



CITY OF NANAIMO  
THE HASTINGS COAST

## Mobility Update for REIMAGINE NANAIMO

WE ARE HERE

PHASE 1  
GATHERING IDEAS  
SUMMER - WINTER 2020

PHASE 2  
EXPLORING OPTIONS  
WINTER - FALL 2021

PHASE 3  
DEVELOPING PLANS  
FALL - WINTER 2021/2022

Land Use Scenarios and Mobility

PEDESTRIANS  
BICYCLES  
TRANSIT  
COMMERCIAL VEHICLES  
CARS

LANDUSE

Conventional Fused Grid Traditional

Indirect  
Disconnected  
Hard to Navigate  
Less Walkable

Direct  
Connected  
Easy to Navigate  
More Walkable

How long is a 500m detour for...

45sec  
2min  
7min

**reimagine**  
NANAIMO



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Policy/Community Feedback







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### Visions and Goals



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



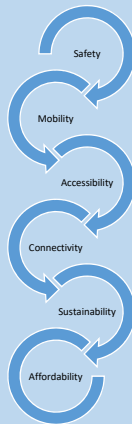
**Shorter trips = less driving**


14km  
10min  
commute  
day

10km  
5min  
school  
day

Fewer future driving trips per capita over shorter distances will help reduce traffic growth.

### Nanaimo Transportation Master Plan Visions



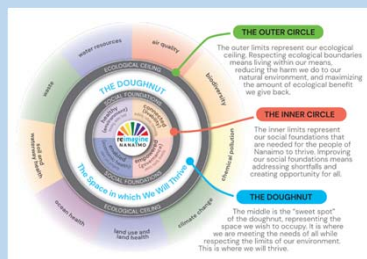
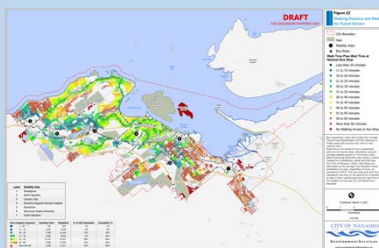


## Mobility Update for REIMAGINE NANAIMO



### Transit

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



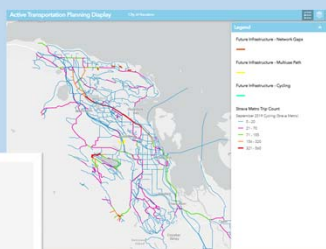
## Mobility Update for REIMAGINE NANAIMO



### Cycling



Current  
Bikability



Current Cycling  
Activity



# Mobility Update for REIMAGINE NANAIMO





## Pedestrian – Planning and Prioritizing

- Update on work done
- Preview of discussions for future deep dive (concurrent to land use scenario discussions)
- Development of toolkit and implementation strategy in Phase 3

# Pedestrian Planning Scoping Study

## Overview



-  Study Overview
-  Review Relative to other Peer Cities
-  Scoping Study Findings
-  Next Steps



## 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)

<div> <div>CITY OF NANAIMO</div> <div>  </div> </div> Nanaimo Relative to Case Study Cities				
	Nanaimo, BC	Bellingham, WA	Boulder, CO	Kelowna, BC
<b>Population</b> (2019 and 2020)	97,619	91,610	105,673	142,146
<b>Area</b>	91.30 km <sup>2</sup>	79.02km <sup>2</sup>	70.86km <sup>2</sup>	211.82km <sup>2</sup>
<b>Density</b>	1,069/km <sup>2</sup>	1,159/km <sup>2</sup>	1,491/km <sup>2</sup>	671/km <sup>2</sup>
<b>Pedestrian mode share</b>	6% <sup>1</sup>	8% <sup>2</sup>	5% <sup>3</sup>	6% <sup>4</sup>
<b>Sustainable transportation mode share</b>	12% <sup>5</sup>	16.1% <sup>6</sup>	42% <sup>7</sup> (all trips)	19% <sup>8</sup>
<b>Long-term sustainable mode share target</b>	24% (2041)	33% <sup>9</sup> (2036)	65% <sup>10</sup> (2035)	Undetermined
Sustainable transportation mode includes walking, cycling, and public transit.				
<div>  </div>				

