

Complete Street

COMMUNITY INPUT SUMMARY

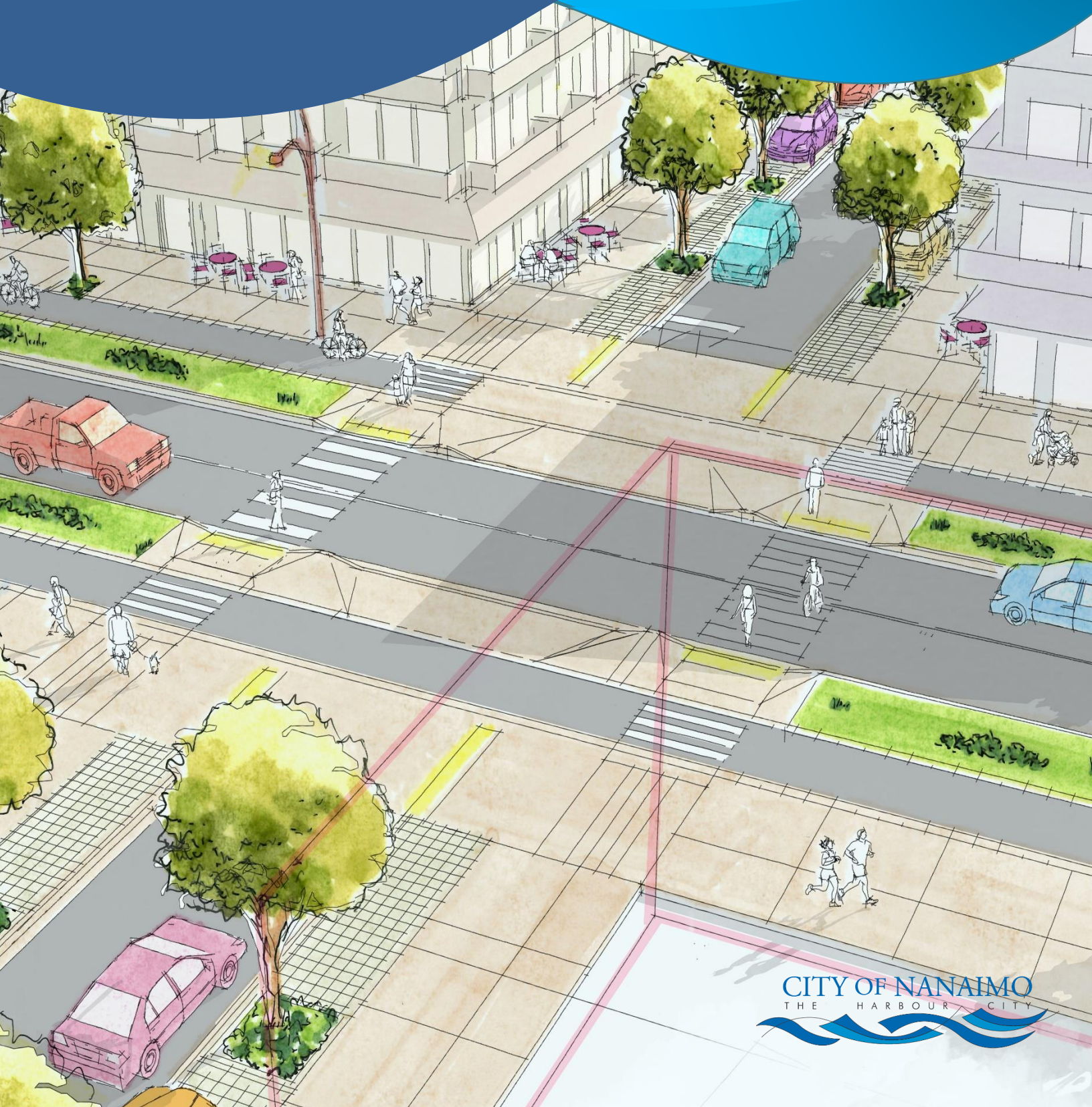


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1 | PUBLIC ENGAGEMENT

Public Open Houses

Four open houses were hosted from September 2018 to May 2019. Information boards, dotmocracy and feedback boards, engaging conversations, and the 'Complete Street' game allowed people a variety of ways to share their thoughts and ideas. Photos from the events can be found in Appendix 1. The results have been summarized in Appendix 2 – both the open-ended feedback and dotmocracy results.

DATE	Thursday, September 27, 2018, 11am-2pm
LOCATION	Sustainability Fair @ VIU

DATE	Saturday, March 23, 2019, 1pm-4pm
LOCATION	Woodgrove Mall

DATE	Saturday, April 27, 2019, 1-3pm
LOCATION	Earth Day Community Event @ John Barsby

DATE	Saturday, May 25, 2019, 9am-12pm
LOCATION	Active for Life Community Event @ Maffeo Sutton Park

Speaking Engagements

DATE	Friday, August 16, 2019, 12pm-1pm
LOCATION	Rotary Lunch, Coast Bastian Hotel

DATE	Tuesday, October 22, 2019, 9-10am
LOCATION	Vancouver Island Real Estate Board

INPUT CAME FROM:



Online or email submissions



Questionnaire submissions



Collaborative discussions at public open house events



Written submissions



Phone or in-person meetings

Questionnaire

An online public survey was posted from March-April 2019 gathering 355 responses. The results have been summarized in Appendix 3 – both the quantitative and the open-ended feedback.

DATE	March – April 2019
LOCATION	Online @ nanaimo.ca/goto/CompleteStreets

Written, Phone, or In-Person Submissions

DATE	September 2018 – December 2019
LOCATION	Via Email @ CompleteStreets@nanaimo.ca By Phone or In-Person @ City of Nanaimo

2 | STAKEHOLDER ENGAGEMENT

Between September of 2018 and November 2019, the project group met with various community interest groups, essential service groups, and any industry groups that were interested. These meetings included a presentation about the City's new Complete Streets direction, followed by engaging dialog – both positive and negative. Results and take-aways from the meetings can be found in Appendix 4.

Community Interest Groups

DATE	Monday, May 27, 2019, 4:30-6:30pm
LOCATION	PDDN Mobility Committee @ Tectonica (890 Grace Street)

DATE	Monday, June 3, 2019, 7:30pm-9pm
LOCATION	MIVA (Mid Island Velo Association @ (100 Wallace Street)

DATE	Friday, July 19, 2019, 10am-12pm
LOCATION	CNIB (Canadian Institute for the Blind) @ Metral Drive

DATE	Thursday, November 7, 2019, 3pm-5pm
LOCATION	@ Pleasant Valley PAC (6201 Dunbar Road)

Essential Service Groups

DATE	Friday, May 10, 2019, 9am-5pm
LOCATION	Complete Street Design Workshop: RCMP, Fire, & City Departments @ SARC
DATE	Thursday, July 4, 2019, 9am-11am
LOCATION	@ RDN/BC Transit (6300 Hammond Bay Road)
DATE	Thursday, August 29, 2019, 9-10am
LOCATION	Fire Prevention Team @ Fire Station 1
DATE	Monday, September 30, 2019, 8:30am-10am
LOCATION	@ RDN/BC Transit (6300 Hammond Bay Road)
DATE	Friday, November 22, 2019, 1pm-2pm
LOCATION	Fire Operations Re: Fire Truck Specs
DATE	Monday, November 25, 2019, 3:30pm-5pm
LOCATION	Fire Operations @ Fire Station 3

Engineering & Development Community

DATE	Tuesday, August 20, 2019, 1pm-3pm
LOCATION	@ Herold Engineering (3701 Shenton Road)
DATE	Wednesday, August 21, 2019, 10am-12pm
LOCATION	@ McElhanney Engineering (1351 Estevan Road)
DATE	Wednesday, August 21, 2019, 4pm-5pm
LOCATION	@ Williamson & Associates (3088 Barons Road) with Newcastle Engineering present
DATE	Thursday, August 22, 2019, 10am-12pm
LOCATION	KSG Consulting @ 2020 Labieux Road
DATE	Friday, August 23, 2019, 10am-12pm
LOCATION	@ Newcastle Engineering (3179 Barons Road)

DATE | Monday, August 26, 2019, 9am-10:30am
LOCATION | @ Cascara Engineering (335 Wesley Street)

DATE | Monday, August 26, 2019, 11am-12:30pm
LOCATION | @ JE Anderson Engineering (3411 Shenton Road)

DATE | Thursday, November 29, 2019, 1pm-1:30pm
LOCATION | Darren Moss/Tectonica @ 2020 Labieux Road

APPENDIX

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APPENDIX | 1

COMPLETE STREETS OPEN HOUSE PHOTOS



Figure 3 - Engagement Set-up Woodgrove Mall



Figure 4 - Engagement Set-up at Earth Day at John Barsby



Figure 5 - Engagement Set-up at Active for Life at Maffeo Sutton Park

APPENDIX | 2

COMPLETE STREETS
OPEN HOUSE RESULTS

SUMMARIZED BY MODE, THE FEEDBACK PROVIDED INCLUDED (VERBATIM):

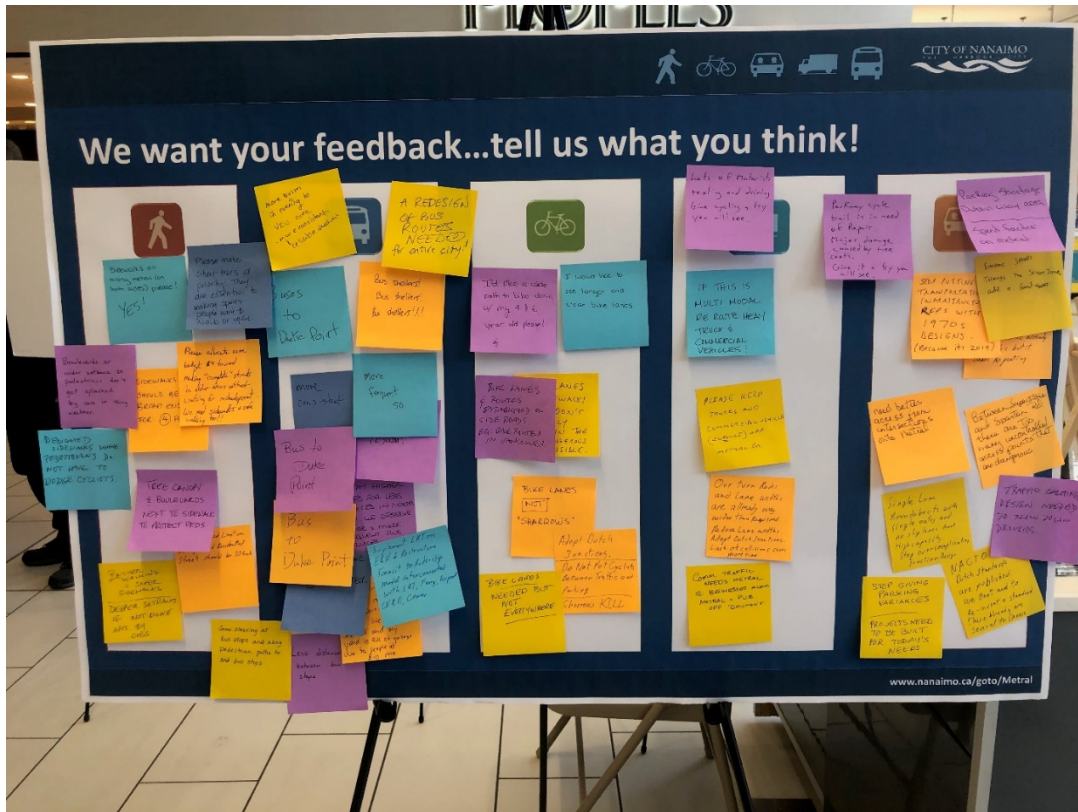


Figure 6: Feedback Received



Pedestrian:

- “Snow clearing at bus stops and along pedestrian paths to bus stops.”
- “Better Walking = Safer Sidewalks”
- “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.”
- “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! Ie. 12:30pm. People should be able to catch a movie and get home after a 9pm show.”
- “#50 needs to be more frequent.”
- “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:

- “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.”

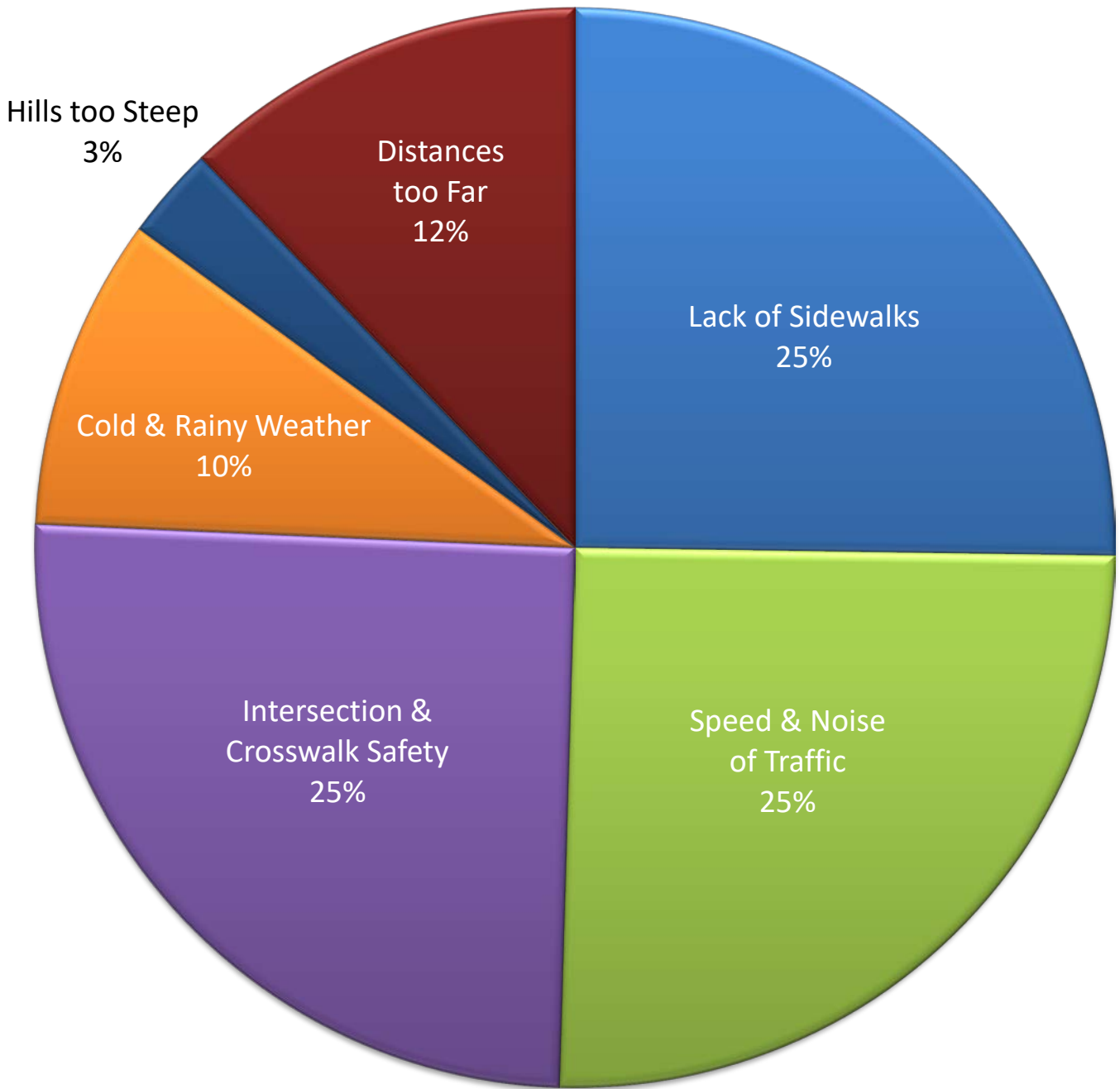


Single-Vehicle:

- “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.”
- “STOP GIVING PARKING VARIANCES.”
- “Projects need to be built for today’s 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.”

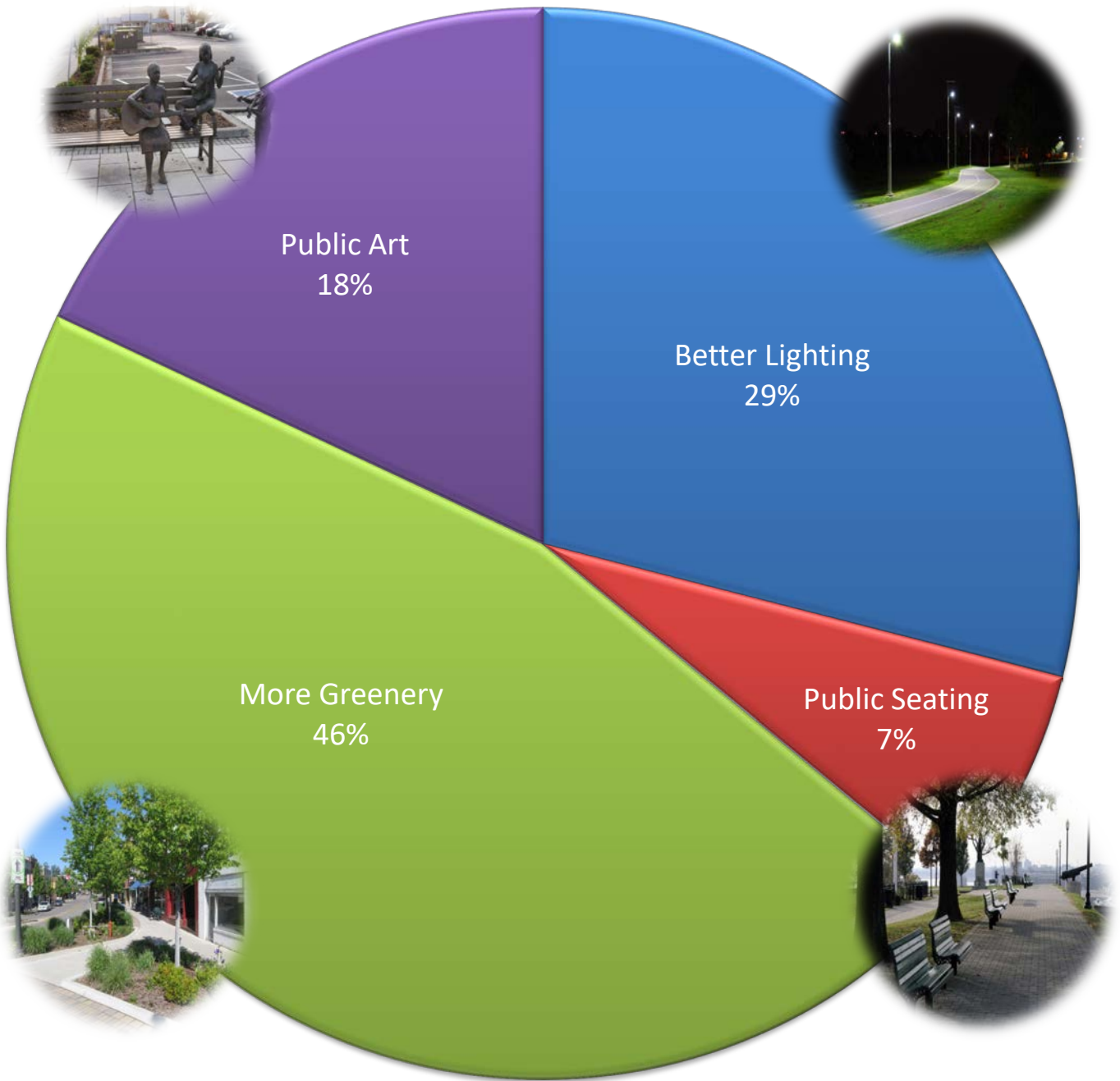


DOTMOCRACY: WHEN I DON'T WALK, IT'S BECAUSE...



