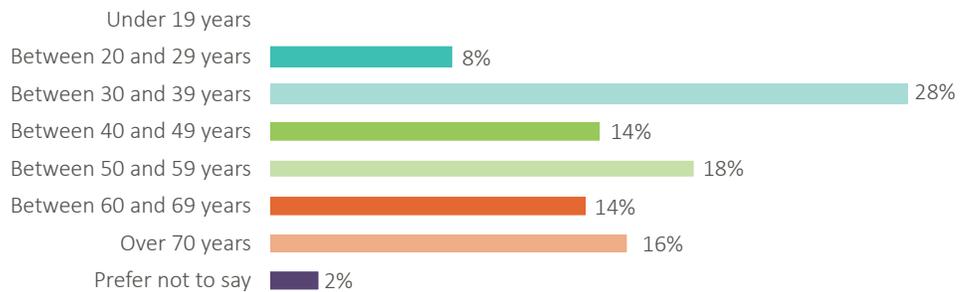
Q1. Are you a landowner on Metral Drive?



Q2. What statement best describes you? Please select the one response.

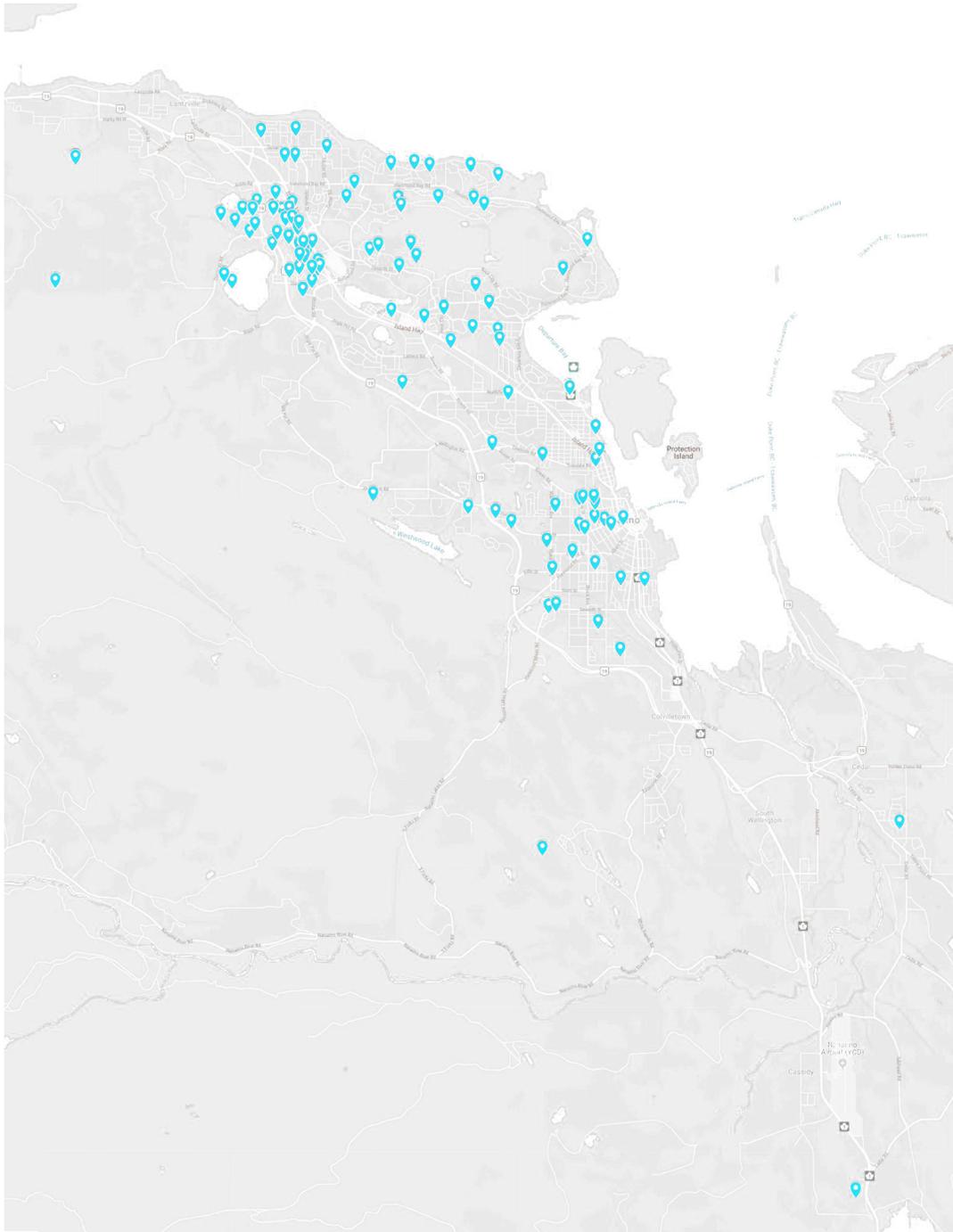


Q3. What age bracket do you fall within?



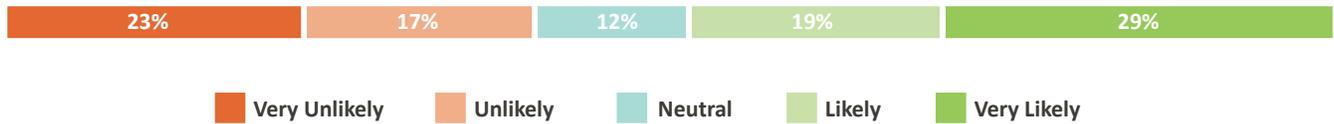
Q4. What is your postal code?

Postal codes were collected to understand the locations of participants. The majority of people who participated in the questionnaire live in or near Metral Drive, although most Nanaimo neighbourhoods had some representation, along with a limited number of participants outside the City boundaries.



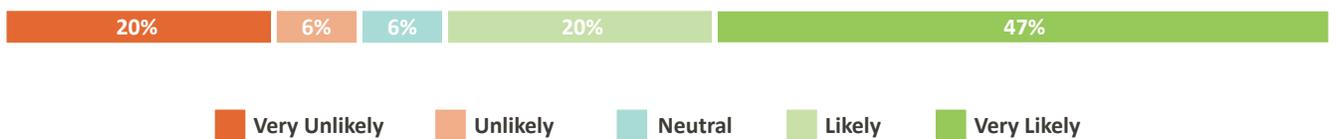
PART 2: WALK / CYCLE USE

Q1. Currently, how likely are you, or members of your household, to cycle, roll, walk, or run along Metral Drive?

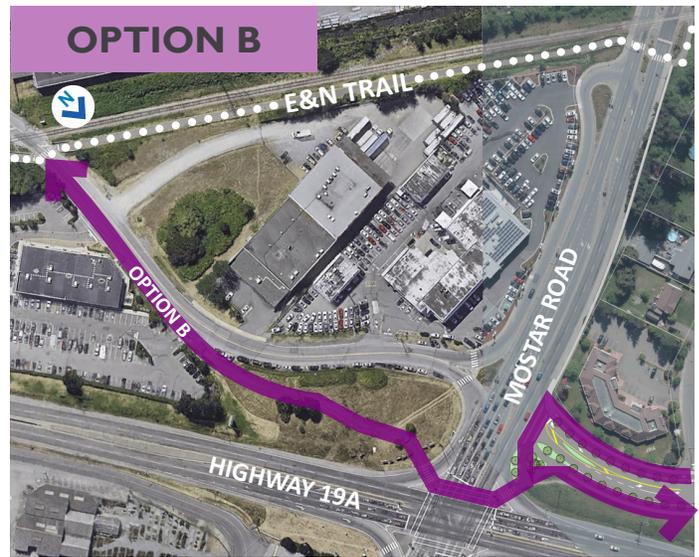


Metral Drive Complete Street proposes several improvements for the comfort of pedestrians and cyclists of all ages and abilities, including: continuous sidewalks and cycle tracks that are physically protected from the road with landscape medians; raised intersections at local roads; green paint for cycle track crossings; protected intersection at Turner Road; street lighting; and new pavement surfacing.

Q2. Based on your review of the design and proposed improvements for pedestrians and cyclists, how likely are you or members of your household to cycle, roll, walk, or run along Metral Drive after improvements are complete?



Q3. Based on your review of the design and proposed improvements for pedestrians and cyclists on Metral Drive, what would be your preferred way to access the E&N trail from Metral Drive?



OPTION A:



44%

Traveling from Metral Drive west down the proposed widened multi-use sidewalk along Mostar Road and crossing Mostar Road at the existing pedestrian crossing at the E&N trail.

OPTION B:



36%

Traveling from Metral Drive to the Mostar Road and Highway 19A intersection, using the existing pedestrian crossing at the intersection and connecting the E&N trail via Wellington Road.

