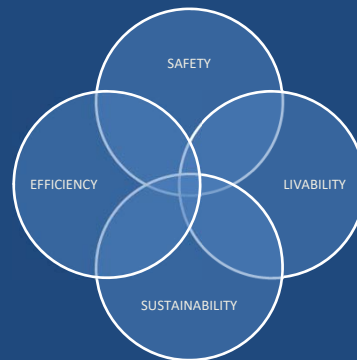
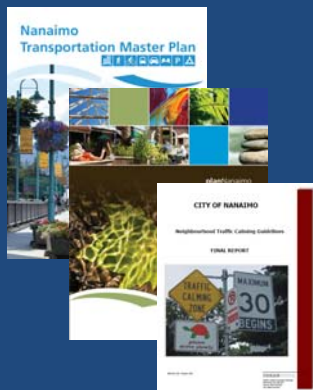


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Priorities



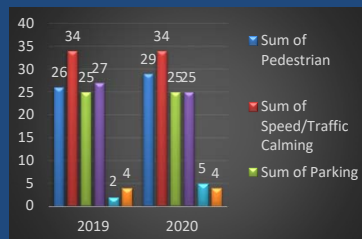
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- Film and Special Event Permits
- Go By Bike
- Pedestrian Safety Days



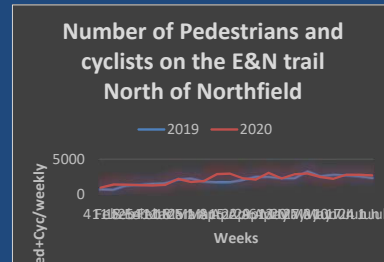
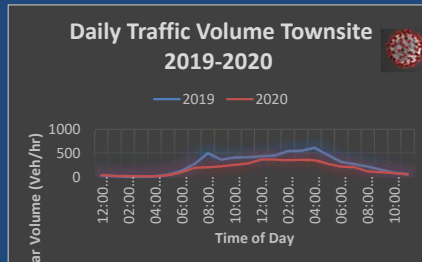
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Annual Traffic Issues



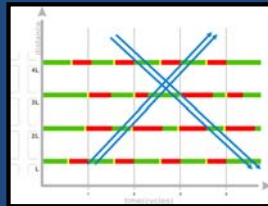
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Traffic Patterns During COVID



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Traffic Signal Coordination



Annual reduction during weekday peak hour periods of the day (AM/MD/PM)			
	Hours	Value of reduction	
Estimated Annual Value of Travel Time Savings ¹	12956	\$	373,000
	Reduction	Annual Reduction	Value of reduction
Estimated Annual Collision Cost Savings ²	25%-35%	21	\$ 1,746,073
	Cost	Fuel (l)	Value of reduction
Estimated Annual Fuel Reduction & Savings ³	1.19	11375	\$ 13,600
	Cost/Tonne	Tonnes	Value of reduction
Estimated Annual Weight Reduction & Savings ⁴	30	26	\$ 785
Estimated Total Annual Societal Benefit			\$ 2,140,000

1) Median income in Nanaimo 28.77 (2017). Personal travel VTTS estimated at 50% of hourly median income. Business travel VTTS by surface mode estimated at median gross wage = (sum of the median hourly wage and an estimate of hourly benefits) VTTS = Value of Travel Time Savings.
 2) Societal Collision Costs derived from the MoTI - 2012 Update for MicroBenCost Default Values = \$135,577/injury collision, \$11,367/property damage only collision.
 3) Derived from Synchro measure of effectiveness analysis.
 4) Quantity derived from 2.3kg of CO2 / litre of fuel. Proposed 2018 Carbon Tax Rate \$30.00/Tonne (www.gov2.bc.ca/documents_library/notices/British_Columbia_Carbon_Tax.pdf)

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Transit:
RDN - System Review
City – Rapid and Frequent
Route Integration and Support

STRATEGIC DIRECTION

Make transit a more economical, convenient, reliable, accessible, and practical way to move within and beyond the City by enhancing transit services and facilities and the overall customer experience.

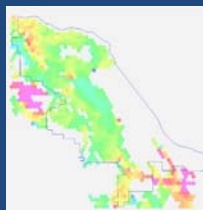
GOALS

- Enhance transit service quality
- Develop a transit-supportive public realm
- Enhance the transit customer experience
- More people taking transit more often

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Active Transportation Plan:

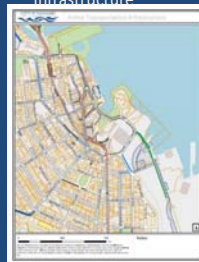
Bikeability Study



Data Collection



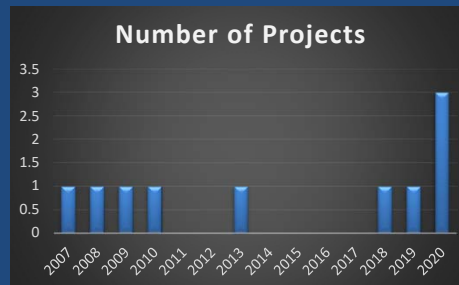
Current Infrastructure



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Traffic Calming:

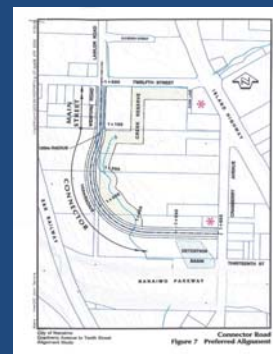
- Established Process
- Local Traffic Calming 6-10 months
- Neighbourhood Traffic Calming 12+ months
- More requests anticipated



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Cinnabar Valley Access

- Congestion
- Redundancy
- Short, medium, and long term solutions



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Manual of Engineering Standards Update:

- Guided by Existing Policy
- Extensive Public engagement
- Technical Peer Review
- Award Winning



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Traffic and Highway Bylaw Update:

- Current Bylaw align with current policy or standards
- Needs to provide for emerging technology and trends
- Anticipate adoption with OCP

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Active School Travel:

- Collaborative with Partner Agencies
- Supports healthy living
- Empowers Parents and Schools to Problem Solve



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Looking ahead:

- Enhance Communication
- Apply lessons learned from COVID