

Safer Streets for Everyone

A More Liveable Nanaimo

Committee of the Whole
February 11, 2019
W. Thompson

Overview

- ▶ Present a local and micro perspective on safer streets
- ▶ Focus on older residential areas underserved by active infrastructure
- ▶ Get Nanaimo talking positively about safer, multi-modal streets

“People seem really hungry for good urbanism....A city that works for an 8 year old and an 80 year old works for everybody. Every single person in Nanaimo is a builder.”

Tyler Brown, 2018

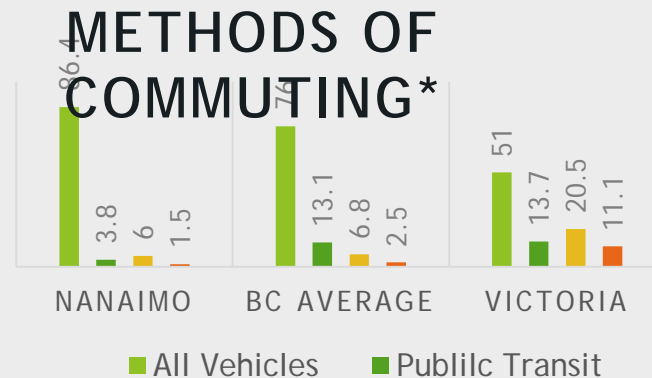
Diagnostic: What's the Situation?

- ▶ Since the 1970s, Nanaimo expanded primarily North-South
 - ▶ Minimal densification of downtown and legacy suburbs
 - ▶ Layout strongly favours single vehicle transportation and infrastructure
- ▶ Street design guidelines unchanged for approx. 30 years, now under review:
 - ▶ Multi-modal design encouraged ad hoc in new developments; but often isolated, disconnected: walking/cycling to services often impractical
 - ▶ Legacy suburbs near services have limited sidewalks/cycling infrastructure
- ▶ Key projects identified, but upgrades to older areas haven't been priority for 40 + years

We can do better



*2016 Census

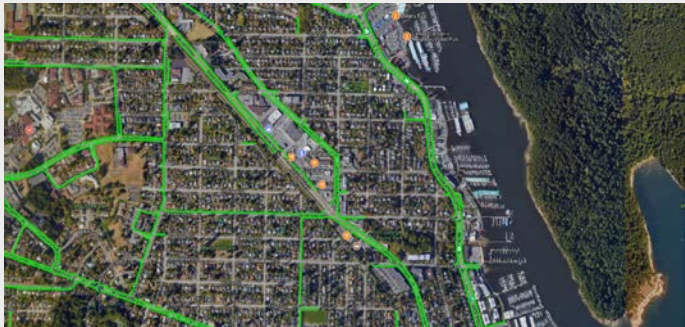




Departure Bay / Rock City



Hospital / Cilaire / Beaches



Hospital / Brechin Hill / Newcastle



Old City / VIU / Harewood

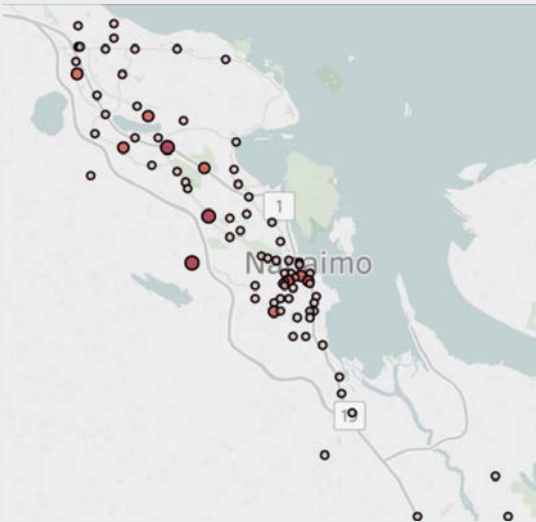
Nanaimo's fragmented sidewalk network

Nanaimo annexed and amalgamated many legacy suburbs between 1950-70s, which often did not have the same street standards as original City of Nanaimo. These areas still lack multi-modal transportation infrastructure.

Nanaimo Collisions: 2013-17 Totals

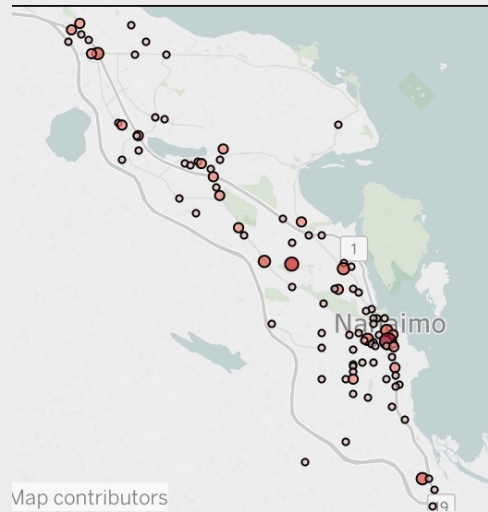
Cycling Crashes:

97



Pedestrian Crashes:

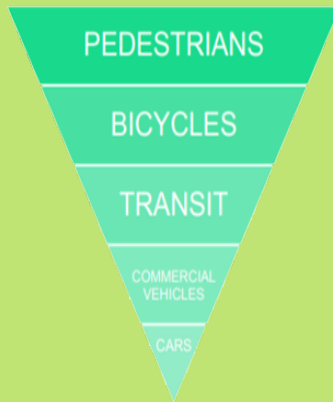
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Source: ICBC Statistics, 2013-2017; [ICBC Quick Statistics](#)

Notes about the data: ICBC data as of March 31, 2018. Casualty crashes resulting in injury or fatality. Property damage only crashes are crashes resulting material damage and no injury or fatality. Crash maps exclude crashes in parking lots and involving parked vehicles.

Nanaimo Transportation Master Plan



“The hierarchy of modes shown [above] proposes that the City consider the needs of pedestrians, cyclists, public transit, and goods and services movements before that of private automobiles.” [NTMP](#)

“Over the past half century the legislation of technologies like seatbelts, airbags and advanced braking systems has dramatically reduced the rates of death and injury for people inside motor vehicles. Yet there has been little effective investment in systems—including crucial [speed control](#) measures—that reduce motor vehicle harm to people walking, cycling, or using light mobility devices such as scooters and wheelchairs.”

[Vision Zero](#)

What's the Goal?

- ▶ **More action to improve balance between people and cars on our streets**
 - ▶ **Make more Nanaimo streets safer**
 - ▶ **Contribute to stronger, healthier neighbourhoods**
 - ▶ **Improve social equity**
 - ▶ **Support City's environmental sustainability goals**

- ▶ *"The late author and urban activist, Jane Jacobs....suggested that more people on the street increased the collective feeling of security and, therefore, reduced opportunities for criminal activity."*
Transport Canada, Case Studies in Sustainable Transportation, 2006
- ▶ *'If the entire Canadian population increased its current average of 8% walking or cycling to 10%, the total number of vehicle trips would drop by about 100 million annually.'* Go for Green
- ▶ *"People who are not drivers can face challenges with accessing jobs, schools, health care, and community facilities....Communities that are well served by public transportation are more affordable than communities where people need to drive more frequently."*
PlanH, BC Healthy Communities Society, Active Transportation

Complete Streets are for Everyone



5th Street, Courtenay, B.C.

This 4 lane street that leads to the Courtenay commercial district, was converted to 2 vehicle lanes, with added dedicated and separate bike lanes, sidewalks, landscaped borders. It includes on street parking and pull outs for public transportation. Nailed it, Courtenay!

What are the Community benefits?

- ▶ Improved safety and access for children to walk to school and others to walk to local retail & services
- ▶ Improved community connectedness by encouraging residents to venture into the neighbourhood
- ▶ Lowered environmental impacts by reducing reliance on vehicles for short trips and local recreation
- ▶ Reduced petty crime through traffic calming measures and more presence of people on the street

▶ *“...people-oriented streets are more economically productive than auto-oriented streets...walkable places produce far more tax value per acre than auto-oriented places...”* [Rachel Quednau, January 18, 2018, StrongTowns.org](#)

▶ *“For aging adults, active transportation is a key ingredient in independent living, essential for promoting physical health and reducing ailments that weigh on the health care system....Brisk walking or cycling for daily trips, such as cycling to the store, yields similar health benefits to a structure exercise like running or going to the gym.”* [PlanH](#)

Action on multiple levels - it's time!

- ▶ Large projects are key, but not enough: small, low-cost pilots are achievable
- ▶ Invest more equitably: active transportation benefits vulnerable citizens
 - ▶ Possible sources of funds: parking revenue; community contribution funds; other levels of government
- ▶ Work with the community to implement unique and tailored pilot projects
 - ▶ Learn from best practices in successful communities
- ▶ Start now: political will crucial to drive culture change

"...cities can make low risk, high returning investments while improving the quality of life for people...painting crosswalks, patching sidewalks, and making changes to zoning regulations. If we try some things and they don't work, we don't lose much because they don't cost much."

Charles Marohn, Strong Towns

"We need to re-focus on the five broad community values as identified in the 2016-19 Strategic Plan: economic health, environmental responsibility, social equity, cultural vitality, and active lifestyle." Ian Thorpe, Fall 2108

"Becoming nimble when it comes to learning and fixing things is a badly needed culture change that many city halls need to work on."

Brent Toderian, former City of Vancouver Planer, 5 Steps to making cities better, December 2018

Thank you

Questions?

"In 2012, [the City of Copenhagen] produced a report considering a wide range of costs and benefits related to transportation, including safety, comfort, branding, tourism, travel times and health. When all of these factors were added together, 1 km cycled produced a \$0.26 economic gain to society; 1 km driven cost society \$0.14." C. & M. Bruntlett, July 2018, Daily Hive