



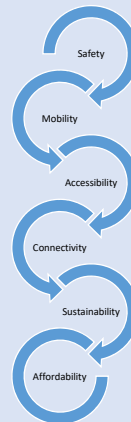
Mobility Update

Mobility Update for REIMAGINE NANAIMO

Introduction

- Purpose
- Background
- Transportation and Mobility – All Modes
 - Connectivity
 - Safety
- Active Transportation
 - Transit
 - Biking
 - Walking

Nanaimo Transportation Master Plan Visions



Mobility Update for REIMAGINE NANAIMO

Introduction and background for discussion during workshops

Themes for discussion:

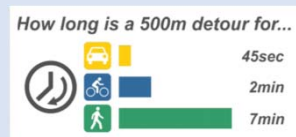
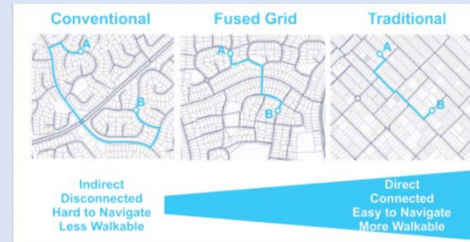
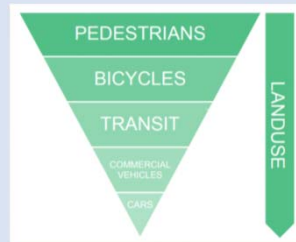
- Safety
- Accessibility
- Mobility



Mobility Update for REIMAGINE NANAIMO Background



Connectivity



Safety – Vision Zero, Safer Systems Approach

<https://visionzero.ca/the-safe-systems-approach-for-road-safety/>



Complete Street Design



Reduced Operating Speed

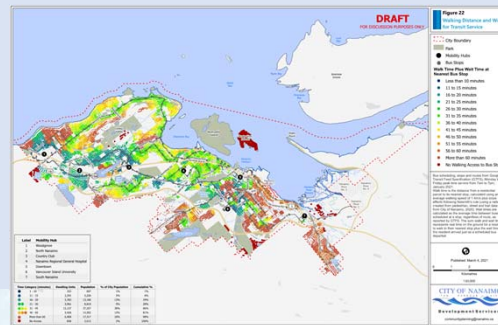


2007-2011 Collision Rates



REIMAGINE & Transit Redevelopment Strategy

- REIMAGINE – 25yr vision
- Transit Redevelopment Strategy – 5yr vision



Biking – Commuting, Recreation, or Business

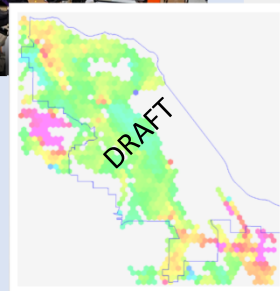
Parcel delivery companies are trading trucks for bikes in some Canadian cities. Here's why



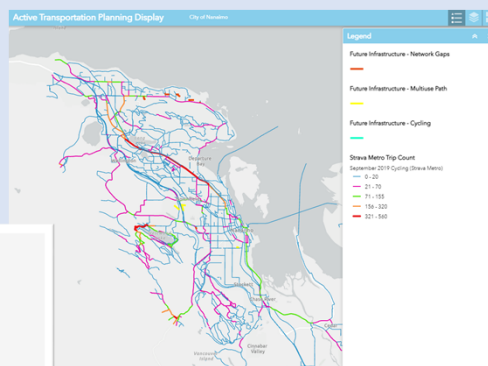
Road-clogging, polluting vehicles found to be less efficient than greener option

