

SUMMER Pottery Sale!
JULY 30
COUNTRY CLUB CENTRE



TERRIFIC TUBBING

Terry Learmonth reaches the beach at Maffeo Sutton Park second overall and first among competitors in the stock division during the Great International World Championship Bathtub Race on Sunday, July 24. See story page A16. (Greg Sakaki/News Bulletin)

Mayor's table recommends 26 infrastructure projects

GREG SAKAKI
NEWS BULLETIN

The pursuit of more than two dozen infrastructure projects will be central to the City of Nanaimo's pandemic recovery plans.

Nanaimo city council voted to support and endorse the recommendations

of the mayor's leaders' table working groups, presented at a meeting July 18. The leaders' table was set up as a recommendation of the mayor's task force on recovery and resilience earlier in the pandemic.

The most noteworthy recommendations were 26 projects put forward by the infra-

structure working group.

"We're no longer a small, rural community. We're an evolving, large urban centre, and we need to start acting that way and investing in our infrastructure that way," said Donna Hais, chairperson of the working group.

She touched on all 26 projects in her presentation to

council, but acknowledged that the working group had settled on a top-five list of projects: a patient tower and cancer centre at Nanaimo Regional General Hospital, a south-end community centre, equitable housing, and a community fibre-optic network.

Continued on A17

Roundabout planned for Mary Ellen intersection

Staff reports to finance committee on project costs, about \$366,000

CHRIS BUSH
NEWS BULLETIN

A roundabout is planned at a troublesome intersection between two shopping centres in the north end.

Discussion circled around a roundabout for Mary Ellen Drive at a City of Nanaimo finance meeting last week, as city staff reported on project costs July 20. The street and its intersection between Woodgrove Centre and Woodgrove Crossing shopping centres will be reworked with a roundabout and be converted from five lanes to two.

Long-standing problems with the intersection, constructed in 1999, include long crossing distances for pedestrians, high speeds of vehicles coming off the Nanaimo Parkway and

traffic congestion and driver confusion due to the number of lanes and lack of right-of-way traffic control that forces motorists to make more decisions that increase risk for driver error.

At the meeting, Annalisa Fipke, project engineer, described the traffic control feature as "low-cost," using existing curbs and drainage.

"We did explore completely pulling apart the entire intersection back in 2014, but the expense would have been too high, so this is a low-cost alternative," she said.

A key feature of the upgrade includes relocating the crosswalk to the eastern side of the intersection away from the parkway exit.

Continued on A7

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