I am not sure



20%

4 | SUMMARY OF KEY THEMES

Overall there was strong support for the Metral Drive Complete Street Project and current design. The key themes of support are related to:

- The complete street design approach;
- Providing separated, comfortable, and continuous pedestrian and cycling routes for all ages and abilities; and
- Safety-focused design (e.g. crossings, raised intersections, and protection for cyclists and pedestrians).

4.1 KEY CONCERNS

The following section outlines the key concerns gathered from Phase 2 feedback. This information provides important guidance to the project team for messaging and communications as well as design considerations as the project transitions into detailed design.

The project concerns included both broad/general topics as well as location specific topics. Below is the summary list of key concern topics. Each topic is summarized in further detail on the following pages.

1. Dunbar Intersection
2. Motorist Speed
3. Project Budget
4. Parking
5. Maintenance
6. Doumont Intersection



I. DUNBAR INTERSECTION

Paraphrased comments:

- Concerns for crosswalk safety for school children
- Request for traffic lights to be re-considered for this intersection
- Request for additional signage indicating school zone and speed limits
- Concern for sightlines around the intersection due to the road grade (slope) and challenges with parked cars
- Concern for the volume of cars using this intersection at peak times for school drop off and pick-up
- Request for a traffic circle to be reconsidered at this intersection
- Difficulty making left hand turns onto Dunbar
- Difficulty turning off Dunbar onto Metral because of stop sign positioning

METRAL DRIVE COMPLETE STREET

Phase 2 Community Input Summary - Nov to Dec 2019

2. MOTORIST SPEED

Paraphrased comments:

- Overall concern is for speeding motorists
- Concern for speeding is balanced with desire to avoid too much traffic flow delay or congestion
- Are traffic lights along Metral Drive a consideration for stopping / slowing vehicle through-traffic?
- There one speed limit sign posted on Metral and the current police monitoring is not sufficient
- Concern that the lack of bus pull-out areas will impede traffic flow and cause congestion
- Desire to improve traffic calming measures to manage excessive speeding
- Pedestrian crossing signals and lights help slow down traffic
- Concerns that removing lanes from the north part of Metral Drive will cause congestion
- Electric bikes provide increased cycling speeds and concerns for safety and awareness

3. PROJECT BUDGET

Paraphrased comments:

- Overall concern that the project budget is significant and is not justified
- Comments suggesting that money allocation would be better invested in other areas or projects (e.g. the downtown core, affordable housing, etc.)
- Requests that a conventional road would be more cost effective and useful
- Budget would be better spent on enhanced police presence

4. PARKING

Paraphrased comments:

- Parking around Pleasant Valley Elementary is a problem and needs management
- Removing of parking along Metral Drive near Dunbar and Pleasant Valley Elementary is a concern
- Need temporary parking / drop off zone for Pleasant Valley Elementary children
- Request for an expanded parking lot at Pleasant Valley Elementary
- Concerns over dangerous parking with reduced sightlines near Pacific Station (south Metral Drive)
- Need for more on-street parking near Pleasant Valley Elementary
- Businesses around Pacific Station are concerned about any parking losses or reduction
- Residents across from Pacific Station are concerned about loss of space currently used for parking on the undesignated road shoulder

5. MAINTENANCE

Paraphrased comments:

- Snow clearing of sidewalks and bike lanes could become an issue with residents
- Concerns over lack of city bylaw enforcement
- Concern for the ongoing tree pruning that will be required
- Concerns that the required maintenance of vegetation and leaf litter will not occur
- Concerns that lack of maintenance will cause clogged storm water drains
- A clear and communicated maintenance plan is desired for Metral Drive



6. DOUMONT INTERSECTION

Paraphrased comments:

- Request for traffic lights to be re-considered for this intersection
- Turning left onto Metral from Doumont is challenging
- Vehicular sightlines need to be improved at this intersection
- Altering the grade of the nearby hill may help intersection visibility and safety

Other Concerns:

- | | |
|--|---|
| <ul style="list-style-type: none"> ■ Safety concerns for cars turning into cyclist lanes without checking for cyclists ■ Cycling infrastructure investments would be better spent on E&N Trail corridor ■ Remove existing vegetation that may be impeding sightlines at intersections ■ Concerns over proposed trees causing visibility issues for vehicular traffic ■ Concerns over the safety of visibility around Dublin Way | <ul style="list-style-type: none"> ■ Access to some private driveways are limited from left hand turns with centre medians ■ Lack of turning lanes at Turner intersection are a concern ■ Request to reconsider traffic lights for the Turner intersection ■ Nearby residents concern for lack of awareness during phase 1 of the project |
|--|---|

Other Comments:

- Close SuperStore south exit onto Metral Drive
- Request for seating along Metral Drive for accessibility and seniors
- Public education is needed on cycling safety and road rules



APPENDICES

APPENDIX A
OPEN HOUSE COMMENTS X-2

APPENDIX B
QUESTIONNAIRE COMMENTS X-4

APPENDIX A

OPEN HOUSE WRITTEN COMMENTS (VERBATIM)

Metral Drive (General)

- “Snow clearing for people not able to?”
- “Raised crosswalks and protected intersections are a GREAT idea!”
- “Everywhere: pullouts for buses so traffic is not held up”
- “Pullout for buses”

Dublin Way

- “Consideration for second driveway letdown here”
- “Lack of parking west side of Metral. Parking is hard now!”
- “Trees impede sightline”
- “Provisions for second drive”
- “Mirrors on poles to see both directions of traffic”
- “Can one more parking space be retained?”
- “Loss of parking in front of RE/MAX Centre is going to create big parking problems”

Godfrey Road

- “Improved bus stops with shelter?”
- “Raise some of the crosswalks across Metral to slow down traffic”

Fernandez Place and Tulip Place

- “Treed boulevards added on the both sides a the very good improvement! Wonderful idea!”
- “How do cyclists turn left at intersections?”
- “Contained in cycle lane by barrier”
- “No crosswalks at cul-de-sacs?”
- “Great idea!- Raised intersections”

Turner Road Intersection

- “Improved crosswalk lighting. Similar to Polaris/ Hammond Bay and Lagoon/Hammond Bay. Should be used on Metral unsignalized crossings.”

- “Cut tree”
- “May add another crosswalk on the north side please!”
- “Crosswalk should be on north side of intersection”
- “I disagree, when being a motorist one is better. It’s also adequate for pedestrians.”

Doreen Place

- “Driveway access and letdown review”
- “Thanks for making traffic flow worse”

Doumont Road

- “Traffic lights at Doumont”
- “I hope the traffic calming helps turning left onto Metral from Doumont”
- “Roundabout at Doumont (or traffic light)”
- “Lights @ Doumont”
- “Challenge to turn here”
- “Turn access to driveway”
- “Grade difference approaching fence. Retaining may be needed?”
- “Love the increased safety for kids walking of biking to school”

Dunbar

- “I hope bylaw is not used to address poor parking at the school as the situation with increased enrollment, yet no more parking is unreasonable. So even ‘great’ drivers park horribly at the school as the there’s little options”
- “Increased traffic bylaw parking management”
- “The population at PV school has risen dramatically yet no parking on this dead end road creates a disaster for all – enrollment is at 387 kids yet about 40 parking spots + 35 staff”
- “Where does existing parking go?”
- “Access from Dunbar onto Metral is bad.”

- “Dunbar onto Metral is dangerous! Traffic light please!”
- “Traffic in & out of Dunbar Rd needs to be looked at”
- “Traffic light at Dunbar + Metral please!”
- “Truck parking here is slightline challenge (Clinic Woodgrove Pines)”
- “Left turn here? (Clinic Woodgrove Pines)”
- “Hedge at Woodgrove Pines Clinic (south edge) can obstruct view of turning left from Dunbar onto Metral. Option to cut it back a bit?”
- “May add a speedbump on the street night at the 30km sign to stop the speeding (Clinic Woodgrove Pines)”
- “Traffic circle? Keep positive flow of traffic!”
- “Pull outs for busses. Get traffic moving while people unload let traffic pass”
- “Right lane for right turn only”

Spartan Road

- “Volume on Sundays”

Enterprise Way

- “Please close (south) entrance to Superstore”
- “Stop left turn into Superstore at this location (south entrance) use lights”
- “The biggest hazard on Metral Drive is around both end of Superstore exits”
- “Bus stop blocking right hand turn?”
- “Lights at the centre median?” (Superstore north entrance)
- “I hope the mid road boulevards are short shrubs and treed” (Superstore north entrance)
- “The raised island in the middle would hard for wheelchair users to turn and climb up at the same time” (Superstore north entrance)

Metral Drive (north end)

