

CITY OF NANAIMO THE HARBOUR CITY 2024-FEB-12

Active Transportation Overview 2024

- Intro – AT Plans/Gaps/Data
- E-Bike Share Nanaimo 2024 Pilot
- E-Scooters – Provincial Update
- School Zones

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City Plan Recap

CITY OF NANAIMO THE HARBOUR CITY

Figure 31: Target Transportation Modal Split (2041)
Source: Adapted from the 2014 Nanaimo Transportation Master Plan

Existing		Future Target			
Total Trips	Mode Split	Trip Growth	Total Trips	Mode Split	Growth Rate
21,000 trips/day	8.5%	+23,000 trips/day	44,000 trips/day	12%	2x
3,000 trips/day	1.0%	+12,000 trips/day	15,000 trips/day	4%	5x
6,000 trips/day	2.5%	+23,000 trips/day	29,000 trips/day	8%	5x
220,000 trips/day	88%	+55,000 trips/day	275,000 trips/day	76%	1.25x
250,000 trips/day		+115,000 trips/day	365,000 trips/day		1.5x

73% of participants in a 2020 Statistical Survey* identified increasing the feeling of safety from traffic when walking or cycling as an active mobility priority.

	Primary Active Mobility Routes (Tier 1)	Secondary Active Mobility Routes (Tier 2)	Recreational Trails (Tier 3) (not shown on map)
Primary Purpose	» Transportation in and between Urban Centres	» Transportation between Neighbourhoods and Urban Centres and to key destinations (e.g., schools, Neighbourhood Centres, community facilities, etc.)	» Recreational experience » Provide local-scale connections to the Active Mobility network
Ultimate Design Standard	» All ages and abilities, including separation from vehicles wherever possible	» All ages and abilities where possible » Mix of separated and non-separated linkages	» Varies, depending on location
Maintenance & Operations	» Highest priority for maintenance and operations	» Second priority for maintenance and operations	» Maintained to a recreational standard » Limited / no all-season management

CURRENT 14 km per person per day

↓

FUTURE 10 km per person per day

Shorter Trips = Less Driving

Fewer future driving trips per capita over shorter distances will help reduce traffic growth and congestion, along with greenhouse gas emissions.