Emily Chung, Alice Hogston, Tashana Reid - CBC News

Posted: Nov 28, 2020 4:00 AM ET | Last Updated: November 28, 2020

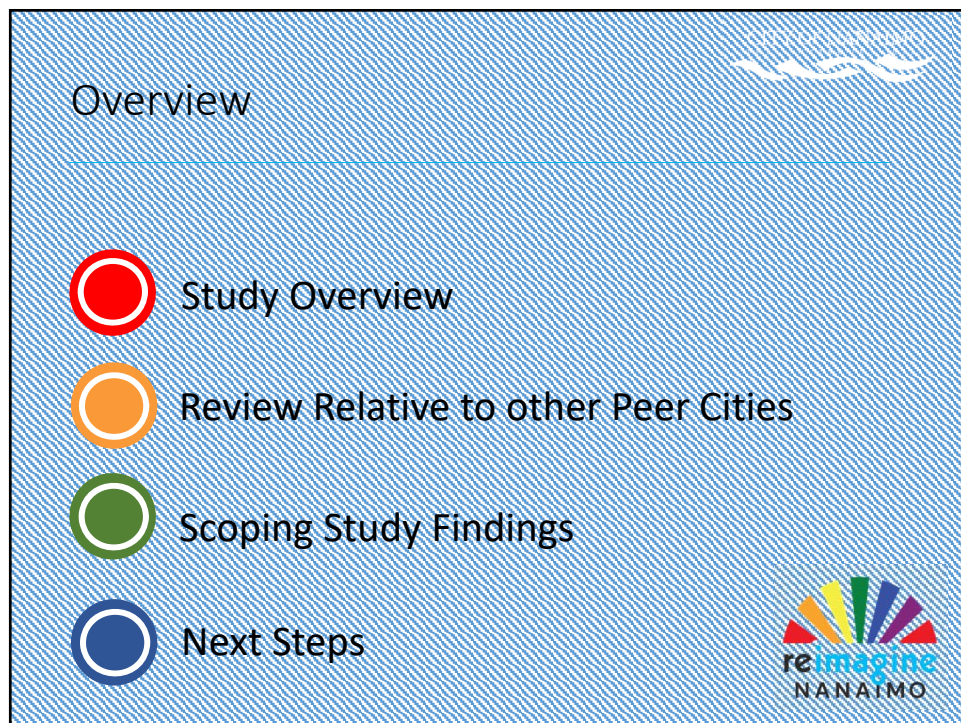


Current Bikability



Current Cycling Activity





Study Summary

1. Existing Process to Plan & Implement Pedestrian improvements
2. Best Practices and Case Studies
3. Federal and Provincial Guidance
4. Recommendations



Commercial Street, Nanaimo

(Royal LePage)

Nanaimo Relative to Case Study Cities

	Nanaimo, BC	Bellingham, WA	Boulder, CO	Kelowna, BC
Population (2019 and 2020)	97,619	91,610	105,673	142,146
Area	91.30 km ²	79.02km ²	70.86km ²	211.82km ²
Density	1,069/km ²	1,159/km ²	1,491/km ²	671/km ²
Pedestrian mode share	6% ¹	8% ²	5% ³	6% ⁴
Sustainable transportation mode share	12% ⁵	16.1% ⁶	42% ⁷ (all trips)	19% ⁸
Long-term sustainable mode share target	24% (2041)	33% ⁹ (2036)	65% ¹⁰ (2035)	Undetermined

¹Sustainable transportation mode includes walking, cycling, and public transit.