- “Building setback is too close to road. Should not happen again. – corner by Cobs”
- Agree that the apartment / condo was built too close to roadside. Additional tress + medians will make a left turn from Cobs even more impossible”
- “If possible to add another offset 2-stage crosswalk with centre median for safety crossing”
- “Traffic backed up behind transit stop for intersection? Add second lane”

APPENDIX B

QUESTIONNAIRE WRITTEN COMMENTS (VERBATIM)

- "It is absolutely necessary that you do not allow people to pass down the middle of any part of Metral, do not leave painted medians, they don't work, Slow the drivers down ,, people travel upwards of 100KM on this road,, it is insane, and I see every single car go past my house on Metral both directions it is not safe. The exit and entrance to Dunbar is a disaster waiting to happen you get 30-40 cars dropping off kids each morning all at the same time, people get impatient and make poor decisions. 3 cars have already landed on the or in the houses below the intersection! Please put up better signage for school zone and make a way to physically slow them down they DO NOT heed or see the signs 90% of the time I have a cement and wooden tie retaining wall that runs parallel to Metral, and it will need to be upgraded. Will the city be assisting on any way to ensure it is safe? I want to put cement blocks all the way from the corner of the lot to where the front yard starts by fence line and large tree. I would love to talk to someone directly about this. I was out of the country, so i could not attend the meeting."
- "Thank you. Thank you. Thank you. Please don't take notice of the naysayers on social media. As a mother of 2 young children and from a family that would LOVE to walk and cycle more, but don't because we don't feel safe...I thank you!! Yes, it will cost money, but when it comes to safety (particularly on such a busy road with a school) safety and accessibility should ALWAYS trump. Please please please don't compromise the design. The haters are always going to hate- the boomers (and their selfish ways/beliefs) that I've seen spout negativity are THE reason we're in the current climate situation we're in. It's time to stop being so selfish and to think about the greater good- for our children, our health, and our environment. This project is a step in the right direction. Thank you."
- "I think that the overall plan is excellent, well thought out and well planned. Public consultation is appreciated and it appears that most concerns have been addressed and implemented. I look forward to these positive changes as I drive or walk or cycle along Metral Drive on a daily basis. I am though, disappointed that traffic lights are not included at Metral and Dumont. I listened to the explanation at the open house but am not convinced they are not necessary. As someone who daily accesses Metral Drive from Dumont, at different times of the day, I believe that traffic lights would enhance the safety of this intersection. I have observed countless times when drivers entering Metral from Dumont have lost patience and accessed Metral in an unsafe manner. This can be a very trying experience. While I understand that traffic lights here are not necessary 24 hours a day at this point in time, with the increase in traffic I have witnessed over the past 15 years I think they are necessary, even if only activated part time (for example 8:00 a.m. to 5:00 pm) and flashing otherwise, I believe this would be a positive. Having said this I must pass on my appreciation and congratulations for a very positive plan for Metral Drive. Great job!"
- "Safety at all the intersections. Improve sight lines for vehicles turning out of Dublin way, Doumant Rd and Dunbar Rd. New developments coming ie: Dublin way, how is the extra traffic going to merge turn in and out? I use my car for work daily, riding a bicycle is not an option. I am very concerned that the intersections are not going to be safer."
- "Looking forward to this project , its perfect in every way !"
- "Hello: I represent the owners of the [REDACTED] at [REDACTED] Spartan Rd and also the yellow house at [REDACTED] Metral Dr. While I do not represent the owner of [REDACTED] Metral in an official capacity at the current time, I do share an interest. While, the [REDACTED] comprises of well over 500 registered families and many more unregistered families, our facilities are also available to the Nanaimo community at large for a variety of uses. I suggest that access to and from Spartan be reconsidered. I notice that this plan will force traffic exiting Spartan to single file at the stop sign. As you are no doubt aware, common current practice is for 2 vehicles to line up at the stop sign,

thus relieving congestion while the left turning cars wait for a safe exit. Also, Spartan traffic occurs at times when a significant volume of Metral traffic is attempting to enter Spartan and then the NEC parking lot which is a short distance down Spartan. With only one exit lane onto Metral, traffic exiting Spartan and the NEC parking lot will be delayed, resulting in inbound traffic backing up on Spartan waiting to enter the parking lot, thus holding up that traffic on Metral attempting to enter Spartan, as well as others who just want to keep heading south. I request that Spartan Rd be redesigned to permit 2 exit lanes and also establish a left turning lane on Metral. I suggest that a turning lane will also assist access to the driveway at [REDACTED] Metral. Interestingly, traffic from Dunbar Rd is afforded 2 lanes to turn onto Metral while inbound traffic is afforded a left turn lane on Metral. I would submit that there are periods when traffic volumes exiting Spartan significantly exceed volumes from Dunbar Rd. Also, our driveway from [REDACTED] Metral has very poor alignment with the current sidewalk that was installed long after our house and driveway was built. When exiting our driveway, the proximity of the hydro pole tends to motivate us to drive over the curb, especially larger vehicles. Also the siting of the hydro pole presents a bit of a blind spot, especially with all the cars from our neighbour that are parked on the street. Currently, a left turn off Metral to this driveway is facilitated by the end of the existing left turn lane, even though it is cross-hatch painted. Hopefully the new design will maintain a good opportunity to turn left into our driveway without obstructing Metral Traffic."

- "Best solution would be E&N train corridor finally getting converted to green trail. Some benefits include - no more than 3% grade, away from vehicles, straight shot to Woodgrove and beyond, and tourist friendly. Proposed referendum on next municipal election ballot for existing train corridor- trains [old expensive tech] vs cyclists [electric] and pedestrians. Money best spent on pedestrian friendly solutions as opposed to car ways ie Metral. This green trail would benefit the whole city."
- "I must say that as nice as this proposal looks our city is in need of SO MANY other improvements that this does not feel like money well spent. Walk around downtown, take note of the abandoned buildings, the derelict buildings, the gaping hole in downtown.....

We need to reclaim our city's core before we are beautifying a single street. I have lived in Nanaimo for 7 years. It breaks my heart that when we have family or friends visit us from around the country that we avoid taking them downtown. Quite simply we are sort of embarrassed to say..... here is our city's downtown,,,,, it borders on gross and we do not feel safe. Respectfully, and wishing nothing but the best for this city!"

- "I just would like to say, Great Job! After going to the open house, my expectations were exceeded in how well the plan addresses the safety of pedestrians and cyclists! I bike on Metral often and am excited to see this change!"
- "I look forward to the planned upgrades to Metral Drive. I think it will greatly increase the quality of life for those living in the area. I am so pleased to see this kind of forward thinking here in Nanaimo!"
- "The separated bicycle lines are key! Great design."
- "The intersection at Dunbar and Metral is scary because it is so busy. A traffic light is needed. School zone signs are not understood. Put another sign underneath current sign saying "8:00 AM TILL 5:00 PM SCHOOL DAYS". This would help a lot in school zones throughout the city. Please remember to include the outgoing mail box in front of the bird store. None of the residential mailboxes can handle outgoing mail. The city and the school board must learn to work together to solve the parking problem at Pleasant Valley Elementary. Both acknowledge the problem but neither is doing anything to try to fix it. I am worried about the drivers coming up the hill on Dunbar to Metral to turn left. Drivers look for cars and don't often realize how fast cyclists are approaching. I think it could be dangerous for cyclists and would prefer they had to stop or slow down there."
- "I believe that traffic lights would be very helpful at Turner Rd, Dumont and Dunbar roads. Also police monitoring of parking in no parking places on Dunbar as in fire truck enterances to the school and in front of Fire Hydrants."
- "The Dunbar intersection is still a big concern to residents of the area. At school (Pleasant Valley) drop-off and pick-up times, the intersection is a nightmare, to say nothing of Dunbar Road itself. I don't see any changes to the crosswalk at the intersection which is a concern to the safety of children who walk to and from

school."