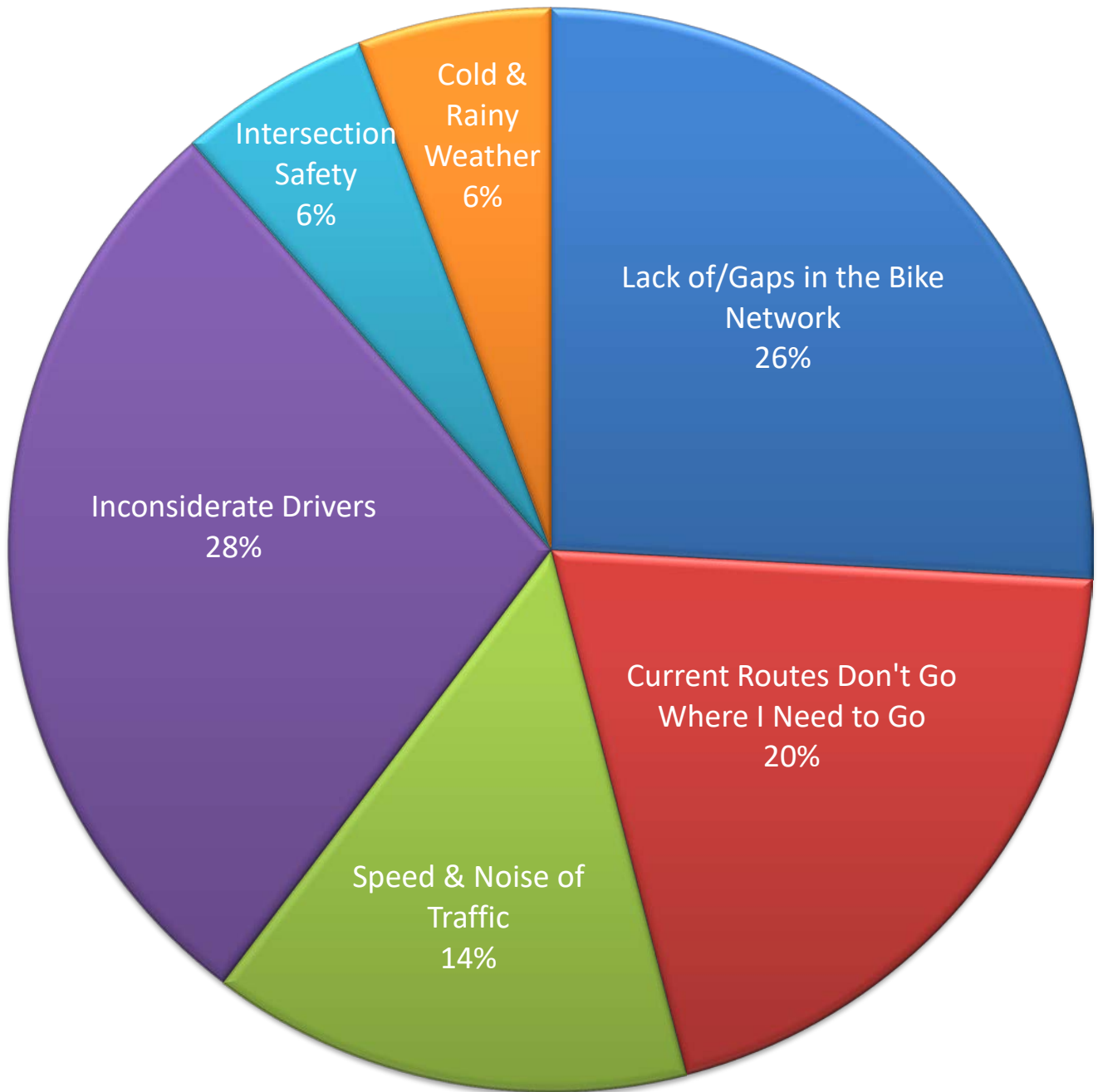


DOTMOCRACY: WHAT PLACE-MAKING INFRASTRUCTURE WOULD ENCOURAGE YOU TO WALK MORE? (ASSUMING A COMPLETE NETWORK)



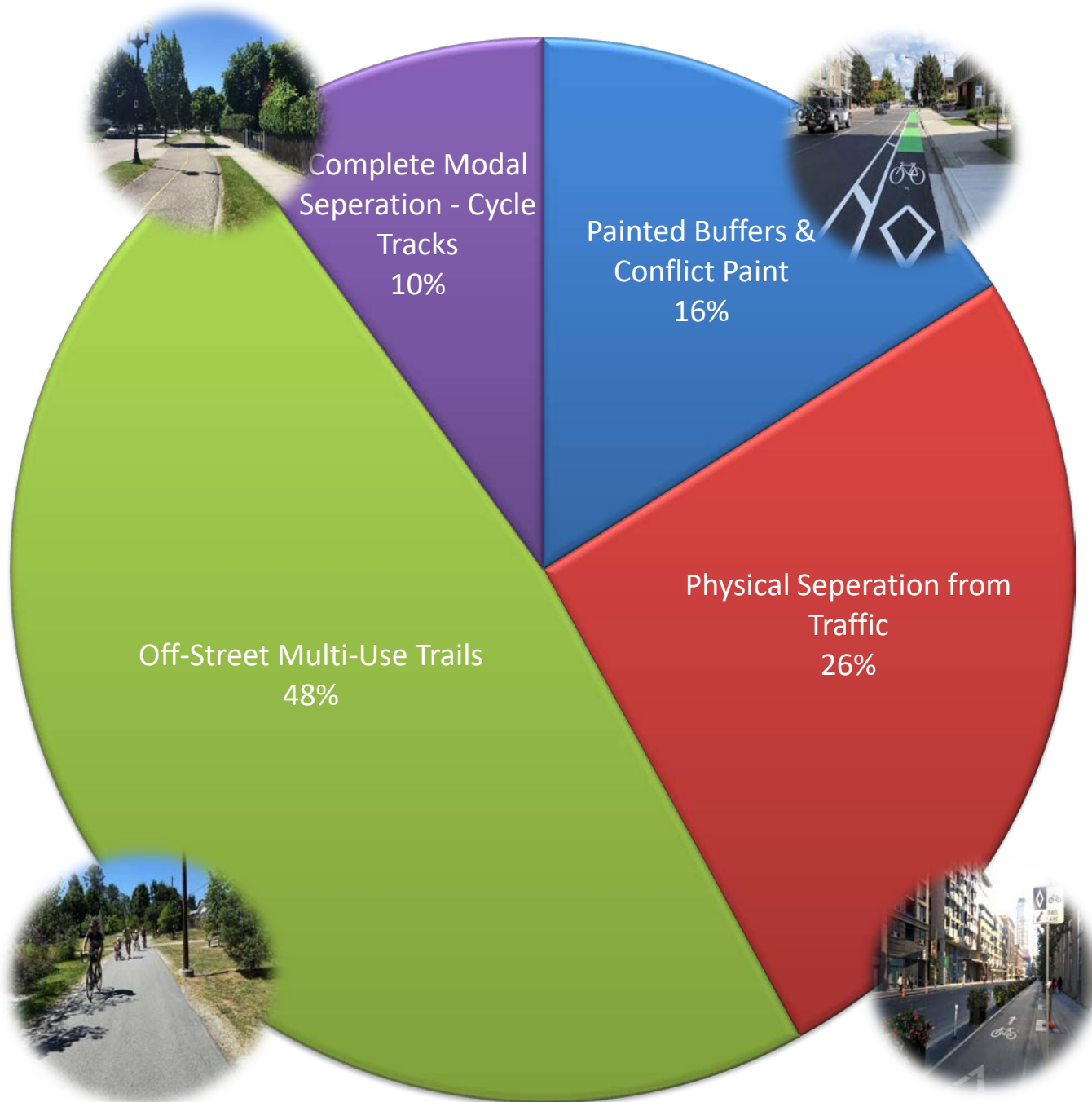


DOTMOCRACY: WHEN I DON'T BIKE, IT'S BECAUSE...





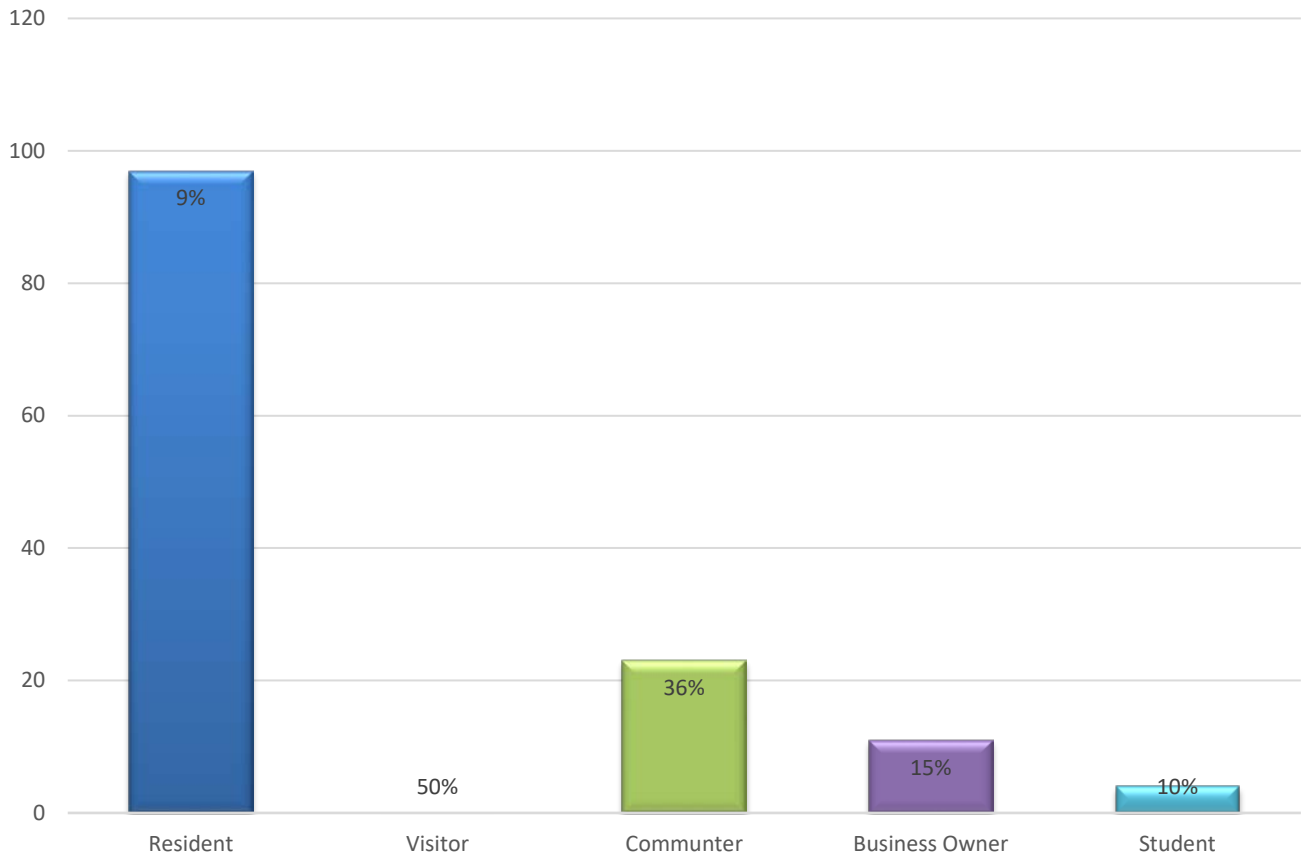
DOTMOCRACY: WHAT (MINIMUM LEVEL OF) INFRASTRUCTURE WOULD ENCOURAGE YOU TO BIKE MORE?



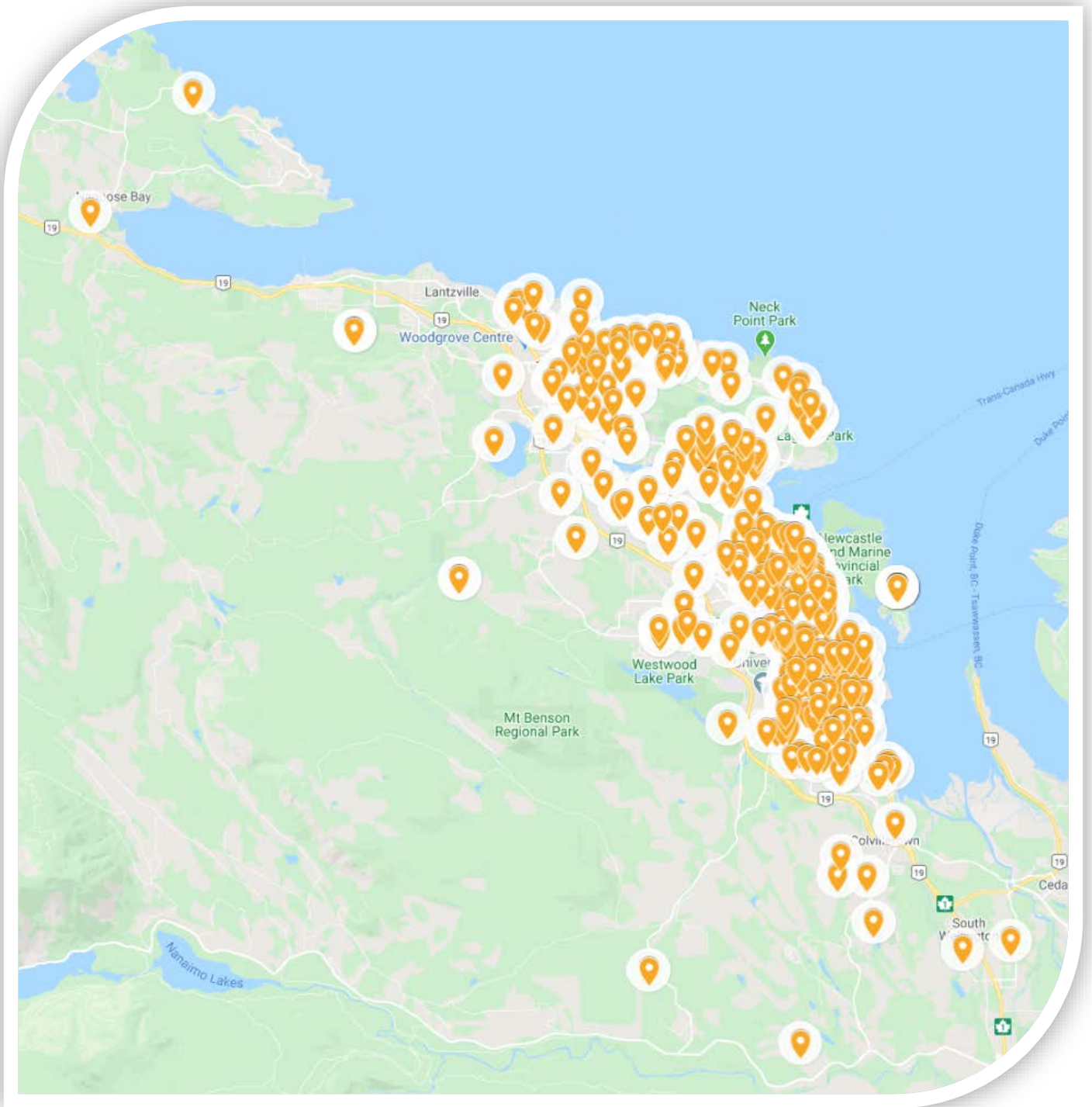
APPENDIX | 3

COMPLETE STREETS
PUBLIC SURVEY RESULTS

QUESTION 1: I AM A:
CHECK ALL THAT APPLY.

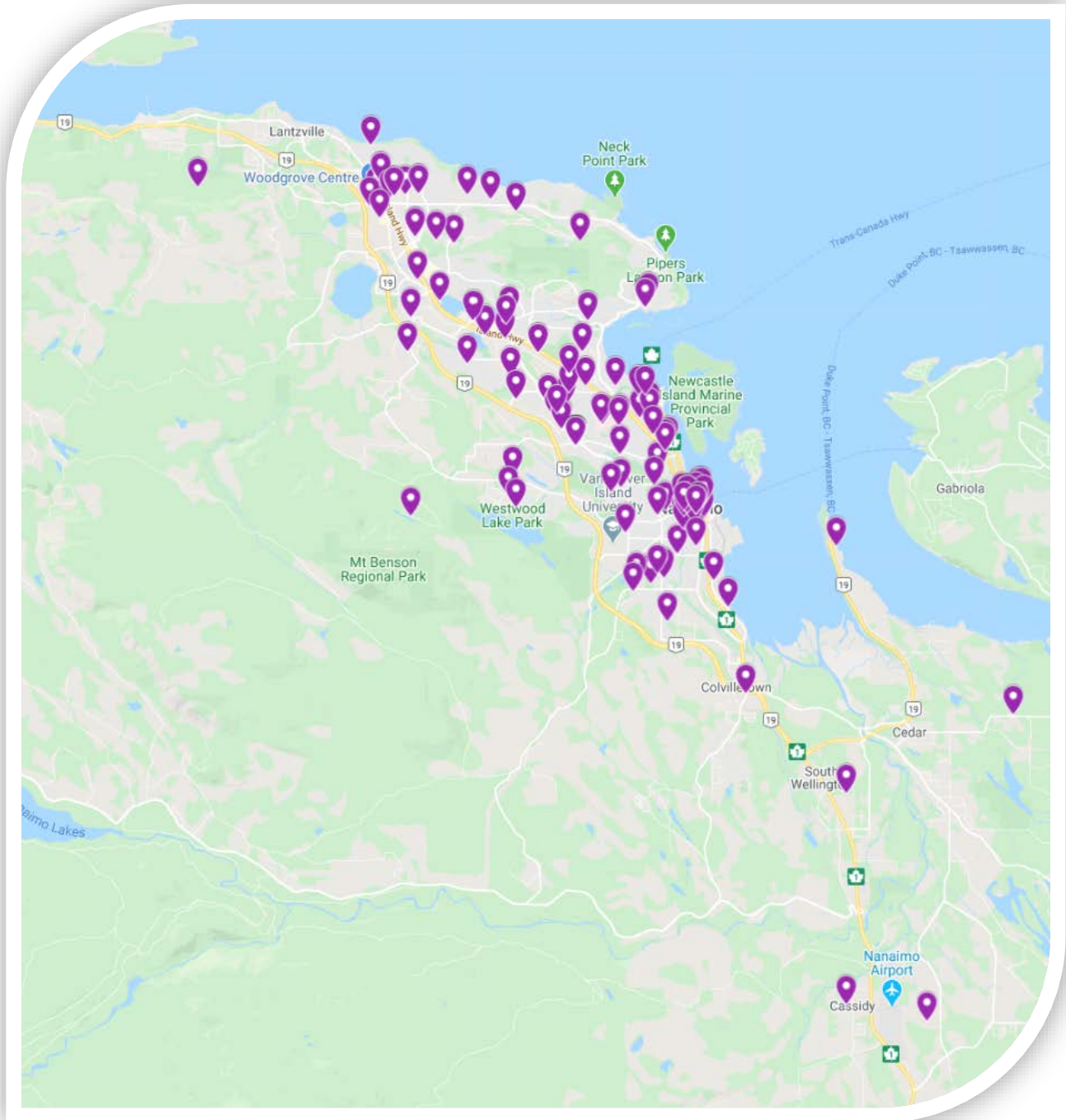


QUESTION 2: WHAT IS YOUR HOME POSTAL CODE?



*Outliers not shown in map: Qualicum, Campbell River, Burnaby, and Prince George.

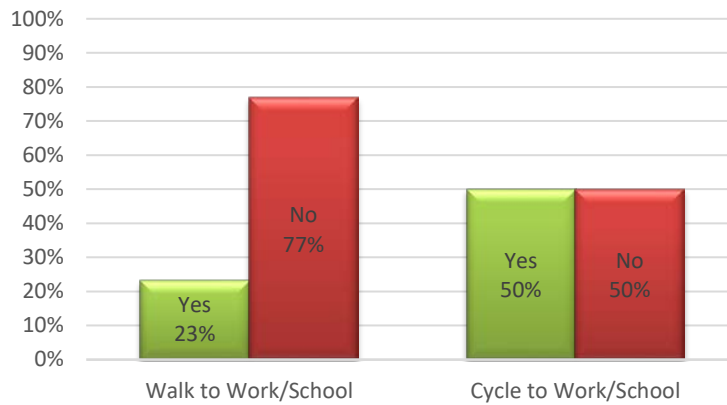
QUESTION 2: WHAT IS YOUR WORK'S OR SCHOOL'S POSTAL CODE?
ANSWER IF APPLICABLE.



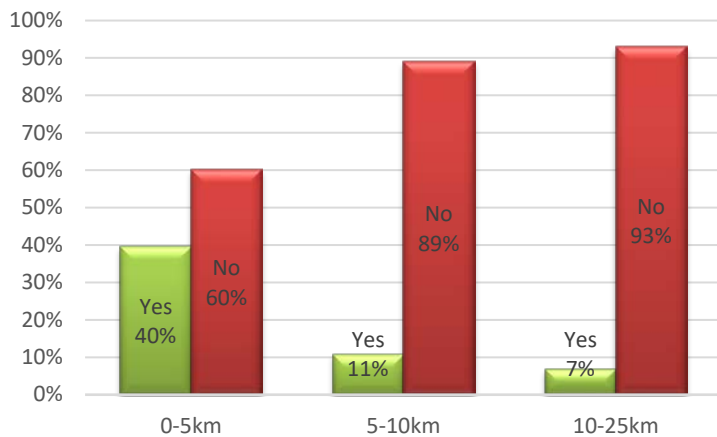
*Outliers not shown in map: Ladysmith, Duncan, Langford, Victoria, Coquitlam, and Ottawa.

QUESTION 2&3: COMMUTING SUMMARY

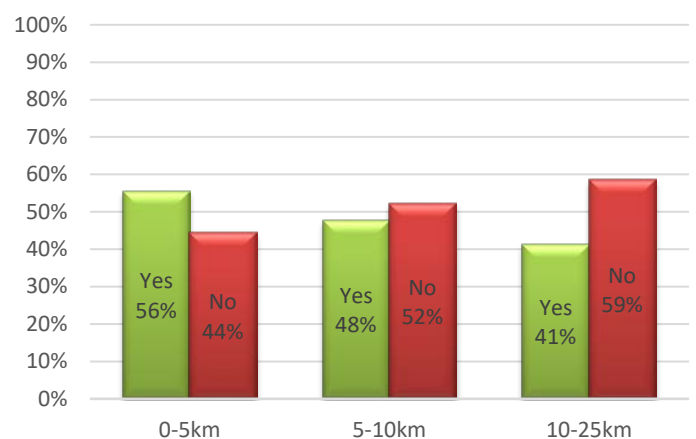
Of the 138 people who opted to provide their work/school postal codes:



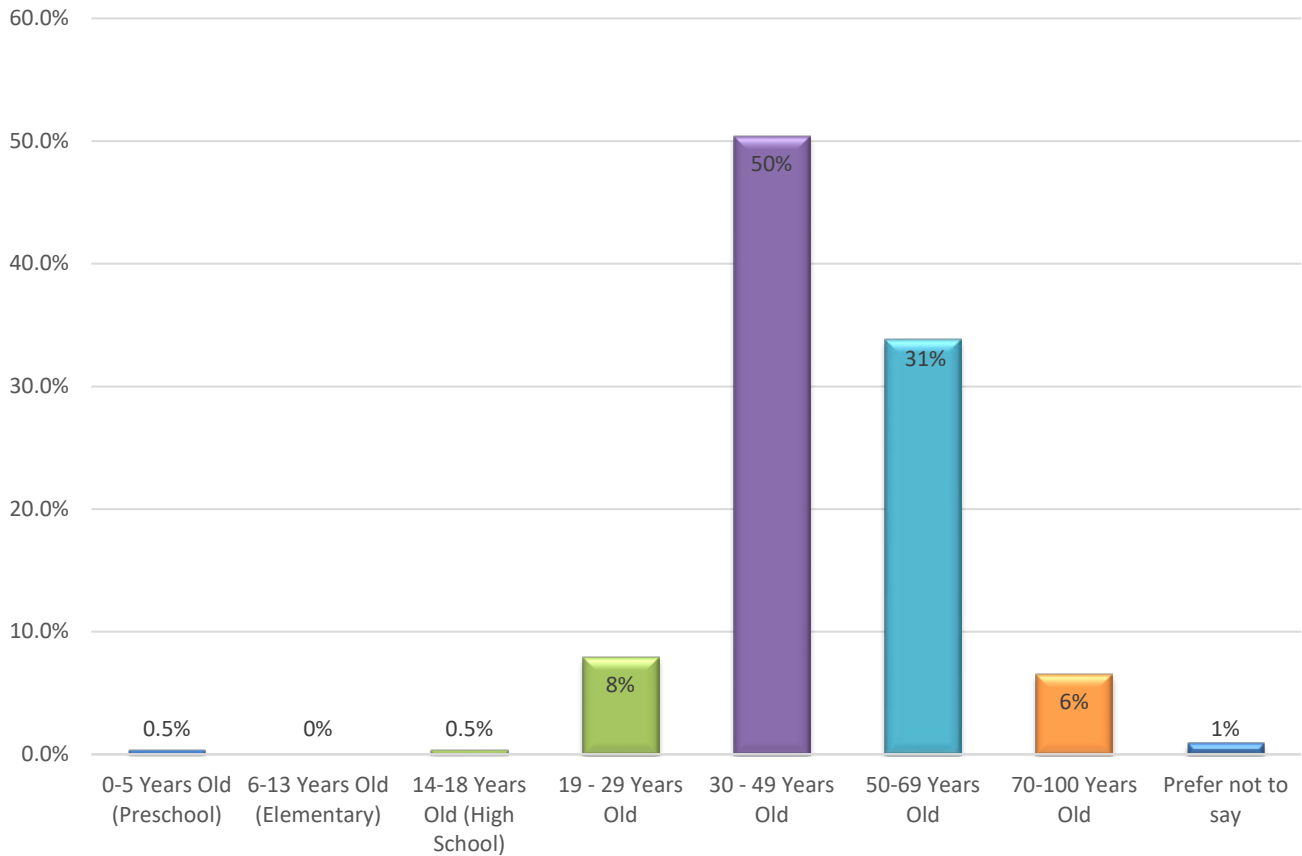
People Walking to Work/School Based on Distance