reimagine
NANAIMO

Infrastructure Improvement Process

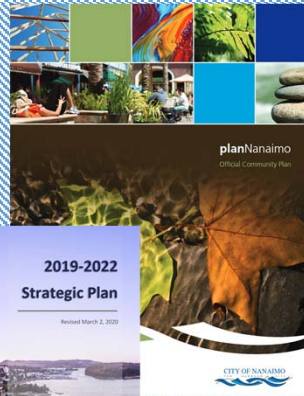


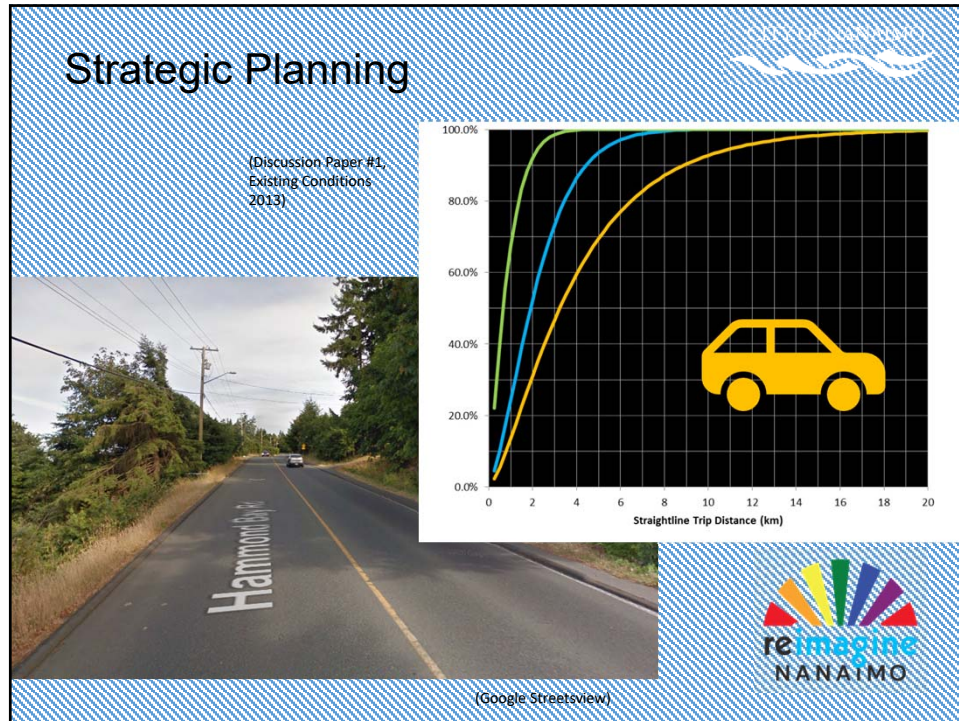
(Todd Sanderson, Nanaimo News Bulletin)

1. Strategic Planning
2. Identification & Prioritization
3. Selection of Treatment Options
4. Implementation
5. Monitoring & Evaluation
6. Communication, Engagement & Celebration



Strategic Planning








Strategic Planning Recommendations

Take advantage of concurrent projects to improve or extend the pedestrian network




Metral Dr.





Identification & Prioritization





Identification & Prioritization

$$\text{Sum of Risk} = \left(\text{Total Pedestrian Outputs} \times \text{Total Risk Outputs or Combined Factor} \right) / 10$$

Pedestrian Outputs

Population density, amenities nearby, distance to transit stops, schools, hospitals and senior residences,

Risk Outputs

Traffic speed & volume, block length, intersection density, quality and extent of existing pedestrian facilities nearby



Identification & Prioritization Recommendations

- Make the process transparent
- Use criteria that is easy to calculate
- Establish proactive and reactive processes



Bicycle counter,
Galloping Goose
Victoria, B.C.
(BCATDG)



Identification & Prioritization - Bellingham

Criterion	Max Points	Possible Points	Measurement
Safety	10	10	3 or more collisions
		6	2 collisions
		3	1 collision
Posted Speed	10	10	> 40 mph
		5	> 30 mph
		3	< 30 mph
Traffic Volume	10	10	Very High
		8	High
		6	Moderate
		4	Low
		2	Very Low
Economic Equity	34	0 - 34	High Scores for areas with subsidized rental housing. Low Scores for high end single family.

Selection of Treatment Options

Takes into account:

- Existing conditions – speeding, yield compliance, latent demand
- Available funding & resources
- Opportunities & constraints presented by concurrent engineering projects