- "The entrance to the Pleasant Valley school is terrible. No parking at all. The best option is to park next to the Pleasant Valley Hall or along the Metral Drive. Pleasant Valley Hall will close their parking for us and you are removing parking on the Metral Drive. You need to provide the alternatives. Right now you are making the situation with parking even worse and more dangerous. People don't have any choice. You didn't provide the decision to that problem. You cannot just close your eyes and don't pay attention to it. The city gave the permission to built some of the school surrounding neighborhoods (not so long ago 2003-2010) not taking into consideration the situation with the parking and increasing traffic next to the school. Now we hear that this is a challenging place. The safety of the kids is the priority so please provide the safe space for dropping off and picking up kids from school. We cannot walk every day, kids have after-school activities and parents need to go to work."
- "in addition to this plan (which i think is great) i would love to see the City support the school district in problem solving the boom in population at the neighborhood elementary school, which causes tremendous congestion in the whole area. the school is on a dead end road with no side roads, and now has close to 400 kids attending it. the increased pedestrian safety this plan will create is wonderful but sadly i dont think will be enough as the school seems to be planning to add another 7 portables which i'm guessing is another 175 students. new housing continues to get approval for development in this school catchment area.. we need a proper parking lot. currently it houses the staff, and then has about 10 additional spots for parents. could the city purchase or inherit the land above Pleasant valley hall (on the corner of Doumont and Metral) and even develop it into paid parking ? neighbors would happily pay to park to get their kids safely to school. walking is not a feasible option for many, for a variety of reasons. I suspect the Hall may give the city the land for free, as they are sick of PV School parents parking in their own lot. when you go ahead with this plan, many parents will lose the parking they currently use along metral drive, which although it's a terrible spot to park, it's 'something'. and thank you for your work collaboration and attention on this project, i do appreciate it."
- "Yes I live at [REDACTED] Metral drive I would like separate consultations regarding my property please respond by email a projected time this can be accomplished. Also the parking at Pacific station should not be allowed it's dangerous and it seems the investors into such designs don't really care about the public they just put it back on the community to put up with this and should not be allowed and was discussed by many people at the open house. Also narrowing the street does not slow people down we want it slowed right down we have had friends rear ended twice now pulling into our driveway etc enough is enough. Also the illegal bus stop needs attention ASAP."
- "Who is in charge of snow removal? Is there sprinklers to keep the new trees and grass alive? What existing trees will be removed? Street parking is not ideal... and currently your plan has the remax street parking right in front of my house. I feel there needs to be less. Or only spots for 2 cars then a green bump out then 2 more cars... it would keep the traffic flowing as they dont have to spend time parallel parking"
- "Unfortunately i wasn't able to attend the open house but I'm concerned with the intersection at Doumont. When turning onto Metral from Doumont you're uphill and the vehicles turning in both directions block each others sightlines which can be dangerous for both pedestrians and cyclists. It can also be extremely difficult to turn left due to the differing traffic speeds (ie school zone on one side, and regular traffic on the other side). I choose to avoid the left turn onto Metral and turn right and use Turner Rd instead. Also, there is alot of vehicles parked on the side of the road near Dublin Way and the drawings show less on street parking to improve sightlines, just wondering where all those cars are going to park? They might move to Somerset, especially when the other condos are completed."
- "How will construction affect bus service?"
- "Would love to see a light at dumont and metral. My husband and I daily are dealing with the struggle of oncoming traffic and pedestrians"
- "my concern is coming out of Dunbar, and making a left hand turn. at times this is difficult because traffic does not obey the 30km limits. I would like to see a traffic light because of the Pleasant Valley School the other concern are parents who are parking haphazardly on Dunbar to pick their children up"

from School.. I do not oppose children by any means. Parents have no respect at times as to how they park. trucks are parked with their back ends blocking exits out of Crest 11 . One day I can see a terrible accident happening with children and cars. I know this is a separate issue but parents also park on Metral Drive as they have to deliver and pick up their children from their classrooms. With the design of the road which will look lovely, are their provisions for emergency vehicles to pass safely?"

- "It is very nice that there are going to be sidewalks but until the city starts to enforce the bylaw that requires home owners to keep sidewalks clear of snow it is a waste of time and money. Until present day pedestrians have to walk on the road because when the road gets plowed the sidewalks get covered. I do not believe it is going to make traffic flow any better and quite possibly worse. The people who now back out of their property onto Metral is now going to be harder with less visibility and crossing a sidewalk and a bike lane with trees on boulevard. All in all I think a conventional road with parking on one side to leave room for bike lanes would be a much better use of revenues."
- "My biggest concern is access to Metral from Dunbar. The planners we talked to at the open house didn't know there was a school at the end of that street. Right now, to make a left turn onto Metral, you have to pull into the crosswalk to see oncoming traffic. This was obviously approved by city planners as Woodgrove Pines is only a few years old. The stop sign On Dunbar will have to be farther back from Metral because there will be a boulevard, sidewalk and bike lane. The only way to see oncoming traffic will be to pull into the sidewalk and bike lane. I don't agree with eliminating so much on street parking. I don't use it myself but I wonder where all the cars are going to park. Also, during construction I hope consideration will be given to the safety of the many seniors and children dependant on Metral. Which lane will seniors with scooters use."
- "Great need for traffic circle at Metral and Dunbar. Dangerous to turn left from Dunbar onto Metral."
- "Concerned about getting onto Metral from Dunbar. It is already different especially turning North. Will there be a traffic light or circle at that location?"
- "We like the designs and are happy about the coming improvements. We look forward to slower traffic, greener streets and a feeling of community plus the "liveability". Hopefully this will encourage small businesses to open up along our streets like cafe's and bistros, small galleries and boutiques. With safer access it makes sense that we will need places to walk to and things to do. We think access to Metral Drive from the island highway is dangerous coming from north and south. The intersection is on a slant with pedestrians crossing there along with a sharp turn onto Metral. (All our family members have been cut off and have been in near-accidents due to this area). Please also look into the access from Mostar turning left onto Metral. (All our household members have been faced with illegal traffic coming into the one way turning lane there). The preferred access to E & N trail would be to put more attention towards option B since there is already a sidewalk down Mostar towards the trail. If option B were to go ahead please make major changes to the highway intersection and/or put in an overhead walkway. Again, we are very pleased with your design. Thank you for all the hard work that you have been putting into our area. Cheers!!!!"
- "The money could be better spent. More police to stop the homeless from so much theft around the city."
- "Enough with the stupid bike lanes. They can use the roadway just as the mva stipulates. Absolute waste of money. Kills any street parking."
- "1. I might use both routes from Metral Dr. to the E&N trail (as in previous window)for both walking and cycling with my wife. 2. I like the concept and the reality of having a functional and beautiful travel corridor along Metral Drive; however, I do have concerns about increased cycling traffic alongside travelling automobiles, specifically during the interaction when autos are turning right or left (especially right turns) and encountering cyclist travelling at faster speeds, assuming 'right-of-way'. Some cyclist can travel quickly (20-40 km/hr for example) and we motorist must be very alert as we approach our right turns off of Metral- to ensure that cyclists we may have recently passed are not in our path, if we turn. Electric cycles add an even greater risk now, as we know how fast they can travel! Can we have stop signs for the X-ing lanes of the cycling paths? Something to slow down the cyclist in those

X-ing sections where roadways intersect. Perhaps the increased vegetation added to the project may even create more barriers where cyclist can be missed upon visual inspection from a vehicle. The increased cyclist traffic interaction with vehicles IS my greatest concern of this project. However, I would like to see a safe solution for the increased cycling traffic- and the motorist travelling along this route. 3. I look forward to this project completion, and I will try to be patient and understanding through the construction phase. I do also hope some of the existing roadway intersecting areas along the Metral route can be improved for safety. This would also include consideration for winter conditions (stopping areas along steep inclines - Dunbar at Metal, and also Dumount at Metral). 4. Please also remove existing vegetation/foliage that may impeded vision from drivers turning both left or right onto Metral from feeder streets. Thank you."

- "Public not been given the opportunity to vote for making up the shortfall. Feel money acquired could be put to better use updating more immediate problem areas eg. Maryellen Drive, Dunbar major congestion (5 developments only entrance/ exit) on one lane street during school hours. Specific to our driveway: a raised median boulevard effectively eliminating our exit south and entrance from the north. If this Boulevard is not shortened to alleviate this problem then the entrance to our driveway must be widened substantially to allow passage of long wide loads to turn north without running over both side boulevard and median boulevard."
- "I like Option A for the connection to the E&N trail because it allows cyclists to avoid the light at Mostar and the highway. However, Option B seems more direct. It's not immediately clear to me which is the most efficient option. Otherwise, I think this is a great project and can't wait to see more complete streets in Nanaimo!!"
- "Residents of Sharman Park at [REDACTED] Metral are finding it more and more difficult to exit the park onto Metral. We have to watch out for cars coming from the right, cars coming out of Spartan Road, Tillicum, Arbutus Music . To our left cars are coming out of Superstore (many times without even yielding, cars coming through the lights on Enterprise Road and cars exiting the strip mall on the corner. We also have to watch out for pedestrians in both directions. It is frustrating and sometimes even hair-raising. Please at least close the exit from Superstore."
- "Why are we spending money on this? Give Harewood lighted intersections or roundabouts and lighted crosswalks."
- "Metral is long. Will there be seating for us elderly to stop and take breaks? Why do we spend millions of dollars repaving roads for people to park on for free? Narrow our roads. Limit parking. Build sidewalks. Stop giving developers parking variances. Happy to see Council follow through with the many "plans" claiming we want to be healthier, greener, more sustainable...a City's true colours are shown in the budget, not in reports collecting dust."
- "All of this money being spent on this project and STILL no bus pullouts so as not to impede traffic? That is a MAJOR source of driver frustration."
- "We own properties at [REDACTED] and [REDACTED] Metral. Parking is a significant challenge in the area. Please do not reduce or take away any of the current parking. We work hard to be a good neighbor in the area and to minimize the impact of our businesses on the neighborhood. The greatest challenge is parking. Any opportunity to extend or increase the street parking or retain our off street parking would be welcome. In particular the dual access at [REDACTED] Metral goes a long way to reducing parking pressures. Retention of both accesses will help avoid a worsening of the situation. There are approximately 200 jobs in the [REDACTED] Metral complex, which provide significant economic benefits to the City. Many of these employees must have vehicles during the work day and public transit or biking is not possible. Thanks for any help you can give us."
- "We need a light at the intersection of Dunbar and Metral, as the traffic from the Pleasant Valley School is very heavy and congested for 10 months of the year."
- "Concerned about the timing as there are many large property holdings which will be developed in future years. When services are added they will inevitably disrupt the improvements. Major concern is the access to Metral from Dunbar St. There is no provision for alleviating sight problems coming off Dunbar hill onto Metral. The congestion caused by school traffic and numerous housing projects with an older population base is very concerning. A roundabout would dampen speeds and provide easier access for all concerned"