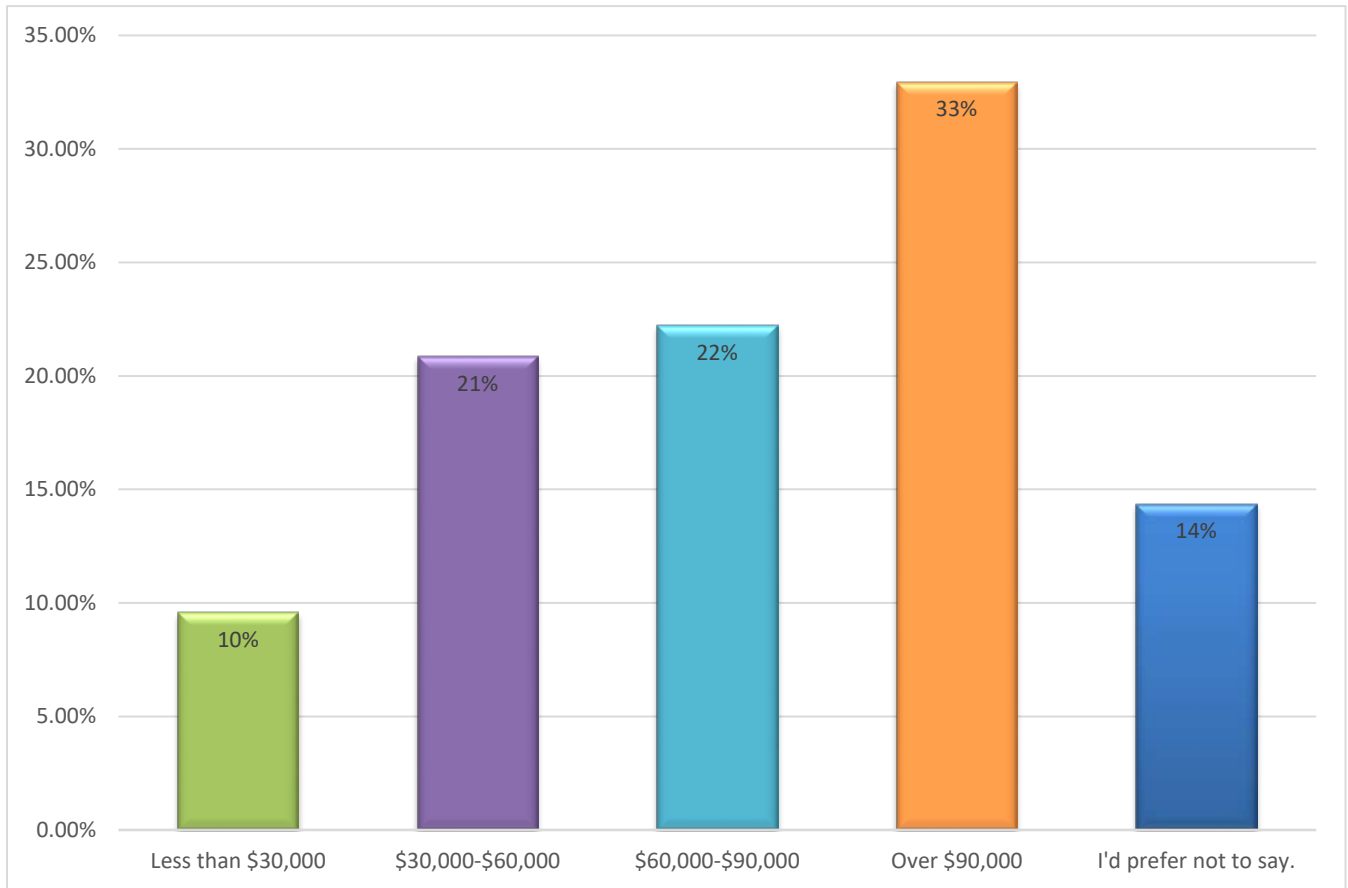
People Cycling to Work/School Based on Distance



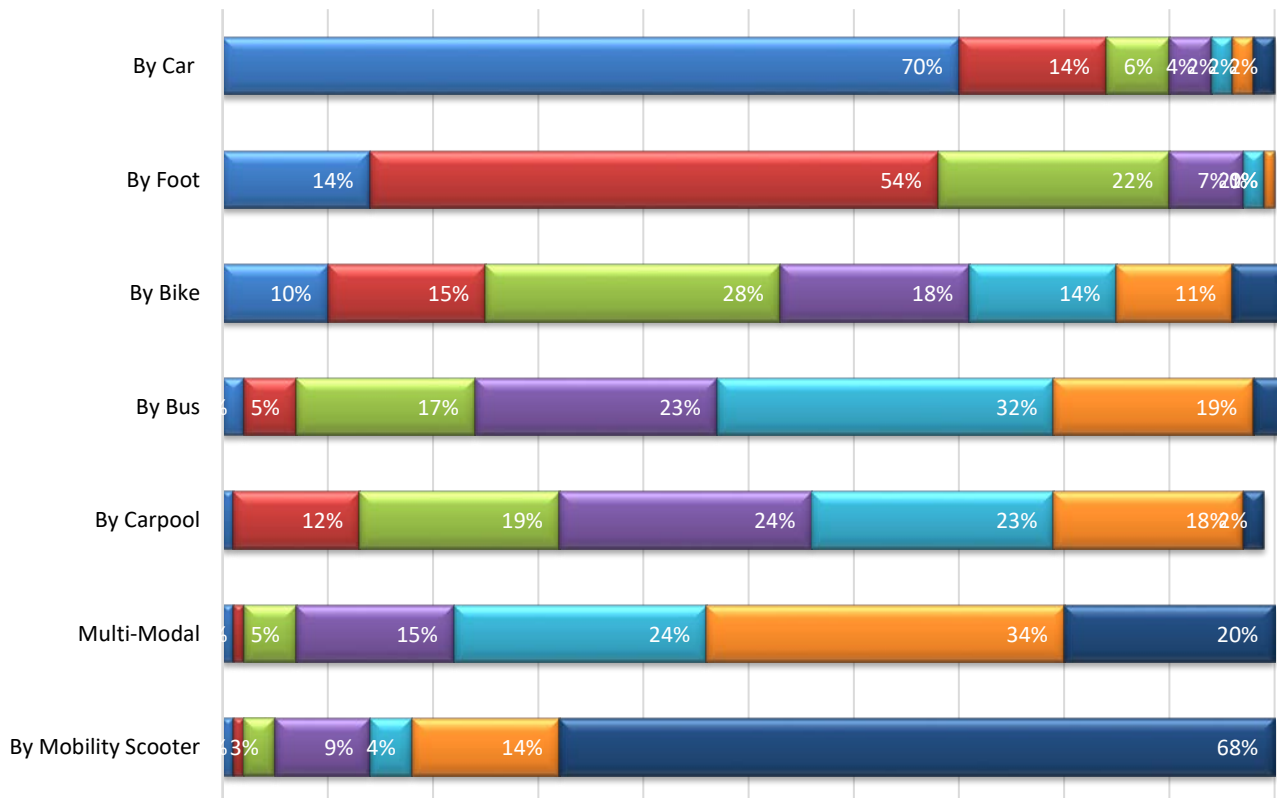
QUESTION 4: WHAT AGE BRACKET DO YOU FALL WITHIN?



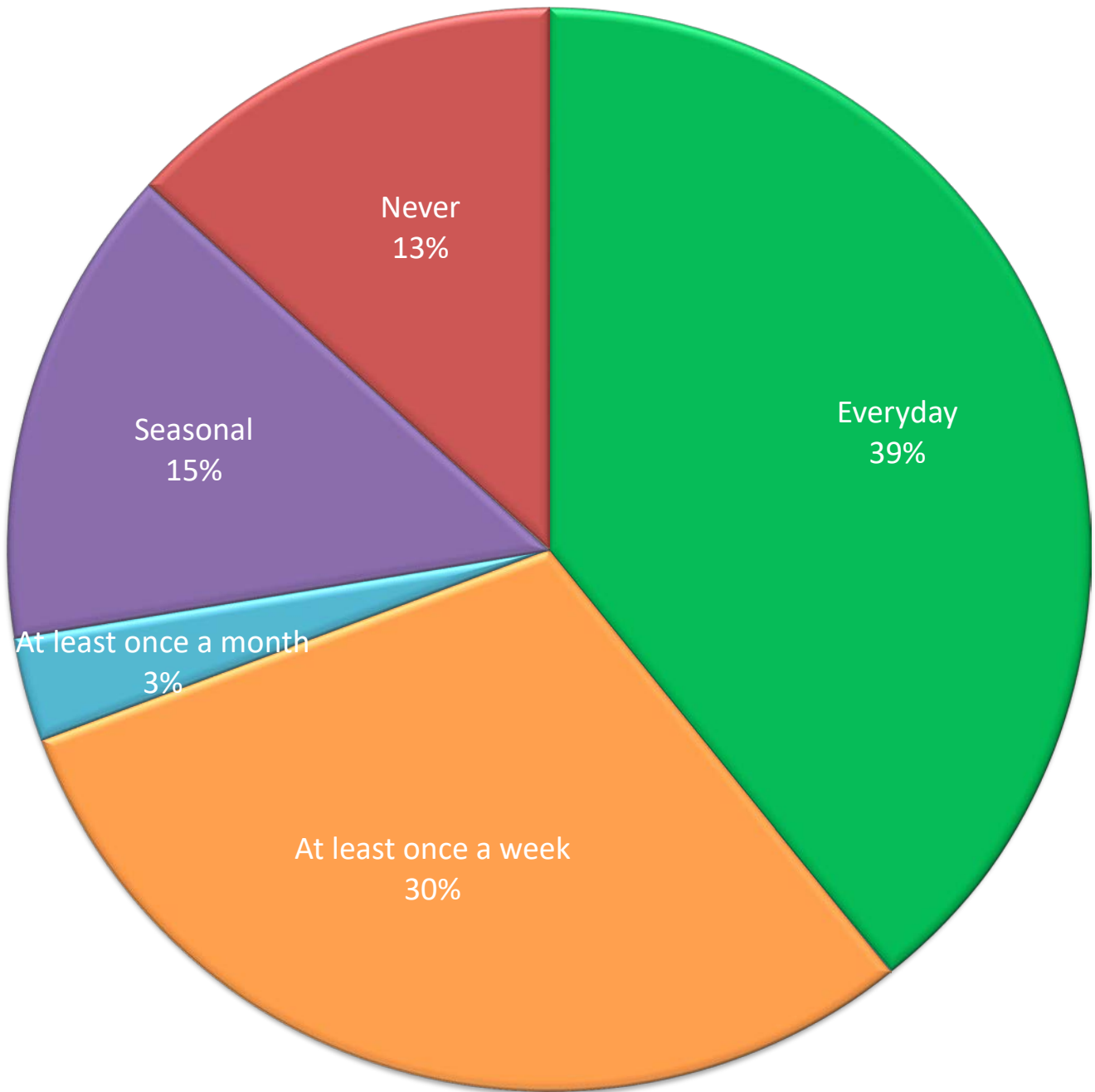
QUESTION 5: WHAT IS YOUR HOUSEHOLD INCOME?



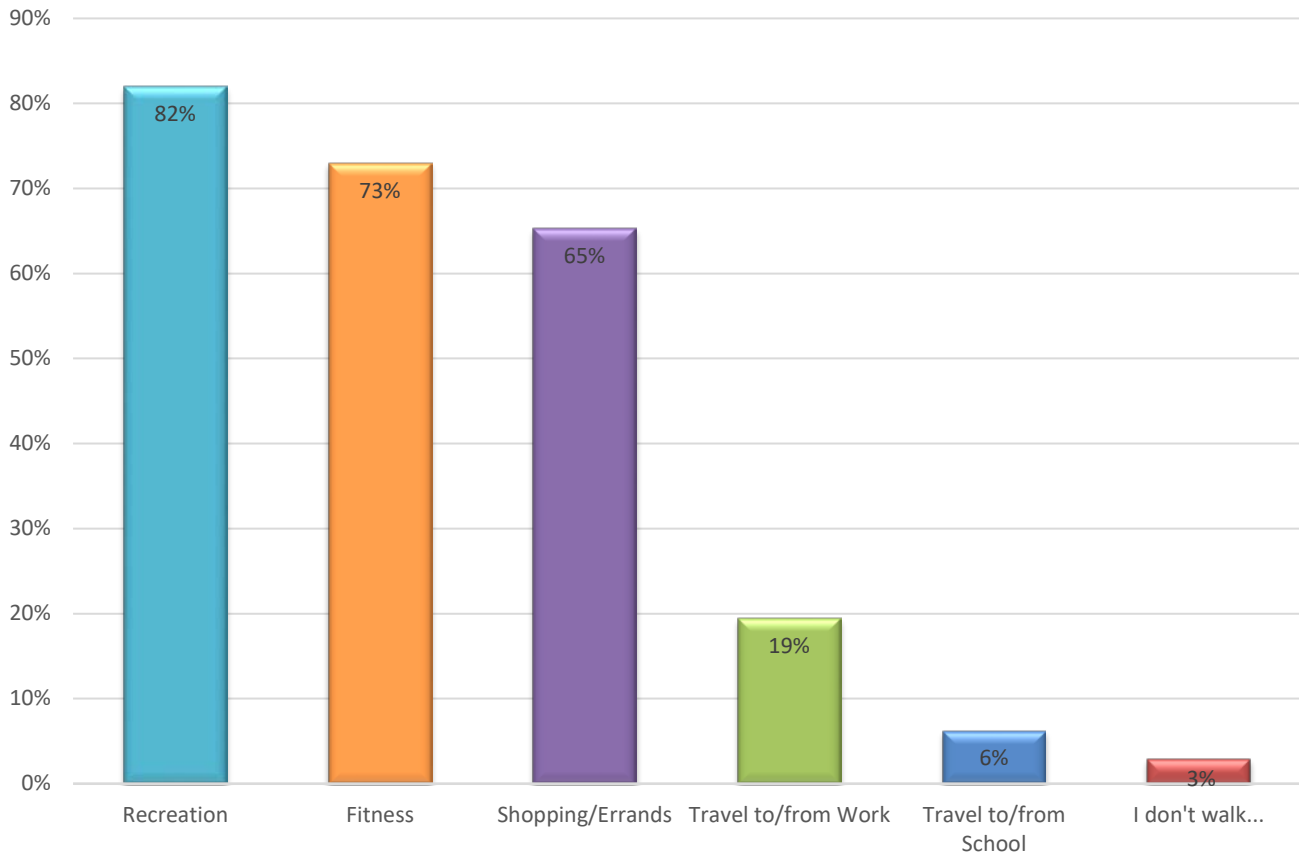
QUESTION 6: RANK THE TRANSPORTATION METHODS YOU USE MOST WHEN TRAVELLING AROUND NANAIMO IN ORDER FROM YOUR MOST USED METHOD TO YOUR LEAST USED METHOD.



QUESTION 7: HOW OFTEN DO YOU GO FOR A WALK?



QUESTION 8: WHY DO YOU WALK? CHECK ALL THAT APPLY.

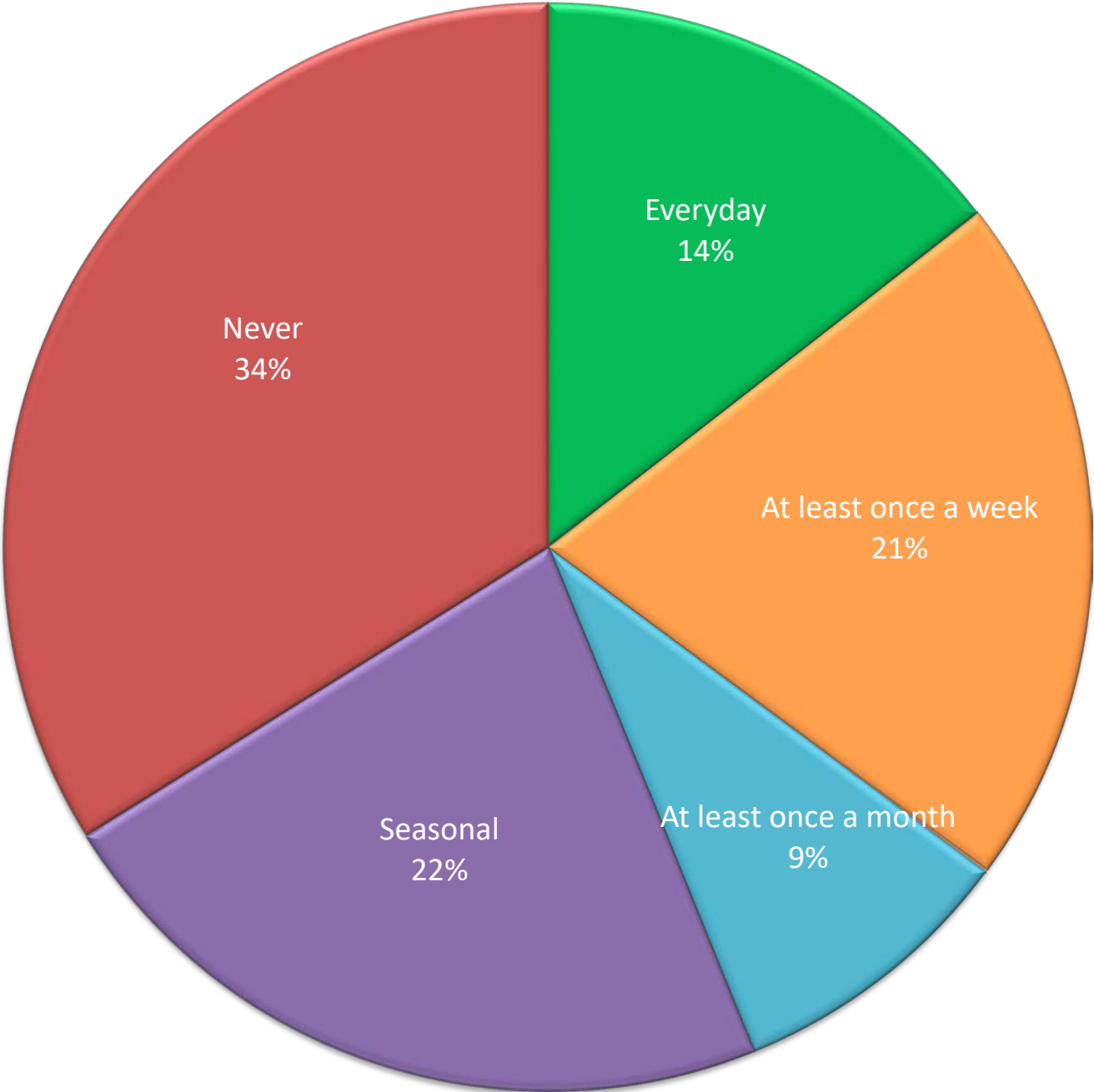


OTHER (PLEASE SPECIFY):

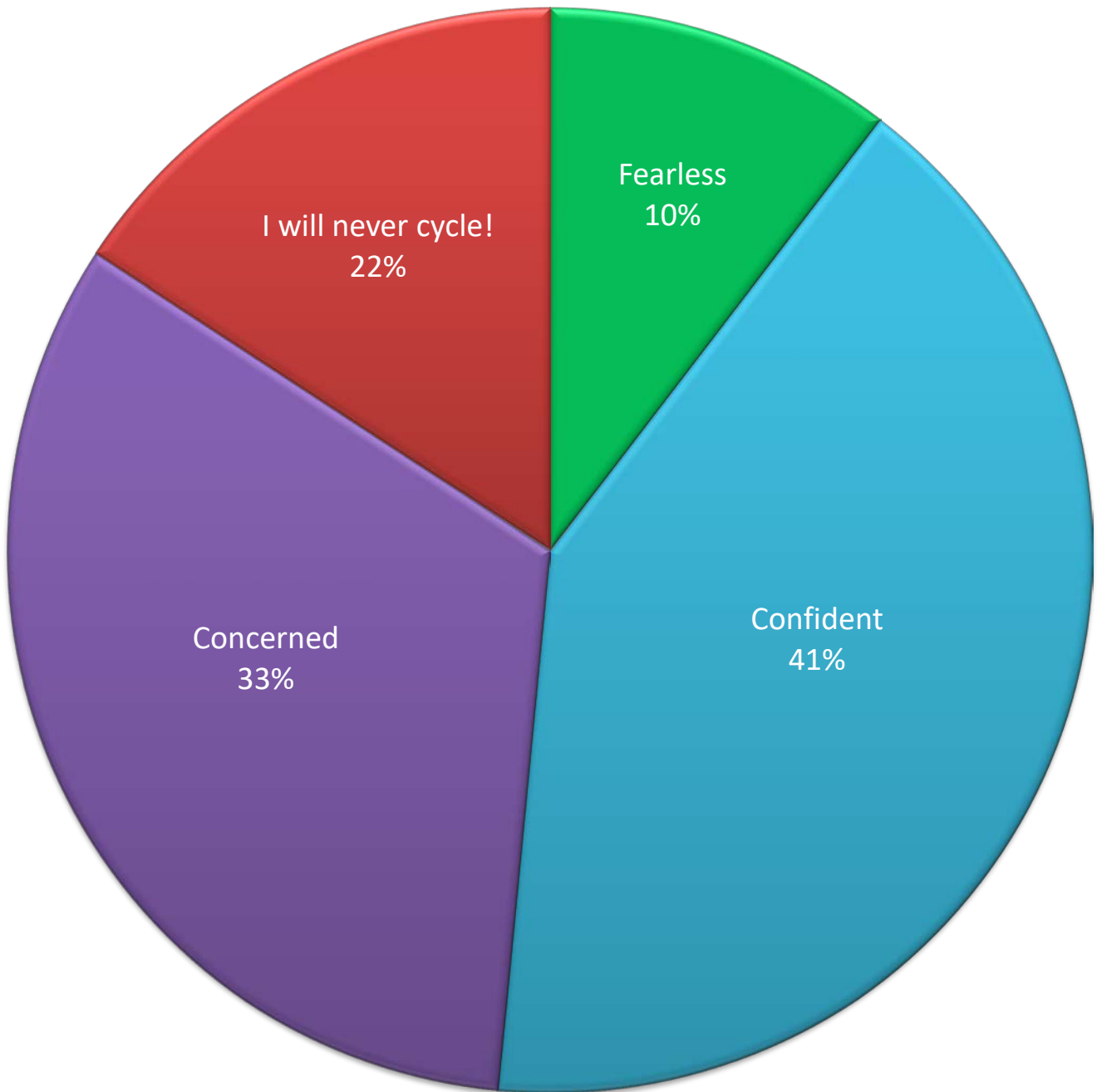
- Visit friends locally
- Walk the dog.
- Where is the option for motorcycle?
- I have a dog
- Environmental concern
- walk the dog
- To reduce fuel consumption (cost) and emissions (environmental)
- Pick up the kids. Walk the dog.