Selection of Treatment Options

City of Nanaimo



Boundary Ave and Nightingale Crescent



Selection of Treatment Options

City of Nanaimo



Pine Street at Wentworth Street



Selection of Treatment Options



Cliff Road near Comox Road



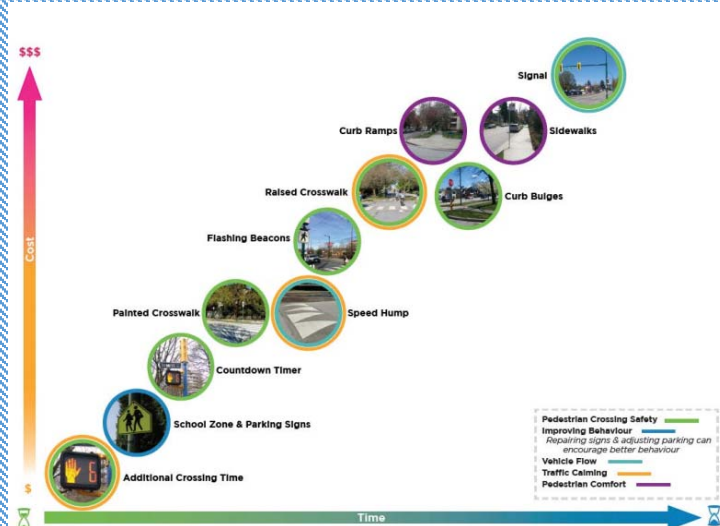
Selection of Treatment Option Recommendations

- Consider a decision-making flowchart
- Allow for exceptions & consideration of other options
- Make the selection process more transparent
- Align treatment options with best practices



Selection of Treatment Option Recommendations

Making the selection process more transparent



City of
Vancouver



Implementation



Crosswalk work on Metral at Aulds Road, Nanaimo

(Nanaimo News Bulletin)

Implementation Recommendations



- Be clear about factors that influence implementation
- Leverage inspiration from those that have achieved ambitious cross jurisdictional projects
- Seek out alliances to pursue shared objectives
- Focus limited resources where they will leverage impact



Implementation Recommendations



Seek out alliances to pursue shared objectives



Stewart Ave at Rosehill St.



Monitoring and Evaluation



New Westminster S4P
(HUB/HappyCity)



Monitoring & Evaluation Recommendations



- Establish and track progress toward a robust set of targets
- Include long-range and achievable interim targets
- Recognize that both perceived and objectively-measured outcomes are important



Monitoring and Evaluation

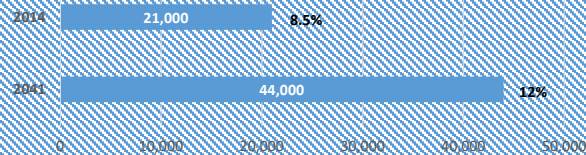


Transportation Master Plan Goals

- Make walking safer
- More comfortable
- More accessible
- Create more and better places to walk

Encourage more people to walk more often

Establish and track progress toward a robust set of long-range and achievable interim targets



Communications & Engagement



Reimagine Nanaimo
Stakeholder Meeting



Communications & Engagement Recommendations



- Encourage consistency and scale-appropriate communications and engagement
- Expand the diversity and frequency of engagement opportunities
- Include celebration as a way to build community buy-in



IMPROVED PEDESTRIAN INFRASTRUCTURE

- ▶ Participants favoured developing a complete network of sidewalks that connect residential areas with commercial hubs



Communications & Engagement



Include celebration as a way to build community buy-in



Georgia Greenway, Phase One Opening

Recommendations



19 recommendations broken down into 6 categories that reflect the planning process

1. Strategic Planning
2. Identification & Prioritization
3. Selection of Treatment Options
4. Implementation
5. Monitoring & Evaluation
6. Communication & Engagement



Next Steps



Update processes for Sidewalk Infill & Roadway Crossings

1. Align the tool with Nanaimo's goals
2. Refine the selection and prioritization tool
3. Update assessments undertaken using the existing tools
4. Use the updated tool to proactively assess high priority locations
5. Compare and reprioritize locations identified in steps 3 & 4
6. Communicate the adjustments to stakeholders and the public



Next Steps



Develop a long-range pedestrian plan that aligns with future land use.

Create a plan that will identify quantifiable targets that reflect Nanaimo's goals for

- More walking
- Safer
- Improved equity
- Improved accessibility

Establish short and long-range targets to keep Nanaimo on track to achieve its long-range Vision



Topics for discussion during upcoming workshops

- What does safety look like?
- How do we define and support accessibility?
- How to we prioritize investments in mobility?



REIMAGINE

Steering Committee feedback

- Feedback?
- Thoughts on next steps?
- Other comments?