- "I usually enter Metral Dr from Dumont Rd. With the increased traffic on Metral Dr (doing this for 10 years) I am finding it much more difficult to enter Metral Dr. If you are turning left on Metral it is not a problem. However if you are turning right, due that there are two lanes the vehicle on the right lane turning right will block your view of cars travelling up Metral towards the Superstore, you have to wait for the car(s) on your right to clear the intersection before entering Metral. With the increased traffic on Metral I can only see it getting worse. There are many times that I will only turn right and go around the block to get to the stores and malls further up Metral. I think you need to give this intersection further study and look at lights or other safety measures. In addition there is a slight uphill approach to Metral. I do like most of the changes."
- "The intersection at Doumont and Metral needs to be a three way stop. Because of the difference in elevation it is almost impossible to exit onto Metral especially during the time school gets out. People park at the pleasant valley hall to pick up kids so there is traffic coming from three directions making a turn extremely difficult when cars are speeding down through the school zone. A stop sign would also have the effect of slowing the traffic on Metral Drive."
- "This plan does not solved My problem at all. It is almost impossible getting onto Metral Drive from Dunbar Rd during the time frame Kids are being picked up from school. I personally had to wait between 15 and 20 minutes to turn left onto Metral Drive, A few years ago a car was hit and ended up down the embankment narrowly missing the Gas Meter. The next one may not be so lucky and we could end up with a real major disaster. We must have Traffic lights there, and sooner than this project starts."
- "The intersection of Metral and Dunbar is very congested especially when parents are dropping off and picking up their children from Pleasant Valley School. During the winter months when there is snow, it is very difficult to get onto Metral Drive from Dunbar because the streets are not plowed sometimes for days. The plans for this project are very impressive but it is hard to visualize this because of the width that will be required for everything that is proposed in the actual space you have to work with, even taking up the easement of individual properties. How wide with the completed street be?"
- "I have a few concerns in relation to traffic. The traffic is very heavy in peak hours and it is difficult to get out of Dumont road in the morning and near the end of the school day. I think there needs to be a traffic light on Dumont for access but also to provide traffic breaks for the next street when parents are picking up and dropping kids off at the school. The shrinking of the amount of traffic lanes from Auld to Enterprise road is also a concern, I find that it is often time consuming and difficult to get out of the business on this section presently. The addition off hundreds of more cars from the new development is going to add to the congestion. I feel strongly that 3 lanes will not be sufficient for the present or future traffic volumes. I like the protect in general but think a bit more consideration needs to be put into the logistics and traffic demands."
- "I hope this approach is done for other roads in Nanaimo! Thank you."
- "Very concerned about intersection of Metral Drive and Doumont Road. Extremely hard to make a safe left hand turn onto Metral Drive. Right hand turns are also perilous. Have the intersection at the top of a rise in elevation is not a good idea. The only things I think will work are either stop lights or a round-about."
- "As a year round cycle commuter and recreational cyclist who has been intentionally hit by a vehicle, the two highest value components for me are separated bike lanes and resurfacing. Cycling lanes immediately adjacent to parking such as those on Turner and Boundary, put cyclists in incredible danger, and in the case of my experience on Turner have actually led to an increase in driver aggression instances if a cyclist must take the lane to avoid being doored. Therefore I'd gladly forgo painted lines around existing car infrastructure in favour of expenditures on truly separated paths. Also periodic signage around the city such as "bike may take lane" might be helpful in educating some of Nanaimo's car centric drivers. The hostile ones are probably a list cause already, but perhaps we can prevent more drivers from becoming hostile through education. With the relative lack of traffic, Nanaimo had the potential to be quite a cycling friendly city."
- "Hopefully this is the first of many streets like this."
- "When I am travelling south how will I turn left into my driveway with the traffic island located directly in front of my property?"

- "controls need to be set up for e-bikes. They are too fast compared to other modes of transit and a danger."
- "Great design, great project! Very much looking forward to the improvements. It's a wide right-of-way with lots of potential for active transportation. The left turn from Doumont Road onto Metral Drive can be challenging (i.e. finding an opening in the traffic and visibility of traffic coming from the south), so anything you can do to improve this would be appreciated."
- "I find it concerning and very frustrating that there are no traffic lights proposed for the Doumont Road intersection. This is a heavily used intersection with very poor sight lines when turning onto Metral, particularly when turning left. I have witnessed many frustrated drivers make dangerous turns when traffic on Metral is heavy. Once the improvements to Metral are complete, I imagine pedestrian and cycling traffic will greatly increase, which will only make this intersection more dangerous. I very strongly recommend that the design for Doumont Road be reconsidered, and that traffic lights (three way stop?) be installed."
- "I am not sure why this survey only pertains to walking and cycle use since ALL single family dwellings and their occupants will be more affected by the road changes ie, narrowing of street, lack of onroad parking and lack of traffic lights at busy intersections than whether there is a sidewalk on one or both sides of the street and which route a pedestrian or cyclist will take to access the trail. Based on the proposed changes I personally will find it more dangerous to exit and enter my driveway and I am sure I am not the only one. I am also sceptical about how effective narrowing the street lanes will be to reduce speeding traffic. It seems that although the selling factor for this proposal is pedestrian and cyclist safety no-one seems to be concerned for the safety of the existing residents and from talking to some of the planners at the meeting they confirmed that they no longer base Metral Drive as a residential street. I feel like as usual the city are bulldozing their plans through to suit the wealthy construction companies regardless of how it will affect the local residents. I am constantly disappointed by the way rezoning is decided on, but the road infrastructures are ignored till after the construction is completed so it is the existing residents who have to suffer. Not very proactive considering the amount of construction in Nanaimo."
- "Based on the designed plans, I am still concerned about site lines from Dublin Way turning on to Metral Drive. There is a huge safety issue with both cyclists and vehicles not being visible to vehicles exiting Dublin Way. Personally I feel like stop signs or a traffic circle would be better suited as there is still a high risk for visibility based on the designs. I also feel that with the slight reduction in parking in front of businesses and townhouses on Dublin Way to accommodate the changes to the Dublin way intersection, that you will need to have a stronger bylaw officer presence and perhaps introduce parking time limits. There are a number of residents from the surrounding homes, condo, and townhomes that park for weeks on end without moving their vehicles. This makes short term visitors to the businesses and surrounding areas unable to park anywhere safely."
- "We would like to see a turning lane into the Mobil service station turning left when travelling north on Metral. The way it is now is you have turn into the Supertstore parking lot and then make your way through the lot to get to the service station, which is the only legal turn going north."
- "Love the project. Please get it built. Thanks."
- "This project is nothing less than a huge waste of money. Replace the water/sewer and sidewalks full stop. This whole idea of dedicated bike lanes for a very select few is utter BS!! What about the hundreds of vehicles that use these streets? Your designs do nothing more than strangle vehicle traffic. Put the money into policing where it will do some good for everyone rather than such a select few."
- "We have concerns with the lack of parking on Metral Drive by commercial buildings and residential areas at Pacific Station and Remax. Parking is already difficult without taking away to provide more green space. Sight lines are lacking at Dublin Way Intersection hopefully it will get better with raised concept."
- "I think this is a great idea as I drive this road to get to work every day of the week. Pedestrian safety is terrible so that will be greatly improved. I've always felt the area I live in receives very little improvements for tax dollars so I am excited that something is coming."
- "Hi there, For the bike path do I need to shovel this in the winter and where should I put the snow? As well, what kind of trees are going in? Do I have to maintain them or will the city come trim them if they if they

need trimming? And in the winter aka Christmas time are we allowed to decorate the tree in front of our house?"