- Dog
- Kid pickup from school
- Daily dog walks
- Dog walks
- Enjoyment
- Walking dog, or with children
- Sanity
- Bad knees
- to move
- Dog
- Meet people downtown on the walkway and become more involved in Nanaimo and our community!
- Hiking and exploration as much as possible. Less and less available with the selling and gisting of our beautiful back country.
- No drivers license
- To get from car to destination. Mobility Problems...
- Dog
- To reduce my carbon footprint
- My reindeer are tired
- Because I live downtown
- Also, it fits with my values re environment and community.
- See and talk to neighbours. I've chosen not to own a car.
- Becoming less due to the community being unsafe and over run by violent criminals
- Improved mental health, access to nature
- I am blind and can't drive. Walking is an inherent need to get to where I need to go. Walking is not a luxury. Also, you don't say what "multi-Modal" is. Nanaimo is a coast city, and I live on Protection Island. You say nothing about ferry access or boat access in general. So far you are missing an integral part of our city's infrastructure, at least for some of your residents. We need reliable public ferry access that is not dependent on private business interests.
- meet-ups with friends downtown

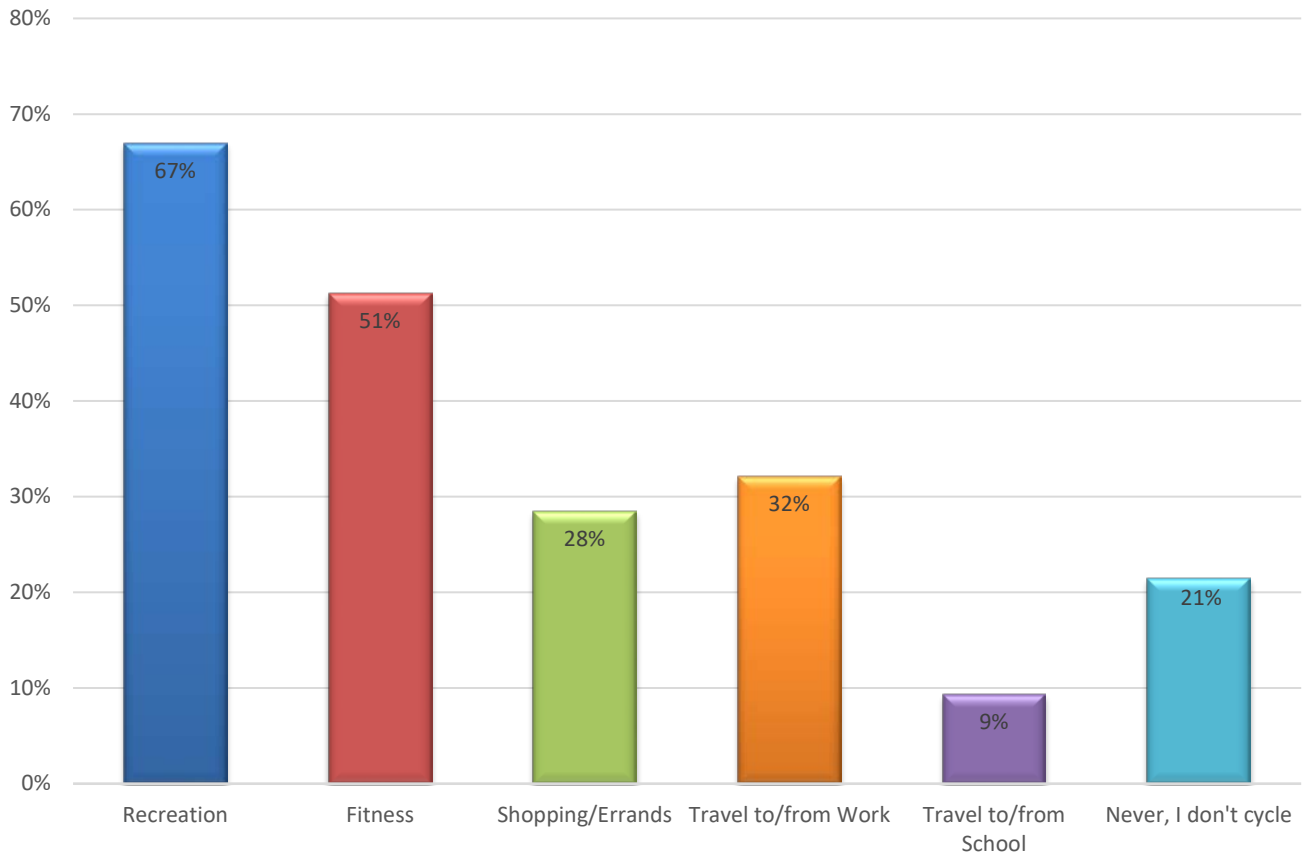
QUESTION 9: HOW OFTEN DO YOU CYCLE?



QUESTION 10: DESCRIBE YOUR CYCLING CONFIDENCE LEVEL...



QUESTION 11: WHY DO YOU CYCLE? CHECK ALL THAT APPLY.



OTHER (PLEASE SPECIFY):

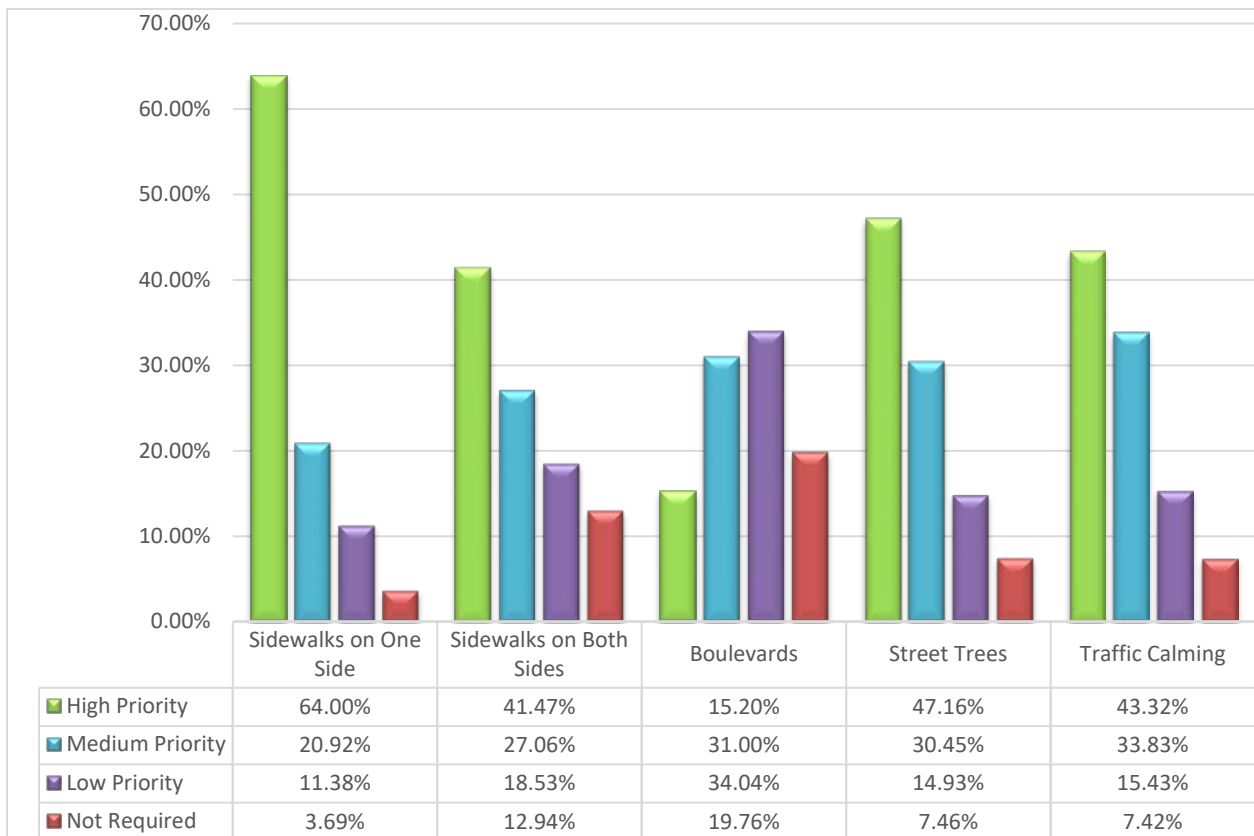
- I ride a motorcycle to commute. I don't cycle
- travel for vacations
- endorphins :)
- environmental benefits, cheaper than operating an automobile
- Save on fuel and not to burn carbon as much as possible
- to reduce my carbon footprint

- I used to commute daily but now I work from home.
- Environment
- Best way to experience your community
- Would love to
- If I did ride a bike those top 2 are why I would, I plan on buying one of the roads improve and there
- I would like to cycle to work but the streets are too dangerous for this activity.
- fun :)
- I stopped cycling in Nanaimo because there are no bike lanes and drivers generally don't care. But make no mistake, many cyclists in this town are arrogant and don't care to follow rules of the road. It is too dangerous in this city for cycling
- By Bike, I mean Motorcycle
- Where all other means of travel dont work
- I said I will never cycle
- Visit friends
- Value choices re environment, community connection.
- To unsafe for both cyclist and drivers. Until cyclist have to have licenses and abide by the same rules of the road and they are unforced properly in this community I will not cycle
- While safe biking is important for our community, I personally don't bike because I am blind. Not a viable option. All of your responses so far are geared to "able-bodied" people. Where is your inclusive design master plan?

QUESTION 12: LOCAL STREET PREFERENCES



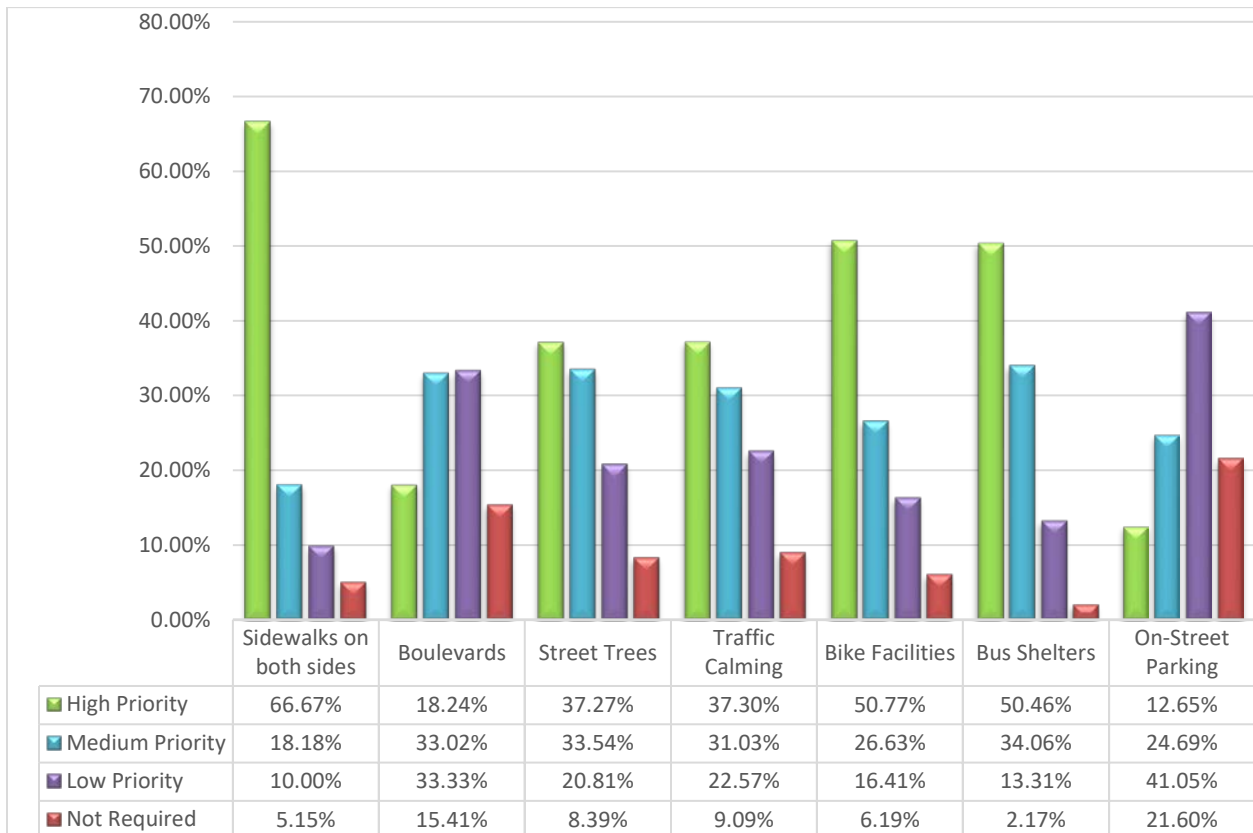
Example Local Streets: Jasmine Place, .



QUESTION 13: COLLECTOR/NEIGHBOURHOOD STREET PREFERENCES



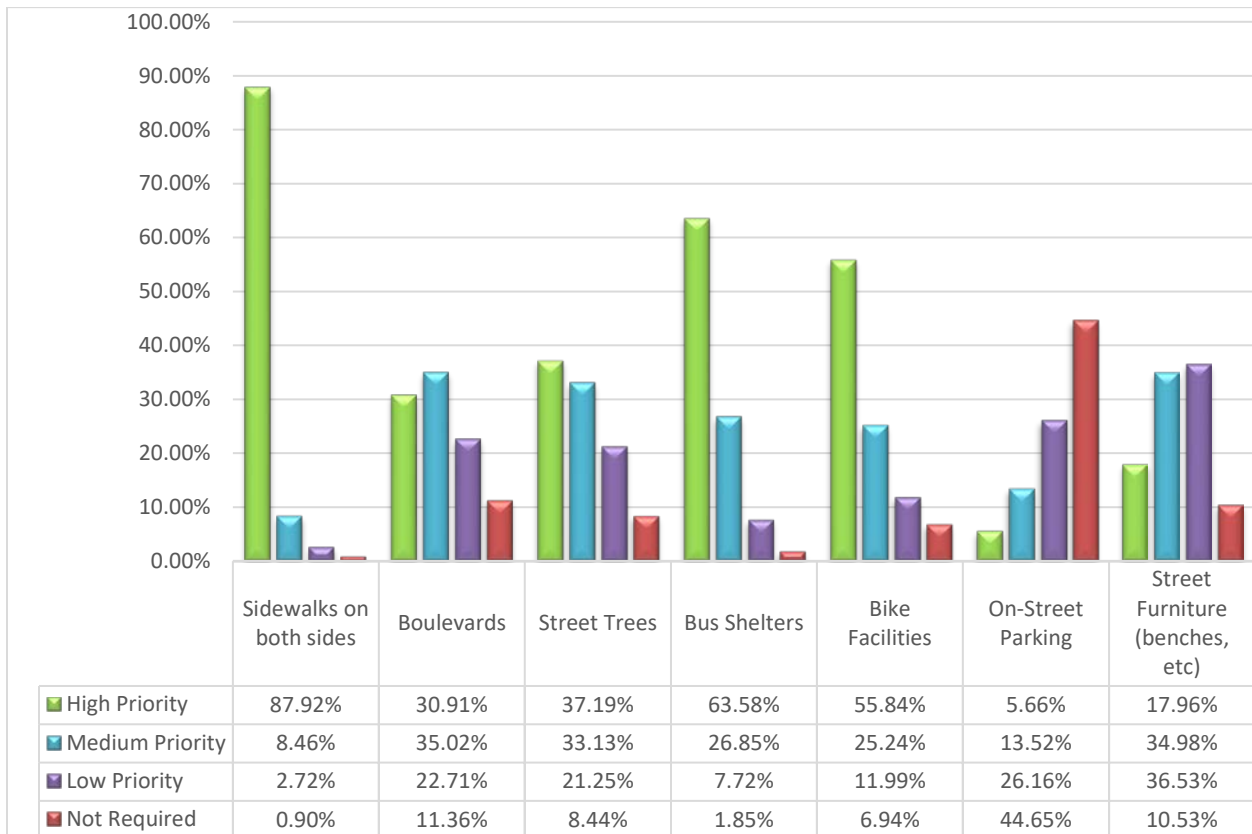
Example Collector Streets: Meredith Road, Metral Drive, Hammond Bay, Etc.



QUESTION 14: ARTERIAL/MULTI-LANE STREET PREFERENCES



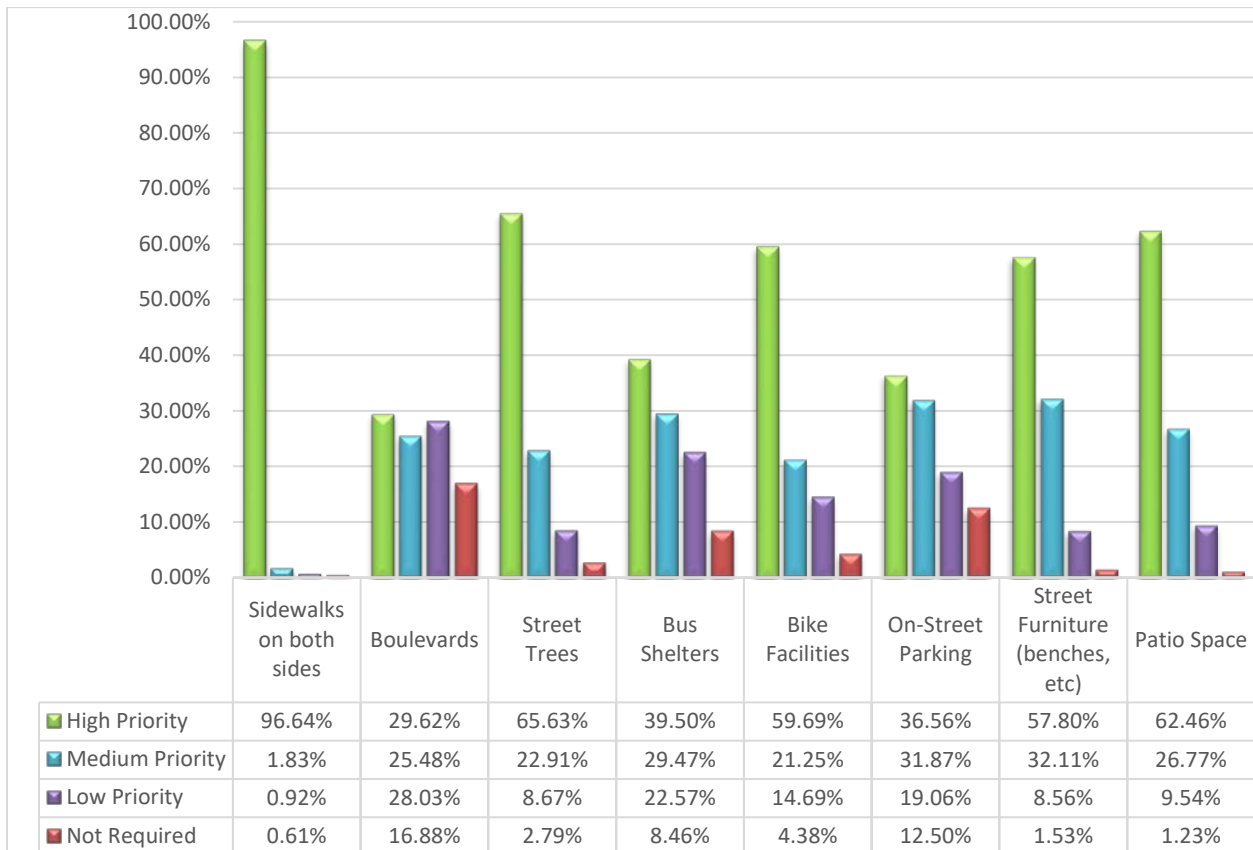
Example Arterial Streets: Bowen Road, Terminal Avenue, Etc.



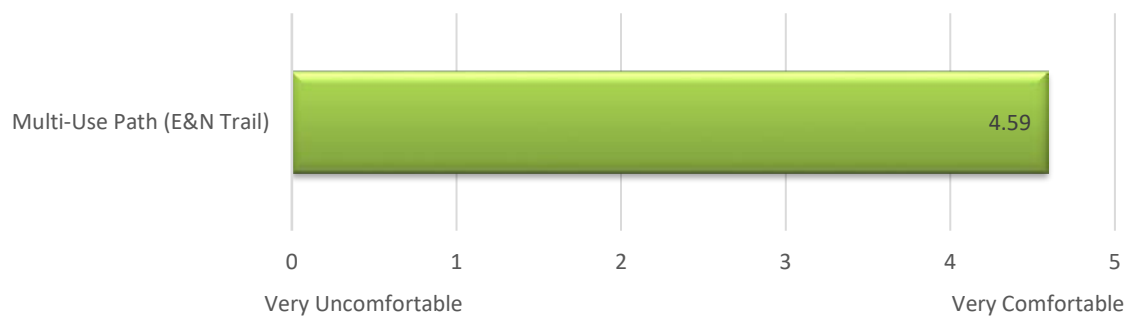
QUESTION 15: DOWNTOWN/DESTINATION STREET PREFERENCES



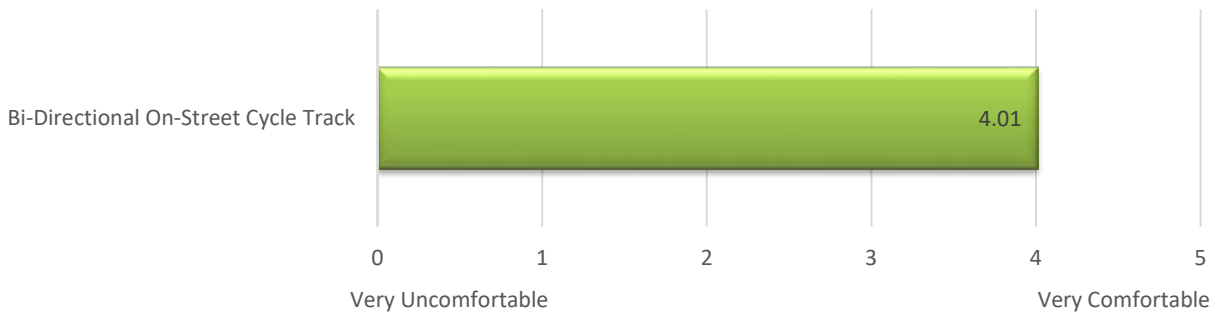
Example Destination Streets: Commercial Street, Wesley Street, Etc.



