

DATE OF MEETING FEBRUARY 11, 2019

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SUBJECT **TRANSPORTATION UPDATE 2019**

## **OVERVIEW**

### **Purpose of Report**

To provide Council with an update on Transportation and Mobility projects that are taking place in 2019.

### **Recommendation**

That the Transportation Update 2019 report, dated 2019-FEB-11 be received for information.

## **DISCUSSION**

### **Planning Context**

The Transportation Engineering Department oversees all aspects of mobility within the City. This ranges from long range planning studies, to conceptual corridor plans, to localized intersection improvements, to small scale parking or crosswalk issues. In 2018, Staff received over 200 calls/emails from the public regarding Transportation issues. Staff log each of these enquires in a database, and review and respond as needed. If necessary, staff will prioritize remedial action and create a new project through the annual financial planning process. The majority of calls received by staff are related to speeding (56), pedestrian mobility (45), and parking (42). A major influence on the number of calls received regarding speeding or pedestrian mobility is the standards to which roads have been built and how we plan our communities. Historically, our standards have been very car-centric and have placed active transportation and land use planning as a low priority. In the last several years, the Official Community Plan and Transportation Master Plan have guided the evolution of our standards and thought processes and we receive fewer calls of concern on newer roads.

Between 2012 and 2014, Transportation Engineering Staff worked with internal and external stakeholders to create the Nanaimo Transportation Master Plan (NTMP). The NTMP predicted that by 2041, daily trips in Nanaimo would increase from 250,000 to 365,000. Through the planning process, the best approach to managing this growth was to continue to encourage land development that supports a live, work, play culture, which reduces the number of trips and the distance traveled, and by promoting and supporting active transportation.

### **Previous Active Transportation Projects**

Since 2014, Parks and Recreation, Engineering, and Planning Staff have taken steps to support active transportation through the construction of sidewalks, bikeways, trailways, and transit facilities. This has included notable projects such as:

- 2014: Bowen Road Sidewalk and Bike Lanes - Buttertubs Drive to Pine Street
- Harewood Bikeway
  - 2014: Phase 1 Bruce, Fifth to Seventh

- 2015: Phase 2 Bruce, Fourth to Fifth
- 2017: Phase 3 Pine, Comox to Bruce
- 2016: Dover Road - Turner Road Bikeway
- 2015: Boundary Avenue Cycle Track
- 2016: Old Victoria Road Sidewalk and Bike Lane
- Six New Transit Shelters

The City has also worked with partners in the community to promote active and sustainable transportation through the development of Active Route to School Plans, Annual Bike to Work and Commuter Challenge Events, and Pedestrian Safety Days.

### **Future Transportation Projects**

In an effort to continue to enhance the City's Transportation Network, the following projects are either underway or are entering the construction phase in 2019.

- Phase 1 of the Georgia Greenway – Sixth Street to Seventh Street
- Phase 4 of the Harewood Bikeway – Pine Street to Fourth Street
- Jingle Pot Road at Westwood Road Intersection Rebuild (signalization, bike lanes, and smart right turn channels)
- Phase 2 of the LED Street Light Conversion
- Wellcox Interim Access and Port Drive Upgrade
- Bastion Bridge Seismic Upgrade and Deck Renewal

Engineering Staff are also undertaking several planning tasks in 2019. The two largest initiatives being the creation of Complete Streets Standards with Complete Streets Design Guidelines and the Downtown Mobility Project. Staff have been advocating and applying Complete Street principles where possible, however, this project will include a formal adoption into the Manual of Engineering Standards and Specifications.

### **Complete Streets Standards**

The Complete Street design approach is one that considers the surrounding context, land use and all street users within the street design process. In a complete street, the design and operation of the entire road right-of-way is considered to support all road users, including pedestrians, bicyclists, motorists, commercial vehicles and transit riders. This balanced approach results in streets that function better for more street users in comparison to historic designs that emphasized motor vehicle operations. Complete streets can reduce collision rates (particularly for vulnerable road users such as pedestrians and cyclists), better support adjacent land uses (both businesses and residents), support shifts to sustainable transportation travel modes (walking, cycling and transit) and improve the quality of streets as positive public spaces within communities. Staff have engaged a consultant to develop Complete Street Standards and will be conducting stakeholder engagement sessions over the next 4-6 months.

### **Downtown Mobility**

The Downtown Mobility Project is a collection of projects planned within the Downtown Mobility Hub. To ensure these projects are designed and constructed with a holistic vision of mobility and land use and to ensure that no opportunities are overlooked, staff are engaging a consulting team to review, design, and prepare an implementation strategy. The design work will proceed through 2019 with several opportunities for stakeholder engagement.

Projects in the downtown include:

- 2022: Terminal Avenue Corridor Preliminary Design
- Various: Transit Integration (various)
- 2022: Bastion Street at Commercial Street Intersection Rebuild
- 2022: Fitzwilliam Street at Wallace Street Intersection Rebuild
- 2020: Downtown Parking Study
- 2021: Downtown Cycling Loop Design
- 2021: Albert Street – Dunsmuir Street to Cat Stream Bike Route

### **Corridor Plans**

Other projects that Staff are working through in 2019 are Conceptual Corridor Plans and implementation strategies for Wakesiah Avenue, Metral Drive, Terminal Avenue (north of St George Street), and Stewart Avenue (in collaboration with the MOTI and BC Ferries). The plans for each of these locations are being approached with a complete street vision and with the expectation that the walking and cycling facilities will be designed for all ages and abilities. Each project will follow a developed stakeholder engagement plan and will include multiple opportunities for input from the community.

### **Street Lighting**

Following the discussions and public engagement for the LED Street Light Conversion Project, it became evident that residents feel some roads in Nanaimo are not sufficiently lit. This is not surprising as many of our major roads were built pre-amalgamation, and were built to a rural local standard. Staff will be engaging a consultant to undertake a Street Lighting Level Assessment review, focusing primarily on this type of road. Stakeholder engagement is anticipated for this, however, it will be guided by the preliminary findings.

The creation of plans, studies, or projects will continue to guide the evolution of our transportation system to provide safe, accessible, sustainable, and affordable mobility. The creation of these documents does not always equate to immediate changes in the network, so staff will continue to receive calls from the public and will need to prioritize work through the balance of resources.

### **SUMMARY POINTS**

- Daily trips in Nanaimo are expected to increase 50% by 2041.
- The Transportation Master Plan identified Land Use Planning and Active Transportation as the primary strategies for managing growth.
- Creating an Active Transportation network that supports all ages and abilities will encourage more people to remain active longer and will reduce dependency on personal vehicles.
- Staff are currently underway with several initiatives: Complete Streets Standards with Complete Streets Design Guidelines; Downtown Mobility Plan; Corridor Plans incorporating Complete Street concepts; and a Street Lighting Level Assessment.

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