- "Total waste of money . !"
- "You are throwing my tax money away for no real benefit . What a waste!"
- "Why do you want to ruin my street for the sake of a couple of bike riders a day ? ? ? ? ?"
- "There is a school on this road but no mention of it. this is just a woodgrove mall expansion of turning metral into commercial. if commercial goes in you should require mixed used buildings and make residential mandatory on the top of the buildings. otherwise we will see another school close in the area. as much as you try to promote bikes Nanaimo is a car town. transit sucks here. with our bad weather and winter you will never see full conversion of bikes. I would like to see better pedestrian sidewalks but bike lanes are not really necessary. the other day I followed a bike on turner where the new bike lane is. the biker choose not to use the bike lane and was right in the middle of the road. I just patiently followed but what a waste of money putting a bike lane in. also downhill bike lanes seem like a waste of money as bikes can keep up with traffic. I can see them maybe going in uphill only. also with all of the electric bikes bike can keep up with traffic better so bike lanes are not really needed. if you really want a great bike path get ride of the train and put bike path in. I would say keep the speed 50 km but use road narrowing technics as this is a great way to calm traffic."
- "I would definitely like to see slower traffic and close the exit from Superstore closest to Dunbar. Very unsafe to access Metral"
- "I'm really excited about the improvements for cyclists and pedestrians. I currently drive to multiple businesses on Metral, and would much prefer to bike, but with 2 young kids, it's not a safe route for us yet. I especially like how you've separated out use- I find this reduces conflict (not just crashes but people being grumpy about others in 'their' space if they're using a different mode). I have't seen the intersection island thing before, so look forward to experiencing that as a pedestrian, cyclist, and driver!"
- "what's wrong with regular sidewalks? Metral Drive is a commuter road; not a walking route. Would you walk

to the Super Store or Home Depot to pick up items or drive?"

- "I often shop at cobs bakery and once upon a child with my two young children. Once in a while I also want to make a pit stop at Pomme which isn't a problem.. however, if I want to go to superstore across the street I'm forced to walk a long distance to get there safely via crosswalk. I jaywalked once and my gut felt it was the wrong choice as cars often travel very fast there. Now that there are condos/apartments going up right next to the cobs complex there will be a lot of people crossing the road there to get their groceries on foot from superstore. People do not seem to respect the speed limit here and I often see cars going at least 70km/hr. Long story short I think there should be an additional pedestrian crosswalk installed somewhere between the intersection at superstore and the intersection by the mall.. the type that have the option of blinking lights."
- "Do something about the downtown corridor. Nanaimo is viewed negatively by all visitors on driving through. I've heard it on the BC Ferries and AirBnB. It looks sketchy! On the other hand, let downtown deteriorate. The shops will close and the opportunity to steal will as well. Then the problem can move north."
- "cyclists arent insured for road use why we treat them like motorists is beyond me, let them use the side walks to stay out of the way and just add full sidewalks to both sides of the street, forget about the trees in the median, the road has enough mess from existing trees over the road and the added bottlenecking isnt really needed, emergency vehicles use the road daily, why make congestion worse"
- "Im concerned that drivers even after project is completed will still not stop to let people who are walking, jogging, and or biking cross the road. There are many areas such as 5th and bruce st, 8th and bruce st, park ave road and 7th, bruce and 7th, and others where drivers do not stop. Whats more is theres roads like park ave road that dont have proper side walks on both sides of the road on the whole road. Only parts of park ave road have side walks leaving a few bus stops along that road forcing people to come close to falling into the ditch because there is no where to stand."

- "Looks like a good plan, but are there any plans to bury the Hydro lines on the street?"
- "I'd love to see raised crossings all over the city. It would slow traffic down, especially in dangerous speeding areas such as Harewood & Stewart. Thanks for this, and for the opportunity for feedback"
- "The raised sidewalks could have been framed like speed bumps and people would have been all over that. Y'all need to take a research methods class."
- "stop wasting money on bike lanes. Bicyclist do not obey the rules of the road 90% of the time. They run stop sign and other rules like not signalling when the turn. Most pedestrians do not use the control cross walks signals or are on their phone texting or have earphones in. Are you going to be instructing RCMP to start write tickets to cyclists and pedestrians who do not obey the rules of the road. The center median plants are pathetic how much is it going to cost to maintain yearly. Also should have bus pull over lanes so they do not block traffic."
- "Yes. I bike commute down Metral to the E&N and back almost daily and it is the most terrifying part of my ride. It seems as though option a is great for heading south and option b is better for heading north. I'm not sure what the solution is. However, if option a is chosen, I would likely still bike with the traffic on Mostar from the E&N to cross onto Metral. If option b is chosen, I'd still likely bike with traffic on Mostar to cross to get on the E&N. One less cross walk to stop at."
- "I think it looks far too confusing! Looks like it will cause more accidents than it will prevent. Also the money could be better spent. If our taxes are going up this definitely isn't worth it. How many people cycle on Metral Drive to warrant this expense?"
- "Yes we do. It appears that every time the city landscapes a new design, the planting is not attended afterwards. There are so many weeds growing in city owned landscaped locations that we strongly propose that either an ongoing budget for maintenance be implemented and maintained or the area should not be landscaped. We love to see the landscaping but the weeds project a lack of caring which reflects poorly on our community."
- "I think the concept is ridiculous. We are following in Lisa Helps shadow and look at the outcry for whatshe

has done to our roads down there..I am almost afraid to drive in downtown Victoria now with all the bike lanes. Nanaimo does not have many people who bike to work or to go shopping. Metral Drive is a major artery for shoppers at Superstore, Home Depot and Woodgrove Mall. Just imagine the nightmares of trying to cross Aulds Rd with 1/3 of the drivers turning left on Aulds, 1/3 turning right and 1/3 going into the mall all from 1 lane. Not to mention the hundreds of new apartments going up that will have many cars trying to merge onto Metral in the morning and cross Metral in the evening, holding up traffic behind them. I will just completely avoid this street where possible if this goes ahead. One thing I would really like to know is once you've done this (which there is no denying it is already slated to go ahead) HOW WILL YOU MEASURE IT'S SUCCESS? Are you currently doing a count of the number of bike riders on Metral and seeing once built if this number multiplies exponentially? Also as many posters have commented the trees in the middle of the road may look nice on your map, but for people turning left from the new apartments or the street from Art Knapps it is a terrible detriment to our vision. You are not going to rid our streets of cars, 60 year olds are not going to start biking to pick up building supplies or to go Christmas shopping. BAD IDEA, Lisa has failed Victoria and now it looks like Nanaimo is getting the same run around. A bike lane on one street that goes to nowhere is like building a bridge with no roads leading to it. Where we need infrastructure improvements is on the Parkway, build some off ramps and get rid of the lights, let's spend money to save lives, not to allow a couple youngsters to ride their bikes on a busy street! If I had young kids still I would find this project far too dangerous to allow them to ride their bikes there. I just hope no one gets killed because a councillor had to have his project come to fruition during his 1 term in office."

- "Yes there is way too much money allocated to a fluffy plan not well thought out at all. Just repair the water main, pave the road and add a simple sidewalk. Add lights to the cross walks for safety. Then apply the money saved to fulfilling the long overdue and promised over 30 years ago sewer lines to your residents living within the city limits in the Jingle Pot road area. Water lines are needing upgrade too. Low water pressure and old water main equals nasty film buildup. Green Lake residents are connected. It is our

turn! Many septic systems are well over 30 yrs old and failing!!!! I hate to think just how many are leaching in to the ground. Seriously it is way over due! How about allocating funds to get this done. Please please it really is becoming a much needed necessity!! Also Jingle Pot Road is becoming a heavily travelled road with many cars going far over the posted 50km posted limits within the city. Some in excess of 80 to 100km per hour. It is no longer a quiet country road."