## 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



**Nanaimo Transportation Master Plan**



**planNanaimo**  
Official Community Plan

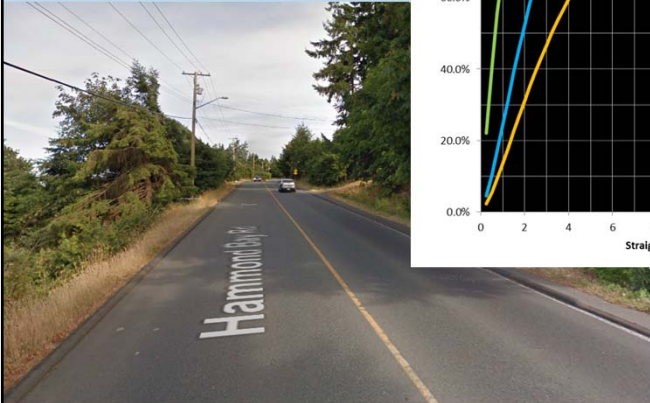


**2019-2022 Strategic Plan**  
Revised March 2, 2020

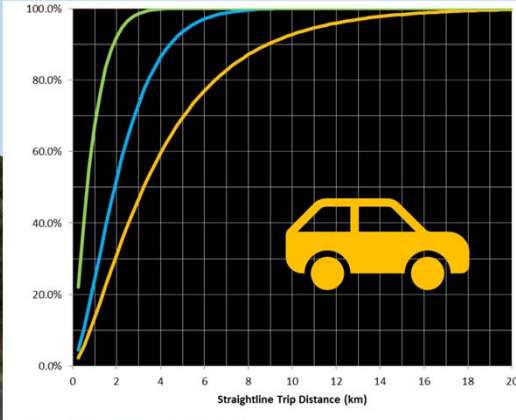


## Strategic Planning

(Discussion Paper #1, Existing Conditions 2013)




(Google Street View)



100.0%  
80.0%  
60.0%  
40.0%  
20.0%  
0.0%

0 2 4 6 8 10 12 14 16 18 20

Straightline Trip Distance (km)





## Strategic Planning Recommendations



- Work toward consensus on the Vision and Principles  
Align Vision, Principles, Goals, and Targets
- Combine long-range aspirational targets with achievable short-term targets
- Support targets with a flexible and adaptive Action Plan
- Take advantage of concurrent projects to improve or extend the pedestrian network



## 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.

G.D3

## 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



Boundary Ave and Nightingale Crescent



## Selection of Treatment Options



Pine Street at Wentworth Street



## Selection of Treatment Options



Cliff Road near Comox Road



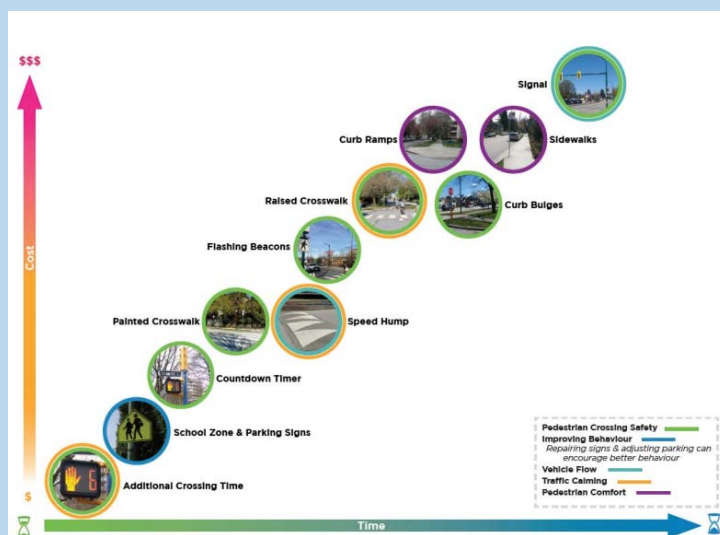
## Selection of Treatment Option Recommendations

- 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



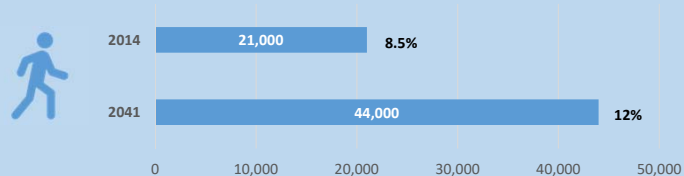
## Monitoring and Evaluation



### 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

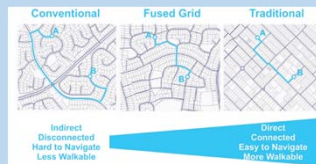
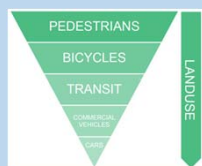
Establish short and long-range targets to keep Nanaimo on track to achieve its long-range Vision



## Mobility Update for REIMAGINE NANAIMO



### Land Use - Compact and Direct



### How long is a 500m detour for...



## Mobility Update for REIMAGINE NANAIMO



### Safety – Vision Zero/Safer Systems Approach



### Complete Street Design



### Reduce Operating Speed

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



### 2007-2011 Collision Rates



## Mobility Update for REIMAGINE NANAIMO



### Mobility Phase 2 Objectives

Assess Land Use Scenarios to:

- Support mobility needs
- Promote mode shift
- Reducing distance traveled

Future Phase 2 Deep Dives:

- Walkability
    - Prioritization and Toolkit workshop
  - Transit Integration
    - Aligning Land with Use Transit – TRS Update
- \*Vision Zero will be discussed in Phase 3\***



## REIMAGINE Steering Committee feedback

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