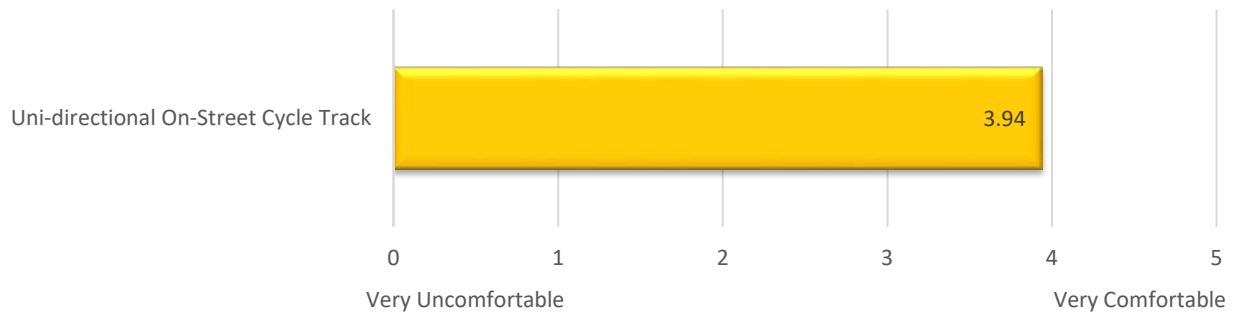
QUESTION 16: WOULD YOU FEEL COMFORTABLE CYCLING ON A MULTI-USE PATH ADJACENT TO THE ROADWAY (EX. E&N TRAIL)?



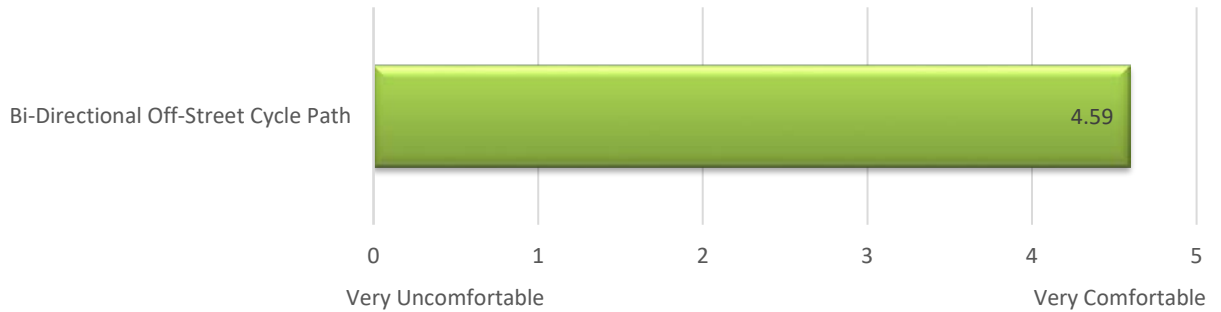
QUESTION 17: WOULD YOU FEEL COMFORTABLE CYCLING ON A BI-DIRECTIONAL ON-STREET CYCLE TRACK?



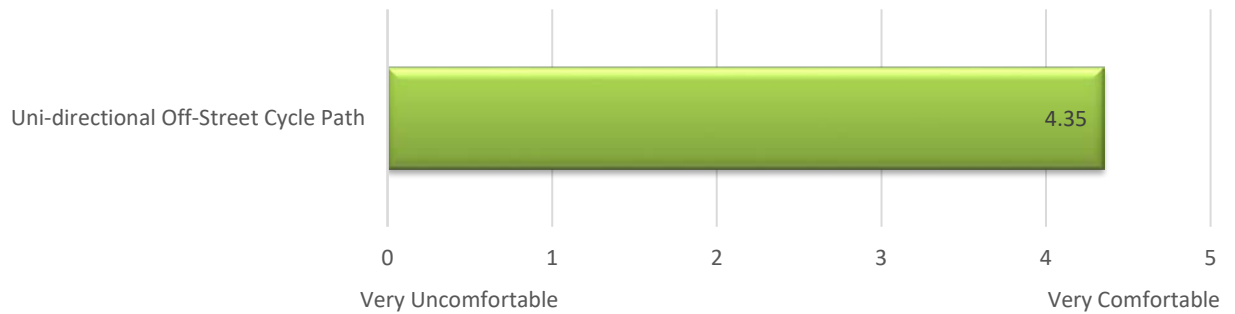
QUESTION 18: WOULD YOU FEEL COMFORTABLE CYCLING ON A UNI-DIRECTIONAL ON-STREET CYCLE TRACK?



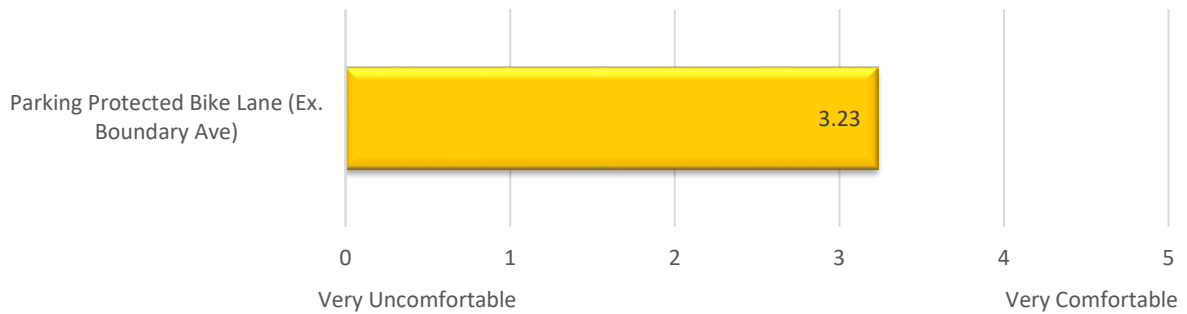
QUESTION 19: WOULD YOU FEEL COMFORTABLE CYCLING ON A BI-DIRECTIONAL OFF-STREET CYCLE PATH?



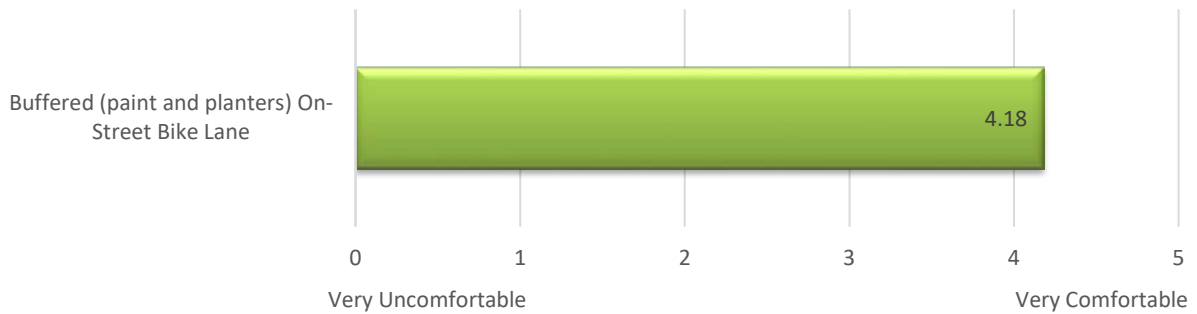
QUESTION 20: WOULD YOU FEEL COMFORTABLE CYCLING ON A UNI-DIRECTIONAL OFF-STREET CYCLE PATH?



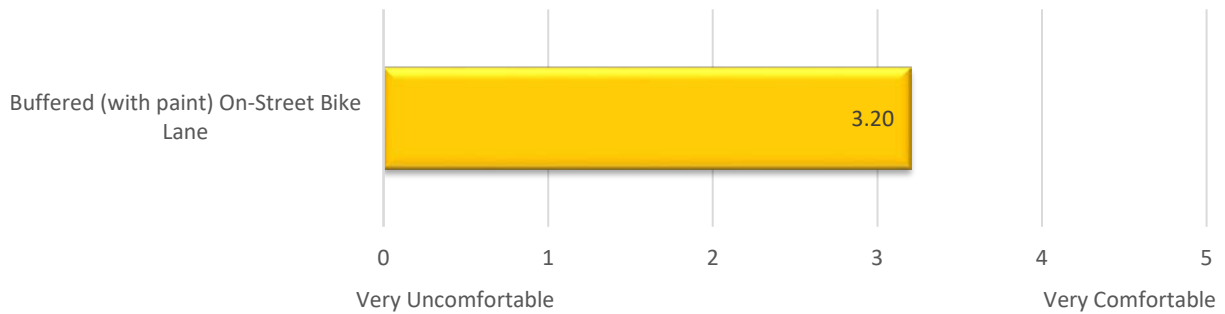
QUESTION 21: WOULD YOU FEEL COMFORTABLE CYCLING ON A PARKING PROTECTED BIKE LANE (EX. BOUNDARY AVE)?



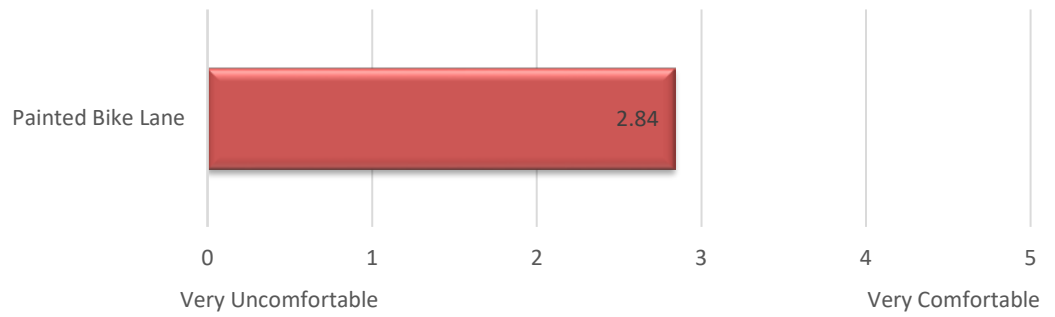
QUESTION 22: WOULD YOU FEEL COMFORTABLE CYCLING ON A BUFFERED (WITH PAINT AND PLANTERS) ON-STREET BIKE LANE?



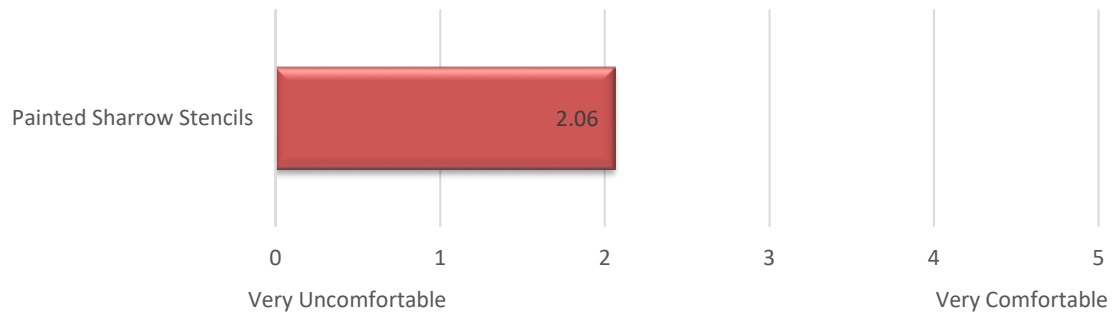
QUESTION 23: WOULD YOU FEEL COMFORTABLE CYCLING ON A BUFFERED (WITH PAINT) ON-STREET BIKE LANE?



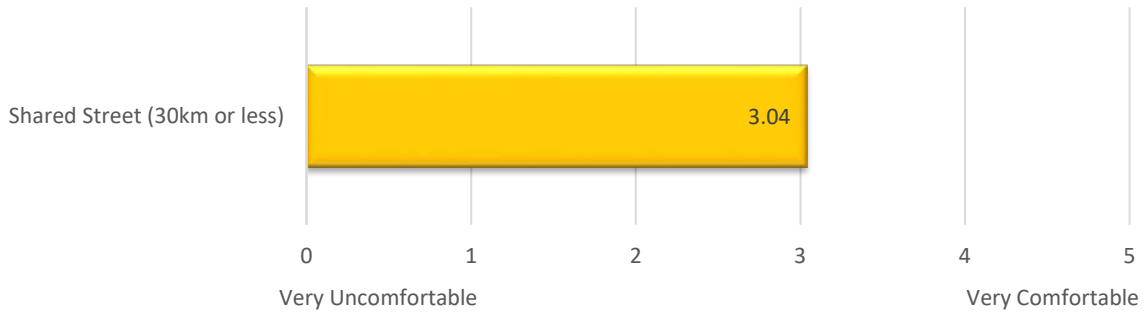
QUESTION 24: WOULD YOU FEEL COMFORTABLE CYCLING ON A PAINTED BIKE LANE?



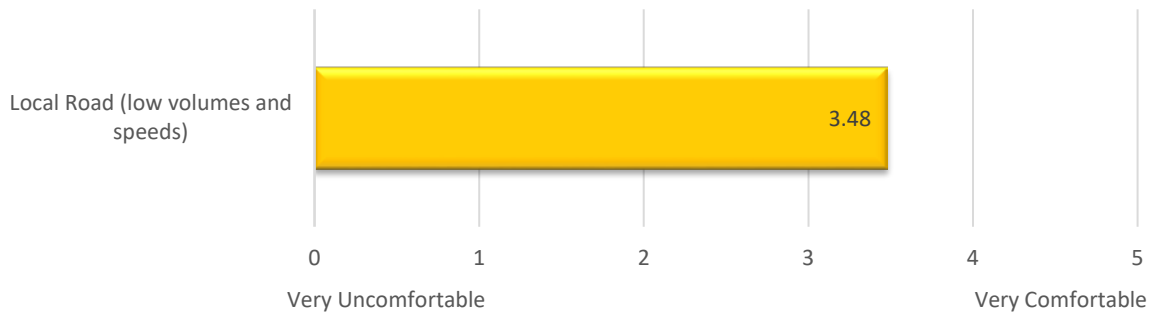
QUESTION 25: WOULD YOU FEEL COMFORTABLE CYCLING ON A STREET WITH PAINTED SHARROW STENCILS?



QUESTION 26: WOULD YOU FEEL COMFORTABLE CYCLING ON A SHARED STREET (30KM OR LESS)?

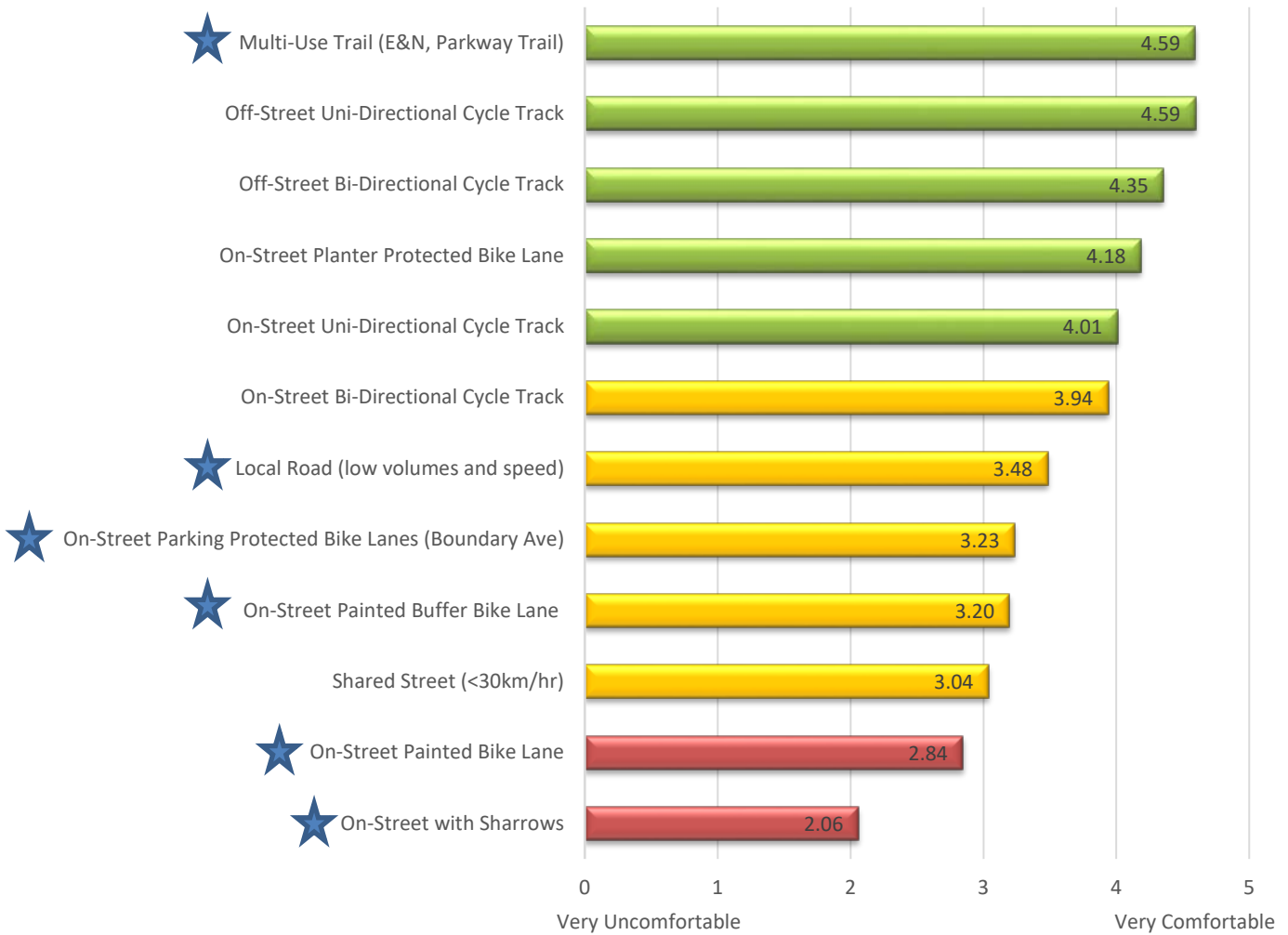


QUESTION 27: WOULD YOU FEEL COMFORTABLE CYCLING ON A LOCAL ROAD WITH LOW VOLUMES AND SPEEDS?



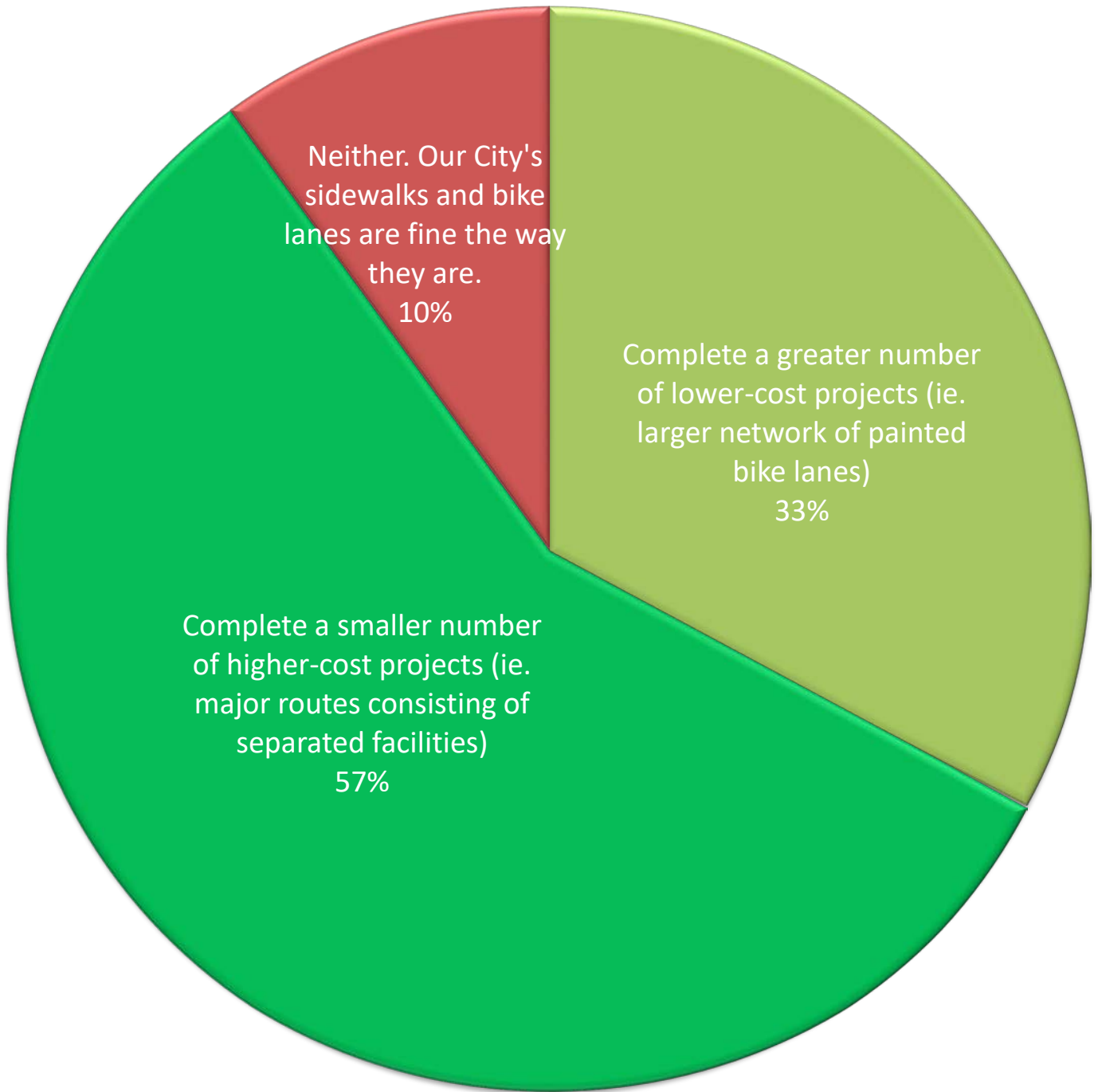
QUESTION 16-27: SUMMARY

How Comfortable Do you Feel?