- "I think at this point it's a complete and utter waste of tax payer dollars. There is not enough foot/ bike traffic to sustain it and I only see that going down hill with the rate of unfavourable characters using these as injection sites. Fix the city before you throw useless cosmetic bandages on it. No one, especially females, feel safe to use these pathways alone after the fall out of tent city"
- "I think the costs are atrocious and that the same outcomes can be completed within the existing road corridor with smaller boulevards, less street lighting."
- "Crossing Mostar via the existing pedestrian crossing feels dangerous. Is there a way to make this a raised crossing similar to the ones proposed to be built along Metral?"
- "Phase 2 Between Dumont & Dunbar Widening the road will move sidewalks and trees adjacent to the Pleasant Valley Village fence. I want to be sure that the land now sloping away from the road and sidewalk adjacent to our property will be properly shored up with a retaining wall or similar structure. The new proposal will force people now parking on Metral by Dunbar to access the physio centre or school to find parking in other areas. We hope the already crowded Dunbar limiting access to Pleasant Valley Village will not become even more congested than it is now."
- "My biggest concern with Metral drive is the Doumont road intersection. Because Doumont road is lower than Metral and you approach the intersection on a hill it is very difficult to see the traffic on Metral when waiting to turn onto Metral from Doumont. It would be nice to see an alteration to the grade of this intersection so that say the top 20 feet of Doumont road is flat and level with Metral. When waiting to turn you would then be higher (level with Metral) and not below Metral and on an incline. This would make visibility much better accessing Metral from Doumont and would make this intersection much safer."
- "Bus stops should have pull out areas! Buses stopping and blocking traffic creates hazardous situations and frustrated drivers. I have numerous friends that are bus drivers and they all complain about the lack of pull outs on bus routes."
- "This the most idiotic piece of flawed designing I think I have ever seen. You seem to have lost sight of the fact that 95% of the traffic on Metral Drive, is composed of cars, trucks, and buses! This idea that if you "build it they will come" is not a very intelligent way to improve the area. Several parts of your design have not been thought through very well. Turner Road is a main feeder for Metral, and by removing the right turn lane onto Metral, you will guarantee that traffic will be backed up all the way to the island highway, and maybe on to the highway. As for turning left from Turner, I have waited for 10 minutes on more than one occasion; with your new design, plus trees that block sight lines, I will have to bring a lunch with me! Who is going to maintain all these fancy sidewalks and bike lanes? The sidewalks on the north side of Metral are never cleaned in the winter, and the last two times we had big wind storms with crap all over the streets the City never came near here. You can hardly expect the people that live along this street, to start looking after boulevards and sidewalks, and bike lanes, while the City keeps it's equipment warm dry in their garages. This whole design is nothing but BS."
- "Why not scale back this expensive project and share the wealth with the Lost Lake residents? Our street is also getting torn up right now. Why not use that excuse to give us folks a break? By that I mean traffic calming and sidewalks. Nothing fancy. Just safety issues LONG overdue."
- "I do not think this will help traffic at all, and quite possibly make it worse, who is going to shovel snow off sidewalks and where are they going to put it ? Pedestrians now have to walk on the road because sidewalks are impassable , and why do you need the type of bike paths you are putting in ? I would like to meet the person who counted bicyclist on Metral I would like them to give me change for a 10 dollar bill I would likely end up with 50 dollars or so. All in all beautiful looking street not very user friendly."
- "Complete streets are so beautiful! Thank you to whoever pulled us out of the dark ages and brought these to our city!"

- "I am concerned about the quality of city lighting and that it not be the hard clinical lighting currently seen in other communities. Soft white light is preferred. Also,, will hydro lines be put underground? I would like to turn left into my driveway off Metral without breaking the law. Hopefully accommodations for left turners off Metral will be built into the plan. Not just at major intersections but for homeowner's driveways as well."
- "Writing as a cyclist who lives in the vicinity of Metral Drive and rides it fairly frequently during the drier months of the year, I would say that the proposed design for segregated bike lanes is gold-plated overkill and that the excessive money proposed to be spent on this feature would be put to better use implenting a system of contiguous- if not segregated- bikes lanes on other major throughfares in this city. Hammond Bay Road is an excellent example of where there is a glaring lack and a crying need!"
- "Vehicles and pedestrians can function together on lower volume roads but you need to remove said interactions from high volume areas. Nanaimo has historically had significant problems building a road that actually works and taking lanes away is dangerous when you consider heavy truck traffic and or delivery vehicles let alone transit and the private auto. Although trees are a nice touch if anything is created that impedes sight lines the liability lands squarely on that of the city. The raised sidewalks are an expensive experiment that dont need to be there. Full sidewalks, traffic circles, full movement lanes are important. Multi modal movements can and should happen but goods and services still move by truck and when you purposely make that more difficult the end result is bad."
- "I am pleased to see this project being planned and implemented. I just hope I live long enough to be able to take full advantage of the improvements envisaged. It is good to see so much effort to improve safety for cyclists has been included. As a cyclist, it would have been nice had it been possible to improve access to the Parkway Trail at Dunster via Godfrey but we can't have utopia!"
- "This expensive showcase project is a muddled design on a street chosen mainly for its appeal to cyclists, as is evident from questions in this survey. Has any study been done of who actually uses Metral Drive? How many vehicles, cyclists, and pedestrians on a daily basis? It seems clear from the design that the object is not only to slow traffic but to discourage it. Moreover, the reduction of two lanes to one in the busiest stretches, the lack of pull-outs for buses, the sheer number of lanes a pedestrian will have to negotiate to cross the road, the obstruction of lines of sight for vehicles turning onto Metral Drive (buses, two sidewalks in places, a bike lane, and central strip with trees) will make the road unsafe for all users. Upgrade the sewers and paint in a bike lane, thereby saving money that could be used more profitably elsewhere. We don't need showcase "complete streets" in Nanaimo, even well planned ones, until the many incomplete streets (eg no sidewalks) are updated."
- "I think the City needs to hold the Parks Department more accountable for maintenance on existing pedestrian and bike lanes and consider a clearly defined maintenance plan for new infrastructure. I have tried to raise concerns with the parks department and have received little to no response. I am not even sure there is a maintenance plan for the E&N trail. The trail only gets flail mowed once a year and crews do not even take the time to blow off the grass from the paved surface. The edges of the trail are grown over up to 20 inches on either side of the E&N which does not allow water to shed properly and reduces usable area. There are old rotting rail ties covered in creosote scattered along the trail. Brush and shrubs, up to 3-4 ft tall, overhang the trail in many areas. I am a daily commuter and I have seen almost zero maintenance being performed on the E&N trail which is seeing more cycling and pedestrian traffic every year. I fully support city is investing in more cycling infrastructure and making our city a safer place for pedestrians and cyclists but, for new infrastructure, a comprehensive maintenance plan must be established to a defined trail/road standard that can be contracted out. Please address the maintenance issues on existing pedestrian and cycling infrastructure throughout the city."
- "I commute on Metral 5 days a week. The planting of trees require pruning and removal of autumn leaves so draings not clogged PLUS watering costs in this new era of warmer summers. Concerned about cost over runs."
- "The project will be a more secure place for pedestrians and cyclists but will create noticeable delays for drivers. Presently turning left from Turner

Road to Metral drive is challenging. By removing the turning lanes to access Metral (turning right from Turner Road) as well as eliminating the turning lane from Metral to Turner will create traffic problems. Please consider installing traffic lights at that intersection for the safety of pedestrians, cyclists, and drivers."

- "Looks great, and is refreshing to see a modernized vision finally being applied to our awesome city."
- "This is a fantastic project and is exactly the type of project Nanaimo needs to be doing."
- "For #9, I would likely jaywalk midblock from Metral to Wellington Road. Rerouting on foot is onerous and the highway intersection is a very unfriendly crossing. I think more attention needs to be given to the intersection controls on Metral. There are times of day when left turns onto Metral are hard to make."
- "Glad to see Nanaimo is adopting "Complete Streets" approach, such as we have seen while travelling abroad. raised crosswalks and tactile strips in particular. This will definitely make our streets safe and biking will also become a safer option. Way to go Nanaimo!"
- "Reducing car lanes will only cause further congestion along this already busy road. Nanaimo is too spread out to be a cycling friendly city. The added expense of this project is also not needed at this point as our taxes are going up even further. There are other priorities for this city now like the high crime rates, open drug use, and unfriendly downtown area."
- "I'm deeply concerned as a land owner with two properties in town. This project is outrageous and should be stopped immediately. Fix the main and pave the road. Stop pushing car culture and wasting tax dollars on over the top design. I'm my area there are 6+ schools with no sidewalks to get to them it's embarrassing. I own 2 homes both with suites in Nanaimo. Please do not proceed with this project or at least please actually publicize the cost and be clear that sidewalks are not a priority near schools to you and your colleagues. Shame on you."
- "This will definitely move traffic off Metral and make accessing big box stores very difficult."
- "A great deal of time and effort has gone into these amazing plans and you are all to be commended. The Main concern of the people living directly on Metral

Dr. is the impact on security, safety and privacy. As the traffic levels rise it becomes more difficult to get out of our driveways. The traffic speed is also a issue as you have well heard. Perhaps a traffic study at Metro Dr. and Turner would be helpful to understand our concerns. Access to and from our homes in a safe manner is extremely important and it might be helpful that any changes to that access be discussed with the home owner. All in all the Mayor and Council can be very proud of the effort his staff has gone into putting this project together. The public input portion of the proposal was very well done and appreciated. I look forward to watching the progress and I hope any further input I can suggest will be helpful."

