

ATTACHMENT C

Transportation Review

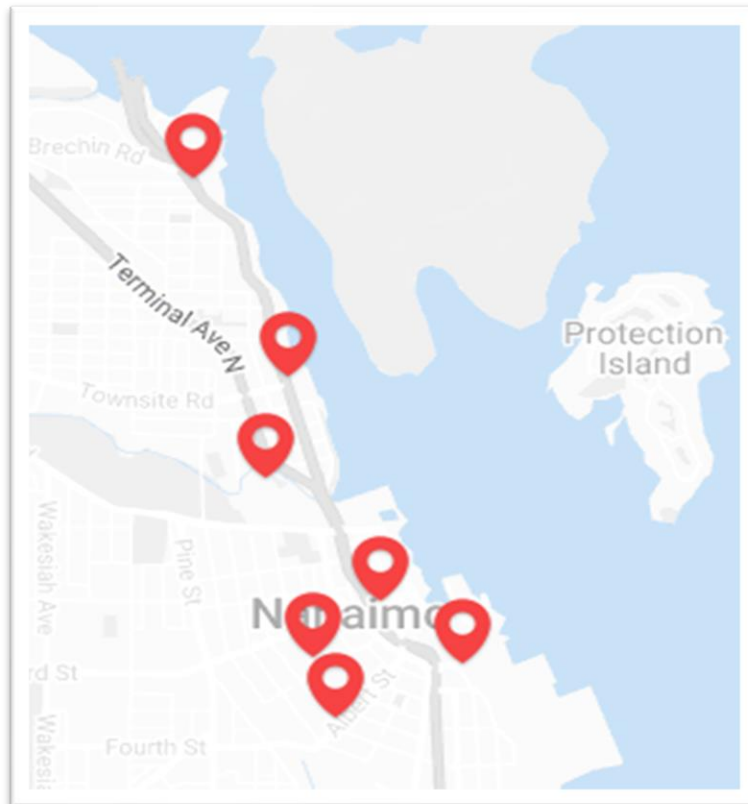
Through the ongoing discussion of this topic, staff have heard from residents that extending the permitted parking duration to 3 weeks would be more reasonable. With this information and the data collected during the preparation of the Nanaimo Transportation Master Plan staff are drawing the conclusion that the vehicles in question are likely used less frequently than bi-monthly and likely travel fewer than 20km per trip. Based on this, it can be assumed that these vehicles accrue fewer than 1000km annually.

Being that these developments are intended for residents on limited income staff attempted to quantify the cost of vehicle ownership for the purpose of outlining potential alternative modes of travel with a lower cost to the user.

To establish a base line, Staff utilized the CAA car ownership [cost calculator](#) and determined that annual ownership of a modest (Honda Civic Sedan) 10yr old vehicle in BC, with an expected annual mileage of 10,000km should be expected to be about \$5,900. This is below the provincial average of \$10,000 which assumes an annual mileage of 20,000km and a vehicle that is only 5 yrs old; for the same vehicle. As noted above, the expected annual mileage would be lower still, however there are base level costs that should still result in annual operating expenses that exceed \$2,000.

The first alternative considered is a [Transit Pass](#). Monthly rates are either \$40 for a Senior (55+) or \$65 for an adult. This equates to \$480 and \$780 annually respectively. Noting that this may not be a viable option for residents with limited mobility, HandyDART rates were also considered. Users would need to register, however based on a book of 20 pre-paid tickets the cost works out to \$2.50 per trip, which assuming there are 24 round trips per year results in an annual cost of \$120.

For those living in developments downtown, carshare may also be an option. [Modo](#) is the car share provider in Nanaimo and currently has 4 cars within the Downtown Urban Center, with 1 more coming online in the summer of 2023 on Campbell St at Kennedy St.



Modo operates through a one time recoverable COOP membership fee of \$500, with a \$1.50 fee per trip plus time based user rate of \$4/hr. Assuming an average travel speed within Nanaimo of 35kph, and 24 – 20km trips, it is reasonable to conclude that the travel portion could cost less than \$100 annually. This does not account for the time at a destination, however based on the \$4/hr rate would still be quite economical. This option does still require a user to pre-book a vehicle (which may not meet scheduling needs) and then get to a vehicle, however the vehicles are purposely placed no more than 800m apart.

The last alternatives that were considered were ride hailing ([URide](#)) or taxi, each of which have greater variability to costing, however based on analysis of multiple scenarios it appears reasonable to conclude that annual costs for door to door service, based on the assumed demand should still be less than \$600 annually.