★ Facilities that Nanaimo has installed in recent years.

QUESTION 28: HOW WOULD YOU LIKE FUNDING TO BE ALLOCATED TO TRANSPORTATION PROJECTS?



QUESTION 29: SIDEWALKS AND MULTI-USE PATHS CAN BE SEPARATED FROM THE CURB BY A GRASS OR PLANTED BOULEVARD. THIS ADDS EXTRA PROTECTION FOR VULNERABLE ROAD USERS AND IT ALSO HELPS IN CREATING A MORE AESTHETICALLY PLEASING STREET. IF A PLANTED OR GRASS BOULEVARD WAS ADDED TO YOUR STREET – WOULD YOU BE WILLING TO MAINTAIN IT?

No - I do not support planted or grass boulevards. I do not want the hassle of maintaining them and I do not support increased maintenance costs for the City.

11%

No - I do not want to maintain the boulevards, but I would support increasing City maintenance budgets to support beautification of Nanaimo streets.

16%

I am undecided.

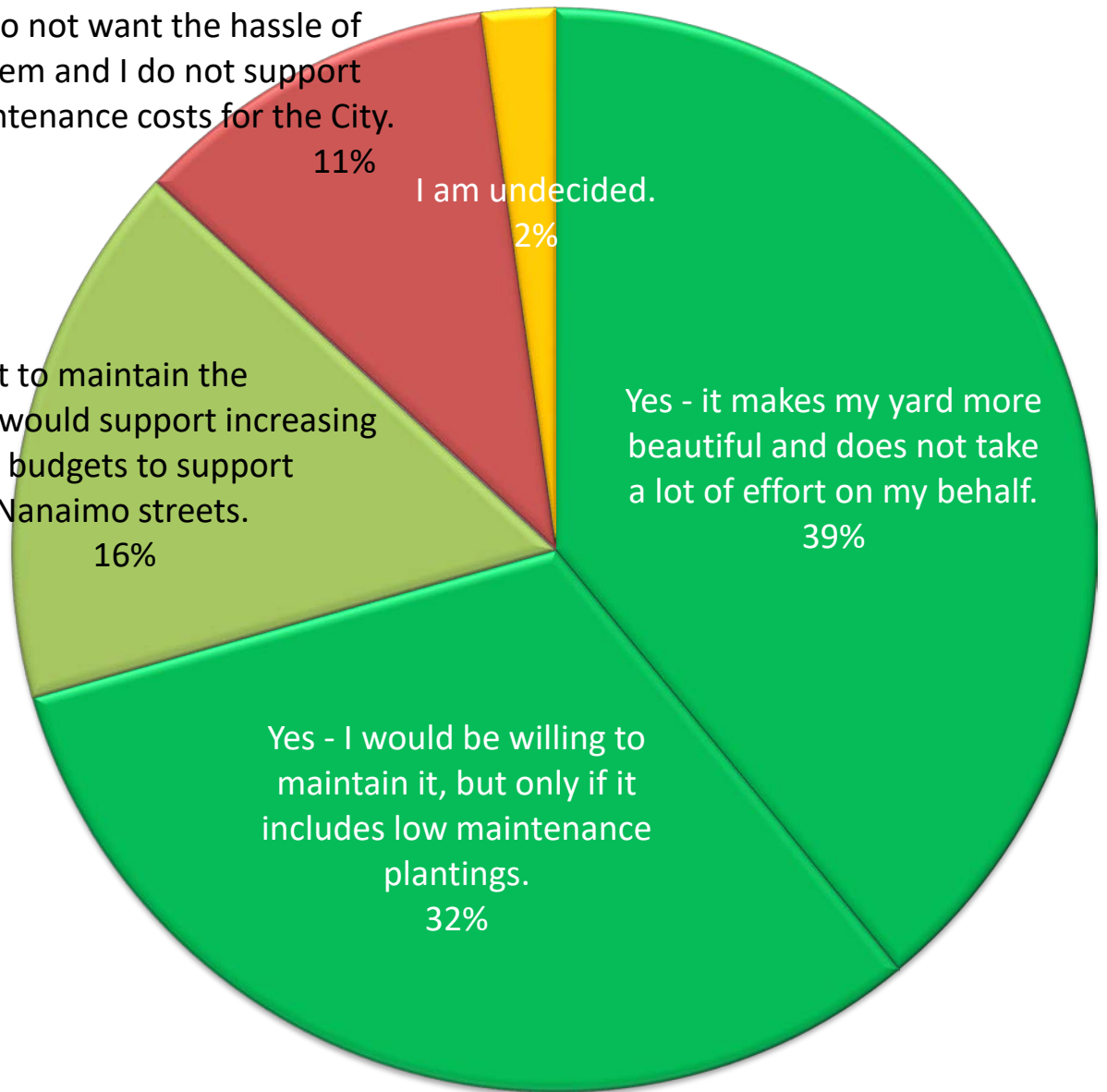
2%

Yes - it makes my yard more beautiful and does not take a lot of effort on my behalf.

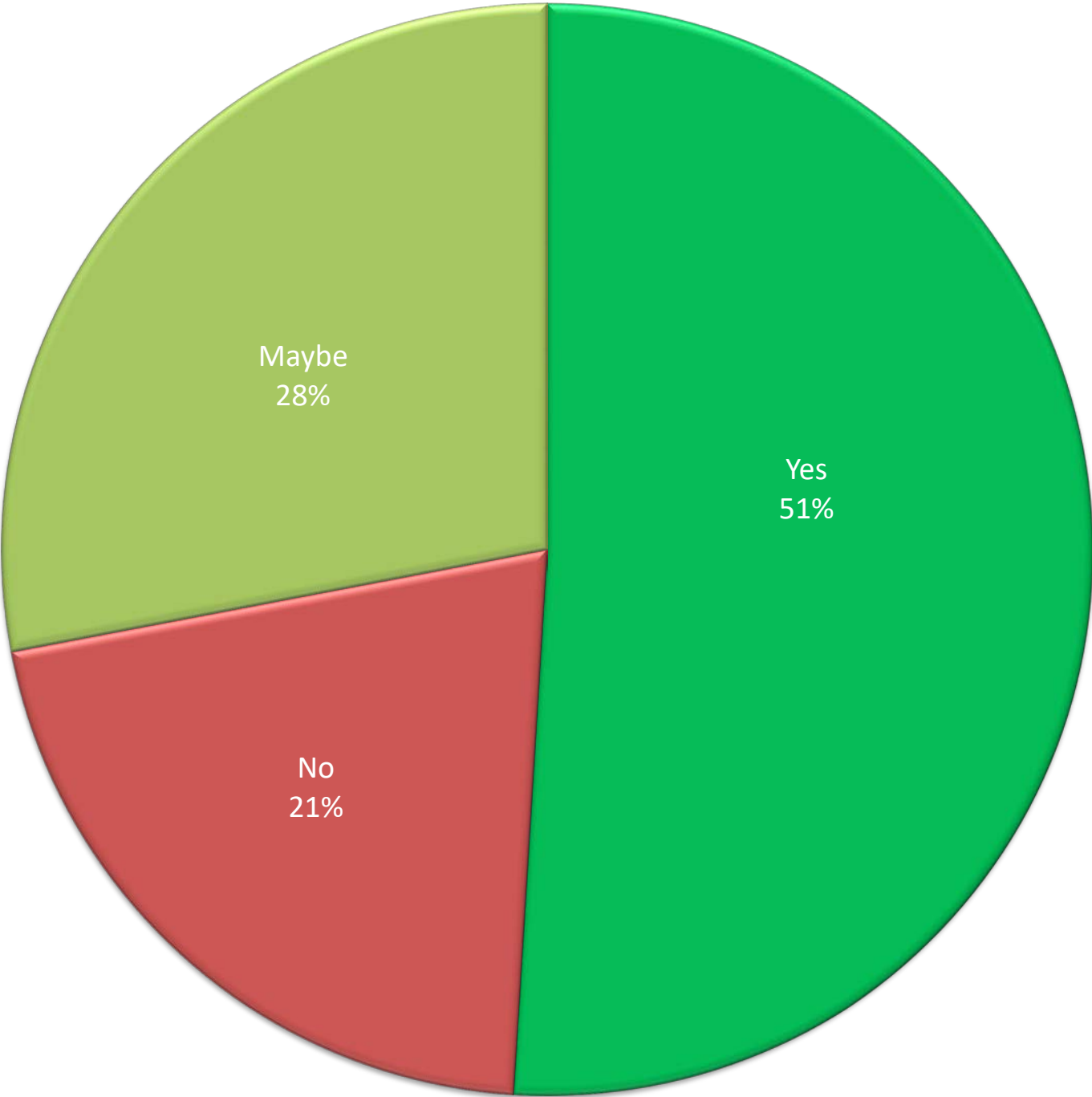
39%

Yes - I would be willing to maintain it, but only if it includes low maintenance plantings.

32%



QUESTION 30: WOULD YOU SUPPORT TAX INCREASES TO ACCELERATE COMPLETE STREET DESIGN PROJECTS?



QUESTION 31: PLEASE PROVIDE ADDITIONAL COMMENTS OR CLARITY TO THESE MONETARY FOCUSED QUESTIONS.

*PERSONAL INFORMATION HAS BEEN REMOVED FOR PRIVACY REASONS.ANSWERS ARE OTHERWISE VERBATIM.

- “Bike lanes that place cyclists in the door zone, retro fitted next to car parking are unsafe (ie downhill Turner), I'd prefer no Bike lane in this case. I've noticed far greater rates of driver aggression since the bike lanes were painted.”
- “For having projects approved and using city taxes and even the thought of increasing them is inappropriate. The funds should be coming from those who are in management that make a higher salary and collect bonuses. The city needs to be mindful that the city is a WORKING community, we are NOT all making 6 figure salaries every year and wouldn't notice the financial difference like lower income families would.”
- “I think investment in infrastructure that creates opportunities for people to cycle and walk safely in our city is a high priority for the city. It would create a healthier , greener more fun place to live And work. It would be worth the investment!”
- “Better bike safety reduces traffic, increases driver comfort with bikes, and reduces our pollution!”
- “I think that funds towards safer/more beautiful/more walkable street design would go a long way to making this a better city to live in. I think it should be a big priority for Nanaimo. The streets that do have sidewalks with boulevards with trees are some of the best places here!”
- “Painted lines on shared roads while drivers are speeding (literally) and distracted (literally, i.e. texting) is a recipe for dead cyclists and pedestrians.Any cycling/pedestrian infrastructure MUST be paired with actually targeting drivers that speed. Seriously.”
- “I bike along Hammond Bay Rd to work. The road is narrow, winding, and has heavy traffic. I don't feel very safe biking on it, and would love to have a designated bike lane. I'm sure many people at my work (the Pacific Biological Station) would bike more if Hammond Bay was more bike friendly.”
- “Bowen Road, Metral Drive, Wakesiah are all top priorities for cyclists and walkers.”

- “Cycling is dangerous and I will never allow my children to cycle on shared roads with cars. After the tragic death of a young boy this year, it's clear it's more dangerous than ever to cycle on shared roads with distracted drivers.”
- “We are still waiting for the waterfront walkway/bikeway from the ferry terminal to Departure Bay!”
- “Photo radar should be added to major intersections and school zones. Revenue gained from these areas should be used to increase road safety such as bike lanes.”
- “Taxes are already increasing significantly both due to the increases imposed by council and by the rapidly increasing housing prices. I'm not in favour of further tax increases but rather a council and city staff that is responsible and accountable for the money they spend...and accountable to taxpayer for the significant money they waste.”
- “Let's invest in a modern, sustainable and active transportation network for our City. It's time Nanaimo caught up to other more progressive cities. I am happy to increase the share of my taxes dedicated to Complete Streets.”
- “We need better feedback on what our money is going to be spent on. Currently there is a traffic circle added at Wentworth and Kennedy that was a complete waste of money and has made it more dangerous for pedestrians and cyclists. On the other hand, there are intersections that are very dangerous that should have been addressed (eg. by the Vault cafe, Wallace/Victoria/Albert/Commercial). Also, bike paths that appear for 2 blocks and then disappear are a waste of money (Pine street). Smaller connector sections could be added to make big differences (Wakesiah to the Bowen Park bike path, where there are only stairs) or more connectors to the E&N trail from side roads. Other bad design features include the expensive rebuild of Bowen road from the top of Bowen park to E. Wellington. Extra-wide sidewalks, but no space for bikes! For anyone commuting by bike, we need better long-distance connections (eg. the length of Bowen Rd.) Also need safer hills & width & maintenance on the Parkway trail. Simple paving is not enough when roots pop right back through within a year. “
- “I think it's a long term investment that will also help lower emission gasses and better for overall health and promote cycling and walking.”

- “I fully support making Nanaimo more bicycle friendly in any way possible. The number one reason I hear from people who are unwilling to cycle is personal safety. As a regular cycle commuter, I share those concerns as it is not safe on most roads. I am very disappointed that the city is not widening Hammond Bay Road during the current construction works there as it is one of the most dangerous cycling routes at the moment.”
- “I am extremely supportive of more walking and cycling infrastructure in Nanaimo. I think the City should take a leadership role in this area and do whatever needs to be done to make it happen. I would love to see separated bike lines along major routes in Nanaimo AND painted bike lanes elsewhere. Active transportation is good for our health, community and climate!”
- “I applaud all efforts to get people riding bikes and doing so safely and comfortably. How about some kind of rebate program for buyers of bikes and e-bikes ... the city used to do this with toilet upgrades to encourage less water use. Are the goals related to increasing the number of people cycling not similarly important?”
- “You should get tax credit for commuting by bicycle”
- “Very excited about this, thank you for undertaking this survey. Looking forward to being able to ride more with my kids and teach them the benefits of not owning a car.”
- “I think we need to do everything possible to encourage more people to be out of cars. Paying more in taxes now to encourage alternative travel methods to decrease pollution is essential. I currently bike along Hammond bay rd and departure bay road on my commute. Hammond bay road in particular has become more challenging and at times scary, particularly with poor markings on the road and the raised curb that separates the shoulder. It does not allow for evasive movement on a bike and makes this commute incredibly dangerous. I no longer bike in the rain or the dark due to this hazard. I used to bike everyday rain or shine but now it is too unsafe. “
- “In my opinion, revenue from increased fuel taxes could be directed to bike lane development & transit subsidy.”
- “Bike lanes. Studies have shown that they save a ton of money in the long term.”
- “Nanaimo needs more bike lanes, particularly on Departure bay, Hammond bay and Bowen Rd.”

- “I have ridden a bike in a variety of different cities throughout the world and aside from Ulan Bataar, I have never felt less safe sharing a road with cars than in my home town of Nanaimo.
There are multiple factors at play, and to keep things short I'll focus on the apparent unwillingness by drivers to share or be aware of cyclists on the road. There just aren't that many daily commuters and cyclists to force that awareness in drivers. At least, not like I've seen in other cities.
With this in mind, I would love to see bike lanes built that run adjacent to high traffic / neighbourhood lanes, similar to Vancouver's 10th avenue bike lane, which runs parallel to Broadway. For instance, for a heavy traffic avenue like Townsite, you could run a parallel lane along Eberts St, connecting to the E&N trail and going up through Beaufort park into the Hospital. Placing bike lanes along low traffic streets allows a way to concentrate cyclists and with that concentration, the local drivers will be much more aware of cyclists.
As for Hammond Bay, well, you would have to go with a boulevard system. I just don't bike out there.”
- “Driver education information campaigns so the drivers understand that by law they have to give cyclists some space”
- “I consider the examples given for neighbourhood streets (Departure Bay, Hammond Bay, etc.) to be major routes during commuter hours as traffic volume is very high. These routes are in need of separate cycling facilities.”
- “If you build them they will come (by bike!)”
- “I would be happy to increase taxes to support these changes; however, I would love to see these changes being made in a variety of areas in the city. Specifically through Harewood/South Nanaimo as the streets are very unsafe and unappealing YET foot, bike and transit traffic is way more common in this end of town due to socioeconomics.”
- “Routes to school, for example Extension Road, should be a high priority.”
- “My neighbourhood needs .. sidewalks, traffic calming (in the form of traffic circles), trees planted.. boulevards I can see it now!! How beautiful-thank you”
- “stick to basics, avoid costly fluff, strengthen critical infrastructure and public transit, including rail.”
- “I would agree to monetary increases if it would benefit people and be maintained.”

- “Nanaimo is quite fortunate to boast a longer green season than most Canadian cities, and I think we should take advantage of that with lots of green space around sidewalks. It is also much safer for pedestrians and motorists.”
- “Walking safely in my community is the most important thing to me and my family. Our Streets in Nanaimo are terrible and I would like to see large overhaul, I understand that this takes investment but I think it should be a high priority that would make our community one I would want to live in for a lifetime.”
- “Sidewalks are high priority over bike lanes”
- “I think the focus should be to clean up downtown. Making streets safe only matters is people want to use them. I am too scared to even go to downtown nanaimo.”
- “Please make our city more beautiful. Nanaimo has so much potential to shine. It’s a shame it’s been developed in such a slap-dash way over the years. It’s time to make it right! Every street should have sidewalks. Bury the hydro lines too, please. Boulevards are gorgeous and so classy. Do it!!! I’m petrified to bike along Hammond Bay Road - feels like taking your life in your hands. Please build it right.”
- “I’d be looking for balanced spending for people walking, cycling, taking public transit and driving. for example, Victoria has over-emphasized cycling, which has decreased access for other groups.”
- “At this point major roads don’t have adequate cross walks or sidewalks. I think this should be a priority over bike lanes. I understand the desire to reduce cars and make the city more easily bike able, but realistically this is a very spread out city with the majority of residents not able to bike. Focus on walking safety, as more people walk than bike. Central Nanaimo for example is a highly walkable area, but it is really unsafe due to the horrible lack of sidewalk and crosswalks”
- “I will probably never cycle in this city because of the hills. However, if I had an athletic level of fitness, I still wouldn't because of the routes I would need to take have poor excuses for bike lanes, w/ just painted markers. I would only feel comfortable cycling next to cars if we were physically separated. “
- “We need these roads to lead to a new arena”
- “It would be dependent on how much the increase would be and for how long (years, decades)?”

- “I feel most of our streets are not meeting the changing needs of our community. People on mobility scooters and wheelchairs often use the road, even when there is a sidewalk - largely because sidewalks have poles and signs right in the sidewalk, with no clearance for two people passing, let alone a wheelchair. Many roads have intermittent sidewalks, and in areas where there are sidewalks, the roads are too narrow for parking, so people park on the sidewalk (parts of Hammond Bay stick out in my mind). Where sidewalks do run an entire street for one side, the side often switches. Roads like Labieux should have a continuous sidewalk on at least one side. Even Smugglers, and similar feeder roads into subdivisions with smaller side roads should have a continuous sidewalk, a bike lane, and maybe even traffic calming if there is a high density of family housing in the area, such as lower Townsite, for example. We have become very car centred in this city - and part of it is absolutely by design - from a time when developers decided how the communities would be shaped, instead of local government considering all aspects of mobility (sadly, local government was run by developers for periods of our development history.)”
- “This should be a priority. I wish my family and I felt comfortable cycling in Nanaimo”
- “The city should be prepared to act in a timely manner when federal and provincial infrastructure funds are made available. Nanaimo has a long history on missing out because councils dither.”
- “I don't think planted boulevards are high priority compared to making roads safe for cyclists and pedestrians, and would be upset to have taxes hiked for aesthetic changes when major structural changes are needed.”
- “The city is wasting so much of taxpayers money with their nonsense, Putting up trees and grass areas on streets and then having to maintain it. No bus pull offs on many streets ex. Hammond Bay Road so you have a lineup of cars playing follow the leader stop and go stop and go Good for the environment right. You are continually increasing taxes, costs and blaming landlords and the citizens for the higher cost of living within the city. Yet you have city staff that overpaid in relation to the local population and the cause of all the problems within the city starts at our local government.”
- “I would much rather see money focused into sidewalks on roads such as Hammond, Bay, traffic calming measures and proper crosswalks with warning lights. PRIOR to any more bike lanes.”

- “As an avid cyclist and previous resident of Vancouver during the big bicycle lane push, I am sensitive to public resistance. Perhaps establishing Nanaimo as a cycling friendly city should come first, with lower cost measures that can be implemented rapidly. Phase 2 could include step by step inclusion of cycling boulevards. In its current state, Nanaimo is behind the times, but in a prime position to deal with upcoming traffic issues.”
- “not enough income, cannot pay city any more...”
- “Would like to see more money go to general maintenance of the boulevards we have now”
- “I would fully support more areas like The waterfront walkway where the public can enjoy strolling, shops, great coffee, pubs with character not a dive bar, new restaurants, new shops, also don’t allocate new land, use up all the pre existing property that’s vacant and helpful, I’d the corner on island highway and Albert st? I fully agree with increasing the taxes by 1.8% not 1.3% as that extra .5% going towards beautification/public safety/environmental protection/tourism(Entertainment for Ages 12-18& 19-beyond! housing/Jobs!”
- “I would like to see a thoughtful, strategic build out of quality buke infrastructure. In Edmonton, they tried the sloppy cheap approach of painted lines only and it was a failure - costing Councillors at election time, costing tax payers when it was all ripped out, and costing the safety of cyclists”
- “People will b*tch no matter what, but we need to look bigger picture and see Nanaimo as a proper city that supports people on foot and bikes as gas increases but also for our health. So spend our money on infrastructure that makes this a more livable city. But what will our roads even matter if our downtown continues to be dominated by ruined and burnt out buildings?”
- “Build it already instead of studying it to death. Learn from what works in other cities, it's not rocket science. Frankly I'm tired of reading about what wonderful active transportation projects are taking place in other cities while NOTHING happens in Nanaimo but useless studies that go nowhere.”
- “We need to commit to safer streets for all users. If that means a tax increase, so be it.”
- “A child on a bike recently died in our city. Please prioritize safety at all costs.”