- "More lighting at crosswalks. esp. at the offset crosswalk. An elevated crosswalk might be hard for wheelchair users to cross the road."
- "offset crosswalks are the worst (at entrance to superstore)- Pleasant Valley School traffic overflows onto Metral creating major safety issues. Maybe add more street parking along that section of Metral since people will be there at the same time m-f and parking / turning in dangerous + illegal ways regardless- In plan there is lots of main spots without the possibility for left turns- In the plan there is only one safe marked cross for cyclists and no spots for them to turn left with traffic- Buses should have pullouts. People don't yield for them causing unsafe passing."
- "The buses stop may increase traffic jam"
- "The grassy verge with trees seems a bit excessive-> yes sidewalks! Bike lanes yes! Parking is still important for properties fronting on Metral and on Metral near the school. Fernandez needs paving too!!!"
- "Generally I like the design. I would suggest that careful reconsideration be paid in the stretch from Enterprise Aulds... Specifically the impact stopped busses will have during peak transit times. I see bottlenecks. Also, do you have any info on bike traffic? I do not see many. Great job!"
- "I reviewed the plans online after the open house and loved them and didn't feel I needed to comment. However, in the past couple days seeing some of the grumpy respondents on facebook advocating for no change and to leave it alone, I had to chime in. How dare you say that Metral Drive doesn't need to be upgraded. My house is on Metral Drive and this upgrade is NEEDED. I won't let my children walk to

school it's so bad. It's super dangerous and the safety of our children HAS to be a priority. The design itself is both functional and beautiful. With all the crap this City has dealt with over the past couple years and the tarnished reputation, I'm excited to see my tax dollars go towards positive infrastructure creating positive change. Thank you council and staff!"

- "Over the last few years, the corner of Metral & Doumont has become very congested, especially turning left onto Metral from Doumont."
- "1) Poster 8- Protected Intersections. Extend concrete median to make it continuous through the intersection. Right now, I can see drivers either getting confused by the turning radius or trying to shortcut through medians. 2) Traffic back up behind bus stops. Only 1 lane- needed to be two or have a bus turn in lane. 3) Concept plan missing some crosswalks across Metral."
- "1) 2 sidewalks not required. 2) Dumont + Metral Needs lights or roundabout. Lots of working people living on Jenkins, etc."
- "Madness to reduce traffic flow from the present lanes to two through lanes. Cycle lanes fine. Divided with green space really not necessary. No staff able to give me a study on present cycle use."
- "It's absolutely beautiful! Build it!"
- "The emphasis that the improvements of lighting - watermains- bus stops- storm drainage + some of the road rehabilitation could be very costly without sidewalks- cycling tracks + trees is lost. To see \$1,625,000 being spent on pedestrians + sidewalks with \$625,000 additional on transit, this puts \$2.5 million on people moving, not vehicles."
- "Looking at the bus stops along the routes, it looks as if they could potentially cause traffic delays as the proposed road is one lane- also, several bus stops are at intersections so vehicles could potentially also could cause congestion when turning on to lanes."
- "Need to have solutions when parking spots are taken away.- Is there enough signage? Especially when I stop abruptly at the opening of a cul-de-sac!"
- "Although you are designing for complete streets, improving walkability, biking options, people still need parking (based on what I heard in the open house), how do you compensate that?"
- "I think it is a wonderfully planned design for all users, and would love to see more projects like it in the future."
- "The city continues to allow residential growth in PV area yet the neighborhood elementary school is on a dead end road with no side roads + minimal parking which creates a dangerous level of congestion. It's not reasonable that all that all parents and / or kids walk / cycle to school. PV school really needs the city + SD68 to partner to fix this."
- "I do think Doumont road warrants a traffic light. Also speeding in the school zone is rampant. I'm glad the road is being slowed."
- "1) I use bus transit a lot. Need crosswalks on Metral at the bus stops. There should be a crosswalk over METral at the stop at the entrances of the crest + sharman mobile home parks. 2) All sidewalks and crosswalks should be fully accommodating for mobility scooters. 3) Buses should have separated pull offs beside the travel lanes so that traffic isn't stopped behind the bus."
- "We feel heard, as this street and area has badly needed attention for a long time. We love the design - much safer having separation! Trees at intersections are unnecessary and may obstruct views of drivers."
- "All these trees will not significant water + maintenance in the future; do you have any cost impacts to two city budget. Use drought resistant trees only."
- "There needs to be proper bus stops. The road should widen at bus stops to allow the bus to get out of traffic, which would allow vehicles to continue down the road."
- "Please add a protected bike lane that has a concrete barrier or the like. Paint isn't safe enough and drivers can still run us over easily!"
- "Your whole questionnaire, is not worth the time. A bad project, you're asking NOW If someone might use it. SMH."
- "Who will maintain the boulevards? Or will it turn to weeds like many other streets in Nanaimo?"
- "I note the concern of cyclists have been addressed for separated bike lanes- i.e. separated from the vehicles. As a pedestrian, it is not clear what exactly separates the cyclists from the walkers- e.g. a curb or barrier which prevents the cyclists from entering the sidewalk. It is great that both pedestrians and cyclists are separated from the cars. As an avid walker, I can assure you that having a bicycle come up "silently"

behind you, going at commuting speed for the bike, or coming toward you at speed is not only unnerving but dangerous. Folks do it often in areas that I do walk in on the sidewalk because some people have concluded that the sideWALK is a track for cyclists. Please ensure that cyclists cannot pass over into the walking area. This situation is only heightened by the use of electric bikes that allow riders to go even faster and weigh more. I also note the lovely trees in the diagrams, along the road boulevard and in the centre median areas. While trees are lovely, they also impede the view that drivers and cyclists will have of the pedestrians. I note there do not appear to be pedestrian activated flashing lights put in at the crosswalks, which would help alert the cyclist or driver to the existence of a pedestrian needing to cross. The other issue with deciduous trees is they drop leaves in the fall. Once these fall onto the sidewalk and get all soggy, they become slippery for those people who are not as nimble of foot as they used to be. Again, while pedestrians are supposedly considered to be important, their safety will be compromised by the design. They may be safer from the vehicles, but they will be put in greater risk by the cyclists. I used to live in Victoria too, and know what it is like to walk the Galloping Goose, a multi use trail. As with drivers, many cyclists are considerate, but the ones that aren't are the ones that will injure the walkers."

- "stupid waste of resources and taxpayer money...i find your plan offensive as someone that has to pay for your bullshit ideas"
- "I am impressed that the city is making an attempt to include some forward thinking & future planning, but I feel this initiative is not appropriate for the Nanaimo demographic or the needs of the majority. I consider it to be overspending of the taxpayers money. The city is expanding at a rate that far exceeds the ability to maintain existing infrastructure, let alone add things that would be "nice to have" or "pleasing to the eye" or just a "really great idea" on paper. I believe that due to the overall physical size of Nanaimo & the age of the population, that it is unlikely that we need to expand our streets to this extent. I believe sidewalks are necessary and crosswalks, raised or otherwise. A paved shoulder area is sufficient for bicycles, a dedicated lane is not needed, or they can also use the sidewalks, as a shared dedicated space. The roads are getting

busier, as the population increases & we should NOT be decreasing the number of lanes. Landscaping is a "nice" to have, but definitely not a requirement, given the cost and lack of maintenance for existing green spaces in the city, the boulevards and areas around sidewalks that we currently have are in sad shape, overgrown with weeds, dead plants & trees, etc. Much of the existing landscaping obstructs sight lines, street signs and can increase the risk to drivers, cyclists, and pedestrians. Trees can cause problems during storms, broken branches, debris, or falling onto power lines, as seen last year. The bus stops should have pullouts, so as to not obstruct traffic flow, narrowing the road without taking the buses into consideration is not well thought out. Parking is an increasing problem all around the city, and needs to be addressed, not reduced Building roads with sidewalks next to bike lanes and then parked cars really decreases visibility for drivers who are trying to enter traffic from side streets, such as on Boundary crescent and greatly increases the risk of collision Narrowing roadways also makes it difficult or impossible for large vehicles to navigate the streets Emergency vehicles, such as large fire trucks or ambulances need to be considered as well when designing the road size required for the vehicle to safely get to the scene of an incident."

- "This is a great project that is going to make a huge impact for our family and the Metral Dr. Corridor. I am very positive about this project and excited for the upgrade of Metral Dr. My wife and I have been very impressed with the design and professionalism of all City of Nanaimo Staff involved!"
- "Looks great!! We are an active family with 2 young kids that will attend Pleasant Valley within the next few years and we look forward to being able to SAFELY walk along Metral. Excited for the aesthetic improvements to the area as well."
- "I believe a traffic circle would be a better option for turner rd/metral rd intersection."



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