- “streets with business and residential should have priority in development and be funded by city's upgrade of corridor dreamed streets.”
- “I agree with most city safety and beautification plans and well done bike/boulevard/trees make cities safer and more friendly”
- “Taxes are already pretty high. I would prefer resources are spent on core city services like roads, sewer, water, police, fire and parks and not on other things. There is no reason for core spending to increase faster than inflation plus population growth, therefore tax increases should not be required.”
- “I would like to know why the money currently in the budget isn't enough.”
- “Bradley Street is currently a commuter short cut to and from Bowen /Comox. The speed limit is posted at 30 km/h which is rarely observed. I'd support tax increase for traffic calming or bikes lanes. “
- “Do something with the meridian on Dewar Road.....some trees have died and the 'grass' is mostly weeds!”
- “Where are pedestrians being considered. Cyclists are often a danger to pedestrians as cyclists will use sidewalks to ride on.”
- “no more tax increases! taxes have doubled since I moved here in 2019... garbage/ waste and Fire Dept costs are out of control. Get a private police force and get rid of the RCMP”
- “I don't want more taxes or projects until this city addresses and fixes the rampant thieving and destruction perpetrated by the responsible group at the supportive housing units. That should be job #1 for our government.”
- “Focus on traffic congestion that will be increasing as the city continues to grow. This is not Vancouver. We dont need bike lanes and huge sidewalks everywhere. Yet. Baby steps, don't try to only please one demographic.”
- “There are still many areas where people walk and there are no sidewalks. Would like to see at a sidewalk on 1 side of the road everywhere in Nanaimo. My first impression of Nanaimo, in the late 90's (I was 11 yrs old) was that Nanaimo had not many sidewalks, and car dealerships everywhere. We STILL have enough dealerships, and more are coming.. but the sidewalks are lacking.”
- “Our taxes are high enough. A lot of us can't simply raise our salaries to offset costs!”

- “Streets are for transportation. Driveways, garages and parking lots are for parking. Parking should not be allowed on transportation routes and both private and public parking facilities should be appropriately planned with all current on-street parking to be by an annual sticker fee to be used to correct the problem...”
- “I'd only support a small tax increase if the funds were used responsibly. I feel like a lot of money is wasted on bureaucracy that could be better utilized without increasing taxes. These projects should be planned for the long term as well. I think spending a bit more on well planned and developed roadways will be better in the long run making the city beautiful and functional for years to come.”
- “I honestly do not see any point in creating bicycle lanes in the vast majority of situations. Nanaimo is too spread out and has too many hills for all but the most short distance users or committed fanatics.”
- “Spend no money on bike paths.”
- “What does monetary mean? I do not want to see more Montana's restaurants”
- “Waste of time and money trying to fix some pot holes ...”
- “A slow process over a couple of decades to pay for improvements might be easiest for taxpayers. Politically, do it quickly, rip off the bandaid and we will soon find something new to complain about.”
- “Without spending more money now to create safer pedestrian and cycling then we will spend a lot more money in the future due to the ever-increasing emphasis on motor vehicle infrastructure.”
- “Spend money on long-term multi-modal solutions that are safe and aim to reduce vehicle traffic rather than doing low cost projects like the painted bike lanes on Dover that end abruptly.”
- “Where do our tax dollars go now, are there not taxes that are directed to sidewalks?”
- “If bicycles are sharing the road then they should share in the cost. I've paid a lot in taxes to use a car including insurance to allow me on the road. Bicycle users should have to get insurance and then use those funds to improve road safety for them”
- “Focus on downtown sector before residential”
- “E&N #1, Waterfront trail #2, Parkway trail maintenance #3”

- “These questions are not really very useful in determining public attitude to "complete streets". They seem to be focused on bicycle lanes ignoring sidewalks, for example, or raised intersections as a means to calm traffic. Please ensure that responses to this survey are published online (that is if anyone happens to see this survey and complete it ... I found it by accident)”
- “I will only cycle around the city if bike lanes are completely physically separated and protected from road traffic like they are in the Netherlands. Also please add trees, bushes, road signs, planters, other visual & physical barriers between road traffic and cycle lanes. Bike lanes can become a touristic attraction (tourist \$\$ dollars long term) as well as quality of life for residents as well as safe transportation. https://upload.wikimedia.org/wikipedia/commons/d/d8/Bicycle_lane_Dronten.JPG”
- “Areas in front of elementary schools need to be first priority - sidewalks and crosswalks installed for the safety of our kids. While separate bike lanes can serve a purpose, they are problematic at intersections. As a cyclist I prefer wide curb lanes where bikes share with cars with ample space to do so.”
- “Apartments should be forced to have their renters park in their lots The residents are parking on the streets to save money from the parking fees Most of the apartments parking lots are half full causing congestion on the streets”
- “If we are serious about addressing climate change and the epidemic of obesity we need to change how we live. Money will be spent one way or the other.”
- “We have much more population of late than we used to. Real estate prices and property taxes are higher. We should logically use much of that increased revenue on safer alternatives to cars on our streets.”
- “Trees are great on boulevards. Non native grasses would be a mistake. Taxes already heavily support automobile use. Thank you for now considering using (more) tax revenue for making this City safe for pedestrians and cyclists.”
- “Stop planting shrubs and trees blocking vision for drivers trying to get on/off roads”
- “Street people (homeless) creates problems, I don’t think it’s fair that organizations that don’t pay taxes haven’t any responsibility .”

- “Some areas of Nanaimo need work”
- “The bike lanes in Nanaimo are a complete unsafe joke. Having a heavily faded painted cycle stencil on the “bike lane” on 90% of the roads is embarrassing for a growing city. Everyday I ride down Bowen road for example, I feel as if I am going to be struck by a vehicle. I do not want to feel unsafe while choosing my bike over my car. The bike lanes are non existent in 90 % of this city. It is time to incorporate new safe bike lanes. ESPECIALLY on Bowen road. Absolutely unaccetable in my opinion when looking at Victoria, Vancouver and many other cities bike lanes.
If for whatever reason the decision is to not create safe bike lanes, which would be a horrible call. At least re paint all the bike stencils and create WAY more of them. Go down Bowen road and tell me how many you see, it is shocking. If this is the case I will still feel very unsafe and you will be seeing me hit by a vehicle soon enough. Brutal.”
- “Cities are for people, not cars. Spend more on people-friendly transportation to ensure pedestrians are safe.”
- “new lighting at major crash intersections will help cars, bikes, and pedestrians alike. better visibility”
- “Cycling infrastructure is a great investment. Getting more people cycling will save money in the long run as road use by cars is reduced”
- “To start, a lot of low-cost biking infrastructure to raise awareness, with additional separated projects to increase safety (but longer-term).”
- “Along with your emphasis for bike transportation, you also need to drastically increase and update installations of audible pedestrian signals for blind pedestrians, and include properly placed tactile warning strips at flat curbs. Refer to CTA guidelines for accessible and inclusive universal design principles.”
- “Take the tax increases from the wealthy residents. (Over \$100K a year.)”
- “Generally i support tax moderate increases but only if used for good projects. Negative example: I live close to the new-ish roundabout at Wentworth/Kennedy St which probably cost hundreds of thousands. No one I talk to understands why it was put in or what the benefit is. Seems like a make work / spend money project. This is not what we need.”

- “Please focus on integrating the existing network for cycling with any new infrastructure. The 'Vancouver model' of cycling arteries is a great model where low cost painted bikelanes can be implemented and are safe on these reduced-traffic streets... BUT these streets have to be integrated to make a network. This is not currently the case with E&N being disconnected from other bike routes. Townsite bike lanes are a disaster as painted lines on the road side. Try cycling that route on garbage day when the automated pickup bins are all over the road side. “
- “The City of Nanaimo is not accessible for pedestrians. I frequently take the bus and walk to most destinations and particularly in the North End, pedestrians are not a priority.“
- “Taxes have already gone up, user rates have gone up, BC Hydro rates have gone up, ICBC rates are going up, it is way too expensive already.”
- “I get it, you want more bike lanes in the city. Before you spend money on that perhaps you should consider spending our money completing sidewalks that run for a block or so then stop and get rid of open ditches instead of sidewalks on our streets.”
- “With a correct plan in place and not the normal half assed job the Cory does I would be willing to pay a slight increase in taxes, I also feel that our city deserves more federal grants to help it become the awesome city it could be”
- “Sorry to be negative, but no matter what anyone does, the streets will always look terrible because the hideous green black and blue gigantic garbage cans dominate the landscape in this city. Seriously, that is what is seen in any photo of any neighbourhood now.....bin city.....anyway, thanks you for the survey.”
- “If we want more we usually have to pay more.”
- “While Brechin Rd and Stewart Ave are not technically City Streets, something has to be done for the traffic and excessive speeds. It's dangerous to walk across and pull out of a driveway. It's a matter of time before a major accident occurs. Not to mention the excessive noise from constant traffic”
- “In our city any of these improvements are going to cost money but it's money well spent”
- “Just get 'er done!”

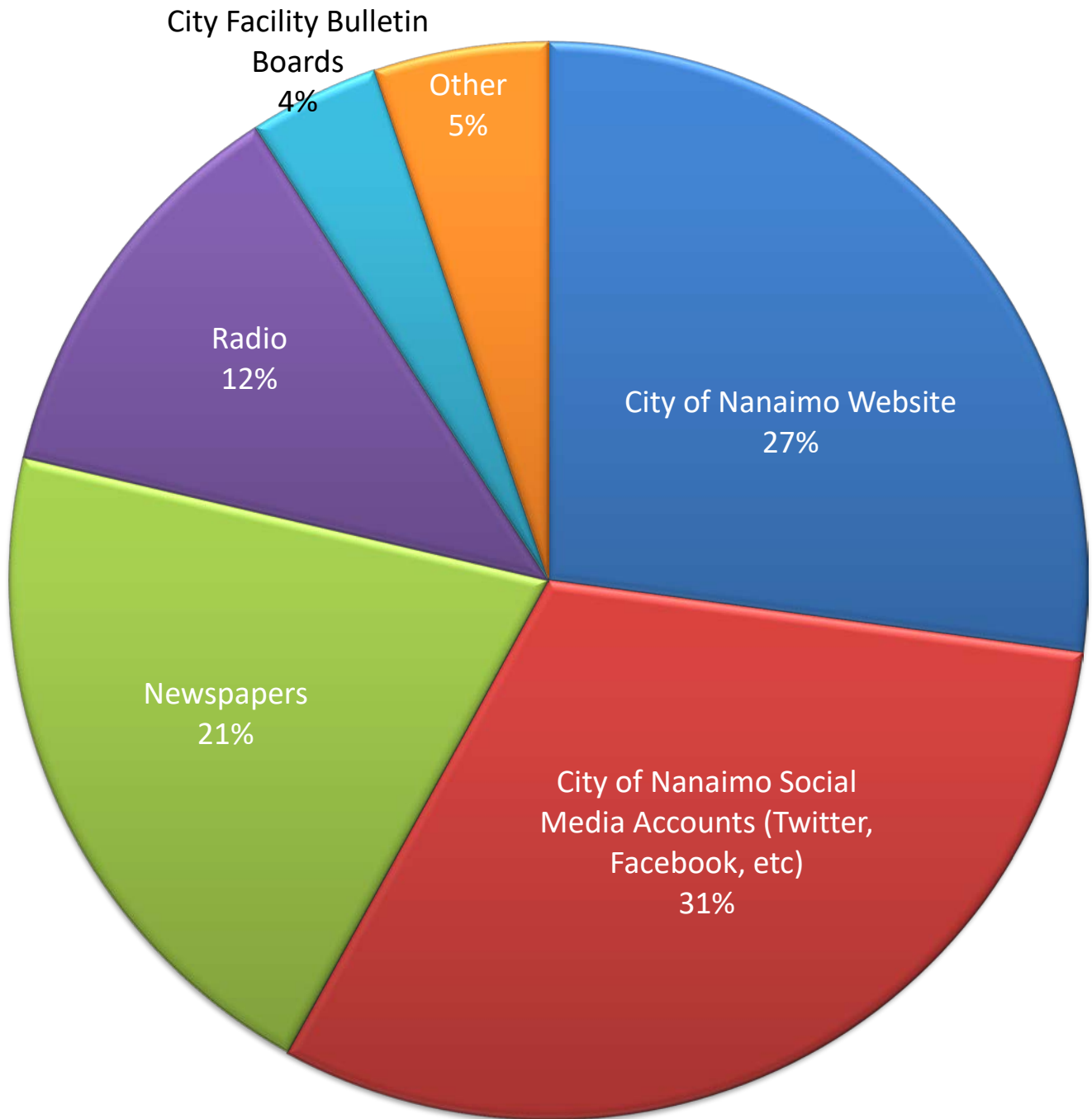
- “Do what ever it takes to get people out of their body crippling earth killing motoriZed vehicles and onto bikes Asap. Its worth every penny”
- “Speed bumps in school zones and by cross walks on Hammond bay road. Too many people have been hit/almost hit by cars. Too many people speed along this road”
- “This whole survey is very skewed towards bikes and you will not get a true picture from it. I would love to bike but my body doesn't do that kind of thing any more. Please redesign the survey so that it considers ALL relevant issues in an even-handed manner. Also, the question about taxes does not offer realistic options. If I don't support an increase of taxes, it is because they are already HIGH. It is not because having no sidewalks and dangerously narrow painted lanes for walking/biking/buggies at the side of the road is OKAY. It's time to RETHINK, not just decide to spend more. THINK ABOUT THE FUNDAMENTALS. Think mixed. Think disabled. Think safety. Think ambience. Don't just think BIKES!”
- “I would love to have integrated bicycle/pedestrian paths throughout the city similar to Calgary’s path system.”
- “1st priority is Hammond Bay. Those are 14 ft lanes. People drive fast because they can. There is plenty of room to have separated bike lanes on either side. It's sooooo dangerous yet it is a major thoroughfare with a major facility on it- PBS”
- “Rock city road to Colwood road, take out the house and ouch the road through to uplands This should be the gate way to north Nanaimo and delete the school zone on uplands. This will stop people racing through side streets trying to get home sooner. Get ride of all speed bumps, they are caused from poor planning”
- “The E&N trail is a fantastic commuter route! Bowen Road as well as many connecting arteries are very uncomfortable to ride on.”
- “Bike lane on Boundary a nuisance ...never see any one in them and the parking around the hospital is horrible”
- “Very bias questions on bike paths spending. No question asking how often you bike, how many in the family bike, where you bike too, etc.”
- “Cyclists should have to be licenced and insured to be on roads.”

- “Trees are nice along boulevards, but can cause heaving of sidewalks, which the city is poor about fixing.”
- “The taxes would need to be designated for the bike lanes and boulevards and not everyone would be using them or having them so I think they would need to be done in small stages. Not everyone can accommodate tax increases in their budget.”
- “Maki Road needs a single sidewalk. Living forest is a tourist destination and there is a seniors park there.”
- “Question 27 was a bit leading since it gave bike lane as an example, so I answered with Option B. However, this is a part that is the most important to me in this - how to spend the budget towards sidewalks and bikelanes. I would like to see a higher allocation towards transportation - specifically, I want to see a significant increase funding towards sidewalks. They need to be prioritized over bike lanes; we need to take care of our youth, seniors, and others with disabilities first - they need to be able to access the amenities they utilize. I do support bike lanes, but not at the expense of expanding our sidewalk infrastructure which is very lacking.”
- “I think the city should put money into fixing the numerous potholes, cleaning up the garbage around town and maintaining our parks”
- “Bikes should have to have licenses I’m sick and f*cking tired of them not following the rules of the road. And laws. Blowing thru stop signs/ intersections”
- “Implement dutch intersection design at as many intersections as possible, especially signal controlled or multilane. This means modes are separated, cyclists and pedestrians moved to outside and cross traffic at right angles, preferably with a splitter/refuge island. Implement the wide nodes narrow roads paradigm - Proper single land roundabouts (NO SLIP LANES!) break up pulse traffic and reduce queueing lane need. DO NOT EVER PUT CYCLISTS BETWEEN PARKED AND MOVING CARS Default speed limit everywhere should be 30Km/h, with higher only permitted where mode separation exists. Work with RDN BCTransit and ICF to implement Light Rail integrated with a modernized ridership based scheduling transit system.”
- “Property taxes must be increased to reflect the real cost of land. Stop focusing on single family, people live in apartments too!”

- “I stated very clearly in the beginning that I NEVER ride a bike. The next question forced me to state the circumstances under which I DO ride a bike, with no option to repeat that I NEVER ride a bike and no option to skip the question. I am disabled and cannot ride a bike. Stop being so ableist and put the money into transit instead so I'm not forced to drive everywhere.”
- “I only support increases if they help support multi-use transportation- walking, cycling, etc. I do not support increases for more arterial roads, parking, or other car-centric projects. I own and use a car but feel that cities already revolve around car useage and, especially in residential and commercial destinations, we should be decreasing convenience for cars and increasing convenience for everything else.”
- “I believe that projects that are undertaken should contribute to the attractiveness of Nanaimo. I find it disappointing when elements like street trees or attractive sidewalks are eliminated due to cost or other perceived issues. These are key elements to creating a beautiful place to live. I would prefer to invest in high-quality projects that cost a bit more, but deliver an exceptional experience.”
- “I don't mind my tax dollars going to transportation. Our city might be one of the least effective layouts anywhere in the province - it's not a thing we did intentionally, but it's a problem we have been left with. At some point someone needs to spend some cash to modernize our transportation system and if not now, when? We have lots of cash and a good tax base. Let's jump on this now because the economic outlook looking forward is bleak. There is a good business case for helping people move around.”
- “Prioritize spending to increase active and public transportation. Decrease spending on car transportation”
- “Will support tax increases for cycling improvements, if the city refrains from wasting money on Conference Centres, or wasting money on any facilities for professional sports.”
- “Don't waste taxpayers money, do testing to see how mini are acutely cycling before spending money. The police need to ticket the ones without helmet and don't obey traffic laws, especially on the Northfield intersection.”
- “This survey has some major deficiencies, like what about pedestrians?”

- “Living in South Nanaimo, I feel that few resources are provided for sidewalk improvements and street calming. I already feel that my taxes are spent in other areas of the city, with little being done here unless a developer pays for it. Even the examples alluded to thus far in your survey pretty much forget about streets like Fifth Street, Fourth Street, etc. The older areas of the city need rehabilitation to bring them up to par. A lot of folks walk in this area, including seniors, students (school and university age), commuters to downtown, etc. When these areas were amalgamated with the city, the tax dollars being collected from them seem to be lost.”
- “If it was a guaranteed allocation of funds that were directed towards complete streets. I am 100% support of complete streets. Nanaimo has got keep changing and adapting - new and creative solutions are what is going to make this city a decent place to live”
- “designated school routes should be high priority for improvements. Schools are trying to encourage kids to walk to school on streets with no sidewalks and poorly placed cross walks. Riding with a youth is also uncomfortable”
- “Consider complete streets on rural roads as well.”
- “This was a very flawed survey. The first half should really be reconsidered, despite not needing a mobility scooter, never taking the bus, and not owning a bicycle I still had to rank them in my mobility uses. The following questions also were very leading. I agree the city needs to increase its pedestrian realms, I just disagree with this survey.”
- “Aside from enhancing safety for cyclists it is important to prioritize pedestrian safety projects, many of which could be relatively low cost for pedestrians throughout the city.”
- “stop maintaining and fixing roads. it's a waste of money and just serves to keep people in their cars. focus on cycle and walking infrastructure and getting a transit system that actually works”
- “Q.27 gives only 2 limited options, and doesn't address a key issue, which is connectivity. There are many middle ground solutions. Low cost doesn't mean half measures, and high cost is limited to major routes. With only 2 options, you force people to choose #3.”

Question 32: How do you like to keep up-to-date on City of Nanaimo projects and initiatives? Check all that apply.



Question 33: Do you have any additional comments, questions, or concerns?


- “What is the projected time for starting and completing this size project? Where would the first new lanes be created? What is the financial budget for this project? What kind of tax increase would there be? What incentives would be given to those who would change from driving everywhere to using a bike or walking more? “
- “Information provided to neighbourhood associations (e.g, NOCA)”
- “Email bulletins please!!!”
- “Zoning for more grocery centres and libraries, community centres etc in local neighbourhoods needs to be a part of the plan for more walking and cycling in Nanaimo. Street design is just one important part of decreasing car reliance.”
- “Thank you for the survey. How will you publish, make available the results?”
- “Please keep kids in mind too when designing walking, biking. A few pullout areas would be amazing to have kids (~10-16) to pull over if they felt uncomfortable with a particular bike-lane type.”
- “I'm not entirely sure what 'Boulevard' means in this survey. (I assume it means a wide street lined with trees, as per Google).”
- “Make Hammond Bay bike friendly before someone gets killed!”
- “Hammond Bay road esp between Hammond Bay school and Departure Bay needs major safety upgrades for pedestrians and cyclists, or establishment of an alternative non-motorized traffic corridor to connect residential areas along Hammond Bay road with commercial Terminal - Island Hwy corridor”
- “Also need to look at private developments (eg. 388 Machleary st.), as it is too car centric and they have not added throughways for bikes and pedestrians into back lanes, for example.”
- “More public timelines for infrastructure projects or plans would do much to provide confidence that the city is taking action to promote cycling/walking”
- “This initiative needs to move forward as soon as possible.”

- “I have a concern with the way Boundary Road has the bike lane and the parking. I feel it would be much safer to have the parking against the curb (conventional) and the bike lane more visible. Cyclists tend to disappear behind the row of parked cars.”
- “12 million \$ for tourist sea walk improvement ...are you kidding ! If business down town wants that, let them pay. Locals are scared off by the homeless and mentally ill, you want cruise ships in lets get real and back to basics.”
- “I think all busy residential streets should have sidewalks on at least one side of the road. We live 3 blocks away from the elementary school, on a fairly busy road, and we can't even boast sidewalks for half the commute.”
- “I would like to see more walking paths in the city, and, the trails kept up to date with care and maintenance. Overall, quite pleased with the work that is done.”
- “I think the typical way of only developing isolated areas of our long geographically separated city will not work. If complete streets are to be worth it in Nanaimo I think it should be for the whole City. Not fragmented areas.”
- “I love that the City has safety and design on its radar.”
- “I hope that transit will be a subject of restructuring in the near future. I sometimes take the bus, instead of my car. It is convenient for me to do so, and I don't have to face an exchange along my route. I can get to work in under 15 minutes, including walking. I did live on Bush Street, when I went to university in the eighties, and I remember it was faster for me to walk, than take the bus - in either direction, because of the direction of routing, and the location of exchanges. I think this problem still exists, especially if one needs to get from south to North, ie. Harewood, to Lantzville/Aulds. I'd love it if there was greater incentive to use the bus system.” I am very glad to see this is being examined. It's always irked me, as a resident, that our streets were so ill served. (Maybe we can address snow removal, on sidewalks, sometime. I'll never forget seeing a woman in a wheelchair, struggling through the snow on Bowen Road, and she got stuck, and no-one was stopping to help. Her friend had to call a cab, so that she could get back home - and she didn't look like she could afford a cab. I felt it was terribly unfair. As our population ages, we have to consider their access to food, and services, during all weather.”
- “We need better maintenance on bus stops. Garbage cans would be a start.”

- “Street access to homes on Nicol St. was removed many years ago. Our only access to our home is through the lane . These lanes should be recognized by the City as "through" roads for the purposes of snow removal, etc. The lanes have no lighting and are extremely dark at night.”
- “Make skateboarding, roller skating and roller blading legal in Nanaimo on all bike and multi use paths!”
- “Hammond Bay is a death trap and needs to be addressed. There's not even a shoulder for cyclists and the curb between the pedestrian path and the road makes it dangerous for cyclists to be there (when it's empty) to let cars past since it's unknown whether there will be pedestrians around the blind corners”
- “I have lived in Nanaimo since 1970 - we have a beautiful waterfront that we need to take advantage of for recreational purposes like walking, biking etc. I support a multi-use walkway from Departure Bay to downtown.”
- “Sidewalks are crucial. Also, the bus service here needs to be addressed. Transportation infrastructure will dictate whether we'll continue to live in Nanaimo as our kids get older. We want to be less car dependant”
- “Thank you for providing a public survey. I just moved to Nanaimo a month ago and am very excited for the possibilities - no reason why there should not be a push to become a world leader in municipal mobility as people continue to invest in this city.”
- “I think creating a space for young Adults to be Mentored and Supported by Other Members of our community, Creating community engagement projects like park beautification(free labour) city street and neighbourhood safety/ moneys allocated to increase physical activities, free sports leagues, Equipment, better parks for playing, more community centres for engagement, also its 2019 (Create a young Fresh Vibrant Social Media Presence, Ofer class at the red centwrs for donation, expand your city staffing levels to accommodate the added work load(you guys do too much as it is already) also increase the university space and expand the departments, Make Nanaimo Great! (Again?) “
- “I would love to see references to other Canadian cities that have gone through some of this. What worked and what didn't. Also, I support higher taxes, but recognize most don't. Maybe some good numbers of the cost-benefit”

- “Yes. The sea wall, seriously is our number one tourist draw and an important part of our walking trails. How much longer are we going to wait for its expansion?”
- “Please don't just do this study and then nothing happens. Please just commit and get safe streets done.”
- “I hope there is an answer to street parking. Very few older homes have street off road parking but most have laneways making on site parking easy to organize. Too much speeding traffic shortcutting on streets hard to see kids play on. “
- “I would like to be notified further in advance of upcoming potential projects so as to have the possibility to voice my opinion on these projects.”
- “I do not believe any amount of spending will get more than a small percent of people onto bikes. Spend money on roads and transit that everyone can use, not a tiny percentage of bike riders.”
- “A large number of people work at the Pacific Biological Station and would bike more often if the first kilometre after departure bay was safer for bicycles”
- “get a local police force”
- “Only the concern that pedestrians are ignored in this survey.”
- “Why didn't this survey test the idea of one side of the street parking in residential areas with high volume traffic?”
- “Thank you for putting lights at crosswalks! Huge help. There is way too much traffic on Dufferin Crescent now. Need SLOW signs or something. Corner of Dufferin & Bowen is dangerous for pedestrians, and too many people running red light (turning left on a red) at that intersection, as well as at Bowen & Northfield. I have found as a driver, the bike lane on Boundary ave (near Nelson st.) takes up too much space, affects driving/ turning abilities.”
- “Bicycling can be encouraged, but it should be controlled with a license just like a drivers license to ensure knowledge about using the streets. It also needs to be remembered that Nanaimo is not built on a prairie, but on many hills which limit the use of bicycles for many in many areas of the City. The bias for cycling is apparent in this exercise.. Are there no other ways of making our streets safer and better to use??”
- “On street parking in hospital area is ridiculous.”

- “The city Council needs to keep the long term health of the community in mind for all matters.
This means planning zoning and bylaws that make the environment a priority.
Planting street trees is a small thing that I think could have a huge impact in years to come.”
- “Speeding is my main concern in this City. I do not feel my children are safe living on my street. I have expressed my concerns many times and the last time I talked to an officer of the law about it, he told me that he is not pulling anyone over that is under 68kmph. My road is narrow and has no sidewalk and a signboard indicates 30kmph inviting drivers to slow down 400m away from our property.
Since then, we are looking at other cities where we can relocate and live more peacefully; places where legal road signs are more than just urban furnitures misrepresenting a City's bylaws.”
- “We have a lot of catching up to do! Thank you for initiating this!”
- “Thanks for being willing to hear us.”
- “Please watch the new documentary "Seattle is Dying" to see what Nanaimo will look like in 5 years if we don't make some serious changes now. “
- “I strongly support mixed used meighborhous development that will allow residents to travel shorter distances to do errands. Making Nanaimo walkable will strengthen community and support sustainable development.”
- “It appears by this survey that any transportation, other than cars, is leaning towards cycling, and cycling lanes.
I would like to see more effort made towards providing spaces and routes for pedestrians, so that people can safely walk the city to their destinations without dodging cars and cyclists.”
- “I think Star Wars The Last Jedi was a terrible movie.”
- “More PSAs on CHLY 101.7FM please ;-)”
- “Remove pay parking from commercial to help revitalize downtown. Close down commercial street to vehicles on more frequent special occasions”
- “Please do some publicity about this survey like an article in the newspaper ... anything other than just posting it on a "project" Page ... what about the community engagement page! this is hopeless.”

- “I am legally blind so the bicycling questions are not really applicable to me.”
- “future Nanaimo ? unless our elected officials are prepared to deal with the REAL issues ; see KOMO news report below. For a start- Project managers CCS and Pacifica must be held accountable for the residents of both Terminal and Labieux sites -- community service / personal growth workshops are a good start: please contact me for further information-

- Please watch-
https://www.youtube.com/watch?v=b53uiRFq4Ds&fbclid=IwAR1--tMN7k72srLfzUvutTeFpCIFQMS46yXX5P5rcN_GEGEtcwmFz4bM5DY”
- “I hope to see a lot more attention to active transportation; walking, running, cycling, wheeling and bus ridership.”
- “How about an email list for information on city of nanaimo projects and initiatives as another method of keeping people informed.”
- “Please, please add sidewalks to Southend streets!
Thanks for the opportunity to fill out this survey.”
- “It is seriously time to create more bike lanes. And make them safe. Time to be like other growing cities.
This is what this city needs the most in my opinion.
ITS TIME MAKE IT HAPPEN “
- “Additional sidewalks, street trees, and improved, low-energy street lights are personal priorities. These simple changes could drastically improve Nanaimo's pedestrian network through increased safety.”
- “Bowen Road is freaky scary to ride your bike on! I don't understand why Boxwood does not have sidewalks - also crazy planning! I see a lot of pedestrians, yet vehicles are using Boxwood as an alternative to Bowen Road and traveling far too fast. =(I'd like to see a lower city speed limit overall. That would help all pedestrians and cyclists.”
- “I live on Protection Island; I noticed that boats are not incorporated into your transportation thinking - that's a shame for the Harbour City! Also, what is "inter-modal"?? Bottom line, do more for pedestrians and less for cars, and enhance accessibility for disabled people who want to get around our city safely (i.e., our street crossing technology is right out of the 60s - get it up to date.)”

- “I have tried to add some points along the way. Yes, you are completely missing universal design principles. Nanaimo seems not to have a plan for inclusivity, and very little infrastructure for blind pedestrians. The APS you have are very old and outdated. You need to install many more and include tactile identifiers at curbs. It is time to get out of the 1970s and into the 21st century on this. Blind people have the right to accessible streets and safe crossings just like other pedestrians. Point 2 is about access to Protection Island, which is a neighbourhood of Nanaimo but largely ignored and dismissed. We need public access to our community that is not dependent on private business interests.”
- “Commitment to vehicular traffic has been rampant for too long, investment in pedestrian, cycling, and other uses needs to be a priority to make the city more walkable/livable.”
- “About time. This city has been ugly and unrefined for too long.”
- “My Priorities: pedestrians including bikers, public transportation and traffic calming, less cars.”
- “Thank you for considering that there is a lot more to streets and transportation than cars. we need to reduce car subsidies (infrastructure) and focus more on alternative, sustainable transportation, for a livable community.”
- “Thank you”
- “Seeing the cycling infrastructure in Vancouver and Victoria, it's a real shame at how absolutely ridiculous how little Nanaimo has. There's been a lot of talk of making this city better for active transportation but the only action taken has been to paint some white lines in a very small number of places, and some of those like on Townsite, get used for vehicle parking too, so they aren't even bike lanes.
I can't wait to move away from the city where I was born and lived my whole life so I can be somewhere with real vision.”
- “I would love to see gondolas created for bicyclists and pedestrians ie in Departure Bay up to Country Club Mall. MORE covered bike parking stalls. Plant more trees along e and N railway and provide incentives for people to commute to work.”
- “Why is the 700 block of Haliburton street the only block on the whole length of Haliburton street with out a sidewalk on either side of the road ?, this is a high volume roadway with a bus route, and people are forced to walk on the roadway!?”

- “Pick a standard - Dutch or NACTO - and stop making ad-hock projects based on unsafe ideas from the 1990's.
Implement dutch intersection design at as many intersections as possible, especially signal controlled or multilane. This means modes are separated, cyclists and pedestrians moved to outside, protected, and cross traffic at right angles, preferably with a splitter/refuge island.
<https://www.youtube.com/watch?v=FIApbxLz6pA>
Implement the wide nodes narrow roads paradigm - Proper single lane roundabouts (NO SLIP LANES!) break up pulse traffic and reduce queueing lane need. We have way way too much road width dedicated to pulse loads. DO NOT EVER PUT CYCLISTS BETWEEN PARKED AND MOVING CARS. This kills the cyclist and messes up the life of the driver who opened their door or backed into a space without looking - bad for everyone.
Default speed limit everywhere should be 30Km/h, with higher only permitted where mode separation exists.
Work with RDN BCTransit and ICF to implement Light Rail integrated with a modernized ridership based scheduling transit system, connected with other regional districts and other modes (Duke Point Ferry, YCD).
Narrow travel lanes everywhere to reduce speed. Sharrows are fake cycling infrastructure that (by

widening the lane) encourages motorists to speed, killing cyclists and pedestrians.”

- “I think you should have included some additional questions on accessibility, including in the respondents info. Eg. I have low vision so things like sidewalks and street lighting and are especially important to me.”
- “The sidewalks along Nicol Street are growing grass and weeds. It has sand built up and are very dirty. It is a poor example of sidewalk maintenance. This is a major road and is a sad and neglected impression for people entering Nanaimo. The area is from Milton all the way to Days Inn. So if we have sidewalks we need to have the money to keep them up.”
- “I feel that the big electric bikes have no place on multi use pathways including the hat or front walkway. There should be bike speed limits on any shared pathways.”
- “When are you going to start creating a functional transit bus system in Nanaimo? If you're trying to get people out of their cars, with this climate, you NEED a functioning transit bus system.”
- “Four lane Hammond Bay road with concrete sidewalks both sides”

- “Bylaws should be updated so that cyclists can bike across crosswalks on separated multi-use trails without dismounting. Currently, to legally commute along the E&N trail from Mostar Rd to Townsite Rd you have to dismount 12 times! (8 times at roadways, and 4 times over the railway tracks). I think this is unreasonable. Please update the bylaws and paint some elephant feet.”
- “I strongly support the hierarchy described in the City's Master Transportation Plan - prioritizing pedestrians and cyclists. I would prefer to see narrower lanes, more crosswalks, and beautified streets that slow traffic and afford a more pleasant experience for walking and cycling. Thank you!”
- “When considering boulevard plantings please consider using some of the new drought resistant / chafer beetle resistant native grass varieties (City of Richmond recently piloted a special one) for reasons of climate change, chafter beetles and as they are low maintenance for residents. Please do not permit artificial turf to be used - it is terrible for the environment particularly storm water issues.”
- “Thanks for the survey.”
- “It’s 2019. Can Nanaimo please leave 1975 behind?”
- “My partner and I are constant cyclers. We hate when we have to get in the car to drive. We try to stay local and shop local as much as we can.”
- “Some of the recent road/cycling infrastructure improvements have been excellent, for example the northfield-boundary-hwy appears to be a success from both a driving and cycling perspective. It would be nice to see more roundabouts go in rather than traffic lights (westwood and jinglepot road) Sidewalks and cycling paths need to be prioritized around school zones in my opinion”
- “Sidewalks are a major concern in this city. I have followed sidewalks that end abruptly on one side and have had to run across a busy road to get to the sidewalk on the other side. i.e. Albert when it turns to 4th St. Since moving here, I have felt the need to wear high-vis wherever I walk which is just a symptom of the lacking pedestrian infrastructure. As a student, I am hyper-aware of the need for better connections from the university to the downtown core as many of us do not own cars and rely on the sidewalk and bike lane network to get us around town.”
- “I will look forward to participating in and seeing the results of upcoming consultation opportunities.”

- “Nanaimo needs a serious road diet. There is a bypass being built by beban park. Why? Has no one in the planning department heard of induced demand? that intersection is busy because there are too many cars. narrow bowen to 1 lane in each direction. build bike and pedestrian infrastructure. There are barely any roads with sidewalks. It's embarrassing.”
- I'd like to see more streets with no cars. I'm a strong believer in walk-able cities. Some larger universities have done a good job with this. Large parkades and self driving single lane shuttles for the "last mile" problem.”

**Disclaimer, the following responses were received within the first 24 hours of the survey being posted online. In response, we immediately:*

- *Adjusted the questions so that they could be skipped if not applicable.*
- *Expanded the survey to include more pedestrian- focused questions.*

Sidewalks and pedestrian facilities, while lacking on our streets, are already captured in our standards and any new developments that are being built. Cyclists, however, are the most under represented users in our current standards and there are a wide variety of cycling facility types that determine a users comfort level and ultimately, their use. While the survey may have appeared to have been skewed, it was because there was no intent to remove pedestrian and universal design features from our current standards.

That said, we acknowledge the need for all users to be heard. We are grateful for the individuals that expressed their concerns regarding the survey being skewed and we adjusted the questions immediately to capture a wider range of users/input.

To be transparent, we have included these comments as well.

-
- “This is possibly one of the most biased and poorly designed surveys I have ever completed.”
 - “The worst bias poll, I've ever done.”
 - “this survey is mostly geared towards cyclists. not much on pedestrians or cars. very biased survey”

- “This is not a well-designed survey. It is loaded and skewed towards the creation of bike paths. A good survey is unbiased so that you can find out what people REALLY THINK AND WANT.”
- “Too much of this survey asked for opinions. As well, if not using a bike is an option in one question then subsequent questions on bike use are not very helpful.”
- “Questions on street type improvements have inconsistent options and do not allow for comments, as some of these issues are more complex than the survey suggests.
Also, Nanaimo is so deficient in complete streets, it is difficult to not see everything as high priority.
The survey positions this exercise as one of user preference, where evidence shows that complete streets influence safety, health, environmental, economic outcomes. In other words, preferences from a survey should be taken lightly, given the heavy car culture in Nanaimo.”
- “I should not have had to answer the cycling questions as I will never cycle unless it is on a trail such as the EN. I believe roads should be for vehicular traffic”
- “Survey deals mostly with cycling improvements, with little attention to pedestrian infrastructure.”
- “I get it. This survey is to find out how much interest we have in bike lanes and nothing else.”
- “This questionnaire seems mostly about methods of transportation that I would never use. I drive, I walk, yet had to include cycling in my responses. Why not put out a questionnaire just for those who cycle.”
- “As usual, although pedestrians are listed at the beginning of a list, they seem to only be given lip service in this survey. Lots of questions about cycling and multi-use paths, but no questions regarding the comfort of a walker sharing a multi use path with bikes. I used to live in Victoria, and walked all the time to town on the Goose. While some cyclists are respectful in terms of letting you know they are approaching behind you, many just zoom by. This needs to be considered in designing multi use trails. Also, please take a walk down Bowen Road on the opposite side from the rec centre and tell me whether you feel comfortable having a narrow sidewalk and nothing to stop you from falling on the road in front of high speed traffic.”

APPENDIX | 4

COMPLETE STREETS
STAKEHOLDER ENGAGEMENT RESULTS

SUMMARIZED BY MODE, THE FEEDBACK PROVIDED INCLUDED:



Pedestrian:

- Sidewalks should be separate from the travel lanes so parents feel comfortable with children running and walking to school.
- Audible signals needed at all intersections for the hearing impaired.
- Curb ramps need to have tactile warning strips.
- Curb ramps need to have lines to direct the visually impaired across the crosswalk.
- Sidewalks need to be wide enough for two wheelchairs or strollers to pass (2m).
- Eliminate slip lanes so that pedestrians do not have to cross the vehicle path twice.
- Benches needed for the elderly to stop and take breaks/observe their surroundings.
- Cul-de-sacs limit connectivity and discourage people from walking.
- Valves/Boxes in the sidewalks act as landmarks for the blind.
- Local roads do not need sidewalks. People can walk on the road.
- Widening sidewalks from 1.5/1.8m to 2m, is not worth the extra concrete.



Cycling:

- Inconsistent Signage – City needs thorough wayfinding review.
- E&N is awesome.
- Routes stop and start – connectivity required to see modal shift.
- Secure bike parking needed at transit hubs and everywhere – if you own an expensive bike or an e-bike, they get stolen too easily.
- Modal separation needed – commuters and e-bikes go fast and need to have clear separation from cars, but also pedestrians.
- Cycling numbers will increase with e-bikes – Nanaimo's topography and long nature are no longer excuses.
- Prioritize bikes at intersections.
- Transportation equity needs to be a priority.
- Watch Town of London Video re: Changing cycling culture
- Consideration needed for scooters and end of trip storage.
- Nanaimo's demographic is different – there are very few cyclists.
- Hills are too steep in Nanaimo for cycling to catch on.
- E-bikes should not be allowed on multi-use paths.
- Nanaimo has underutilized trails – get cyclists off the road and onto park trails.



Transit:

- More bus shelters needed.
- Garbage cans needed at bus stops.
- Prioritize buses at intersections.
- Buses need to be able to hold more bikes – three is not enough. A family of four cannot travel.
- Bus stop signs need something to differentiate them from any other sign – suggest collars for the visually impaired to feel.
- Add bus schedules to all stops with brail.
- Construct more bus pull-offs so that cars do not affect traffic flow.



Commercial:

- Travel lanes need to be wide enough for buses and trucks.
- Turn radii need to accommodate big trucks.



Single-Vehicle:

- More enforcement needed for speeders. Signage does not work.
- Limit the number of suites or add alleys with garages behind. Properties should be able to house all their vehicles so they do not spill out onto the road. Watch: “The high cost of free parking”.
- Curb extensions and pocket parking require a lot of curb, sometimes for only one spot.
- We should be making roads wider to carry more cars, not narrower.
- Boulevards and pocket parking reduce the number of parking spots when designing developments.
- Roads are for parking and driving – Complete Streets are making things worse by causing congestion and slowing cars down.
- Cul-de-sacs are an important option for land owners to develop their land parcels.
- New developments have suites in every house, which adds to the number of vehicles needing parking.

Other Points Raised (utilities, land development, etc):

- Thought needs to be put into utility placement so that it is not super expensive when replacement occurs.
- Recommend one big meeting with everyone.
- Who will be responsible for maintenance? Bylaw needed. Parks are not even being maintained.
- Focus on route based road design in place of land used based road design.
- Catchbasin placement needs thought for parking cross-fall and inverted gutter.
- Reduce/eliminate boulevards so that the ROW expected from developers is less.
- Focus efforts on collectors and entrances into the City.
- Stormwater management makes designing difficult.
- There will be “awkward years” as we transition from one standard to another.
- Boulevards will need irrigating to keep trees alive.
- City needs to build a complete street first to show developers as an example.
- Concerned with cost increases.
- ROW widths are too wide. Easements/dedication on private property.

APPENDIX | 5

COMPLETE STREETS
TWITTER ACKNOWLEDGMENTS

 **Roy Symons**
@roytheplanner

Nanaimo will soon be leading the way in Canada with Dutch style raised intersections across local streets. Pleased to be a part of the @ISLengineering and @cityofnanaimo team on this. nanaimo.ca/NewsReleases/N...




10:07 PM · Nov 27, 2019 · [Twitter for iPhone](#)

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99 Retweets 372 Likes


 **ItsEasyBeingGreen** @Fresh_Kermit · Dec 11, 2019
Love to see Canadian small towns ahead of NYC on street design.

 **Richard Campbell** @wrychrd · Nov 28, 2019
Hey @Dale_Bracewell. The City of Vancouver needs to do this too both at local streets and alleys. Can't let Nanaimo outdo us :)

 **Hans on the Bike** @HansontheBike · Nov 28, 2019
I very much like to see this in Ottawa.

Tweet Analytics

Impressions times people saw this Tweet on Twitter	34,803
Total engagements times people interacted with this Tweet	3,300
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	1,997
Link clicks clicks on a URL or Card in this Tweet	443
Likes times people liked this Tweet	372
Detail expands times people viewed the details about this Tweet	223
Profile clicks number of clicks on your name, @handle, or profile photo	156
Retweets times people retweeted this Tweet	99

 **BC** @bclarkinAB · Dec 11, 2019
Would love to see streets like this, or an approach to street design like this, in Calgary, particularly around schools and other community activity centres. #yycbike #yycwalk

 **Doug Klotz** @Geo_Rex_H · Nov 28, 2019
I hope Portland will be considering these as part of their Streets 2035 project! @Why_Not_Bikes @Scott_Kocher @OregonWalks @thestreettrust @portland_bus

 **Dutch Cycling Embassy** @Cycling_Embassy · Dec 4, 2019
The seamless continuation of foot and cycle paths across side streets is a hallmark of Dutch street design built on "Systematic Safety": ow.ly/WFFr50xmOeI

And the small island city of Nanaimo hopes to be the first to apply it to a Canadian context: ow.ly/I45P50xmOeL

 **880 Cities** @880Cities · Nov 28, 2019
Very exciting progress for Canadian street design!