WALKING & ROLLING

CYCLING

TRANSIT

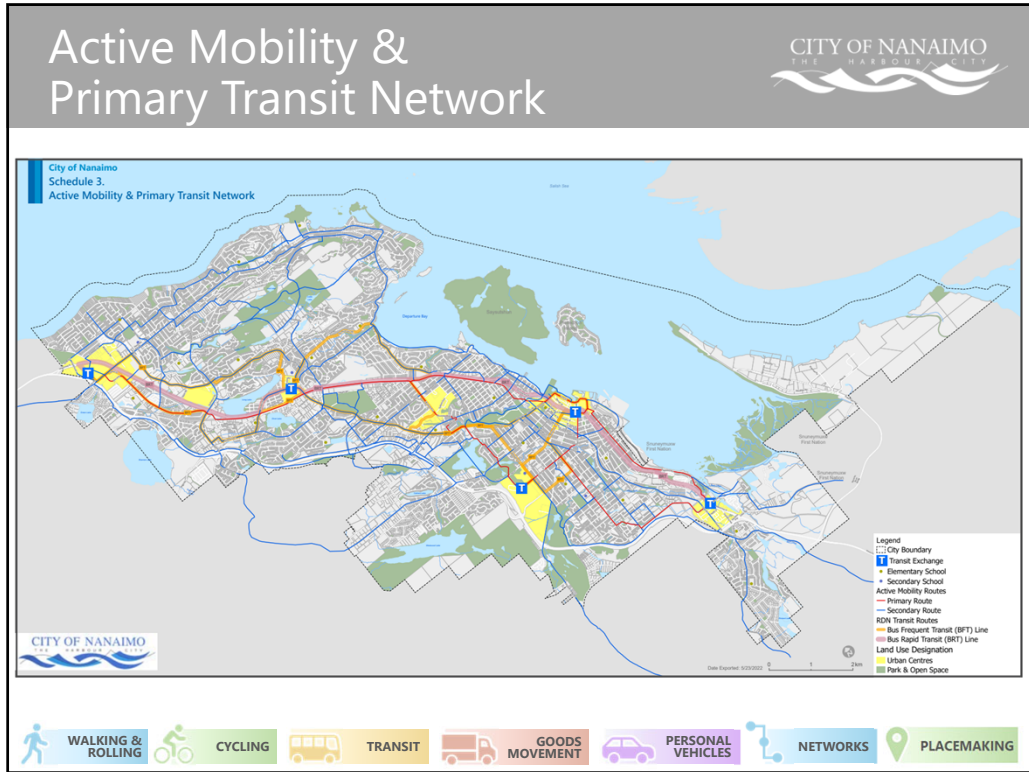
GOODS MOVEMENT

PERSONAL VEHICLES

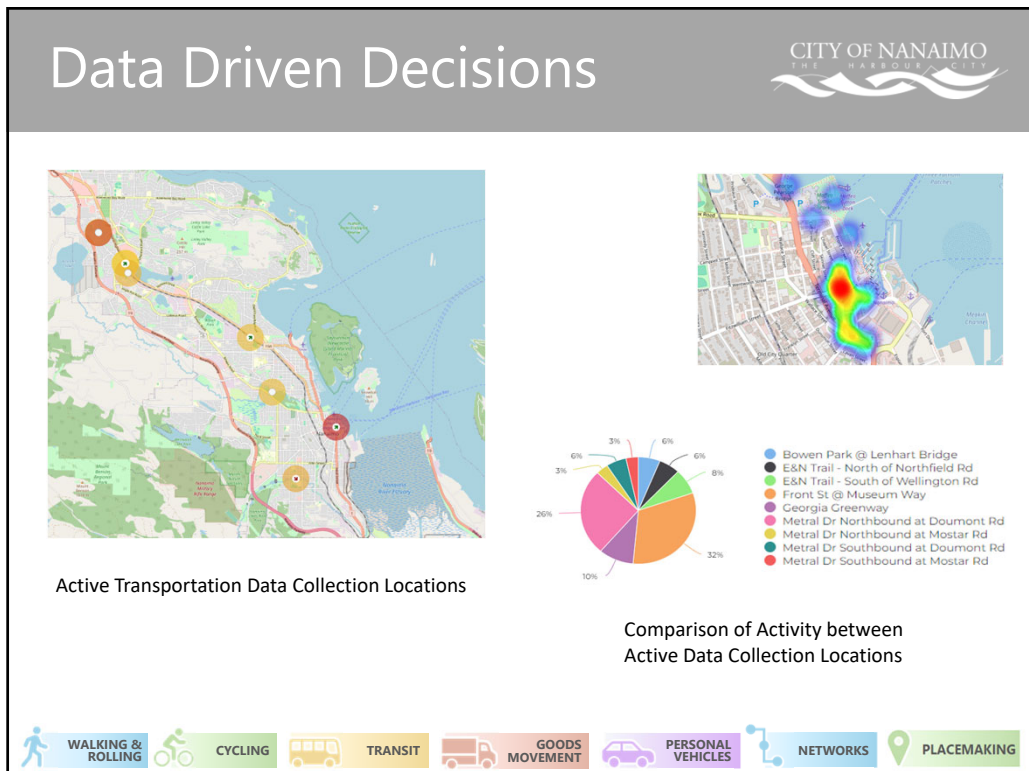
NETWORKS

PLACEMAKING

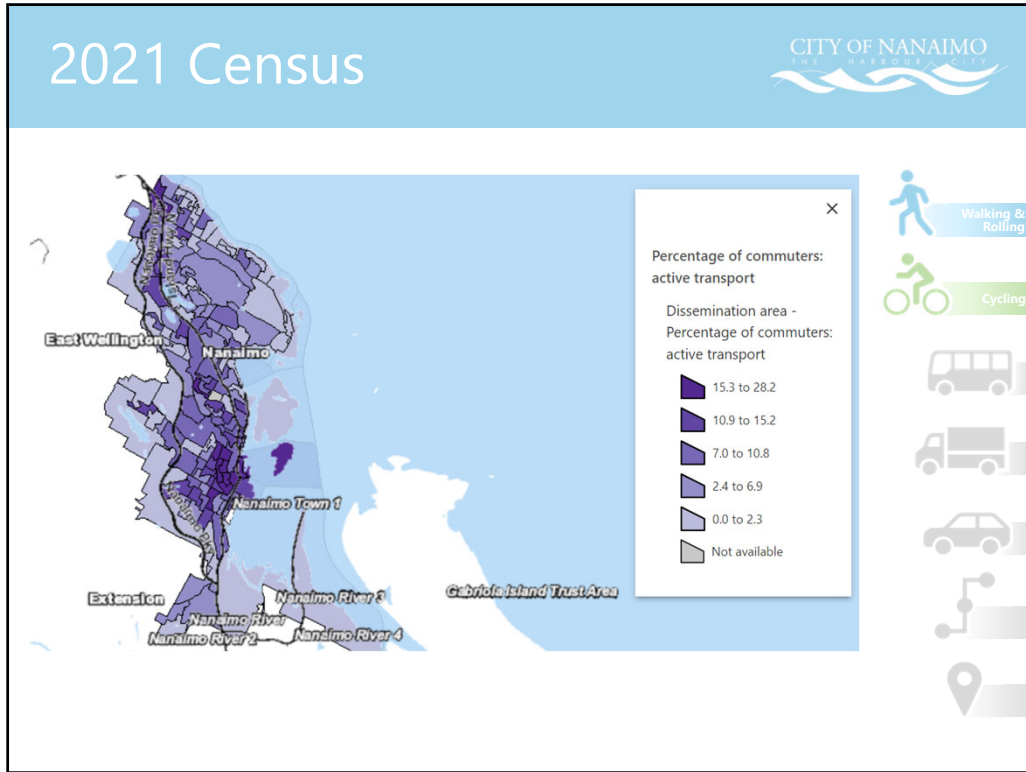
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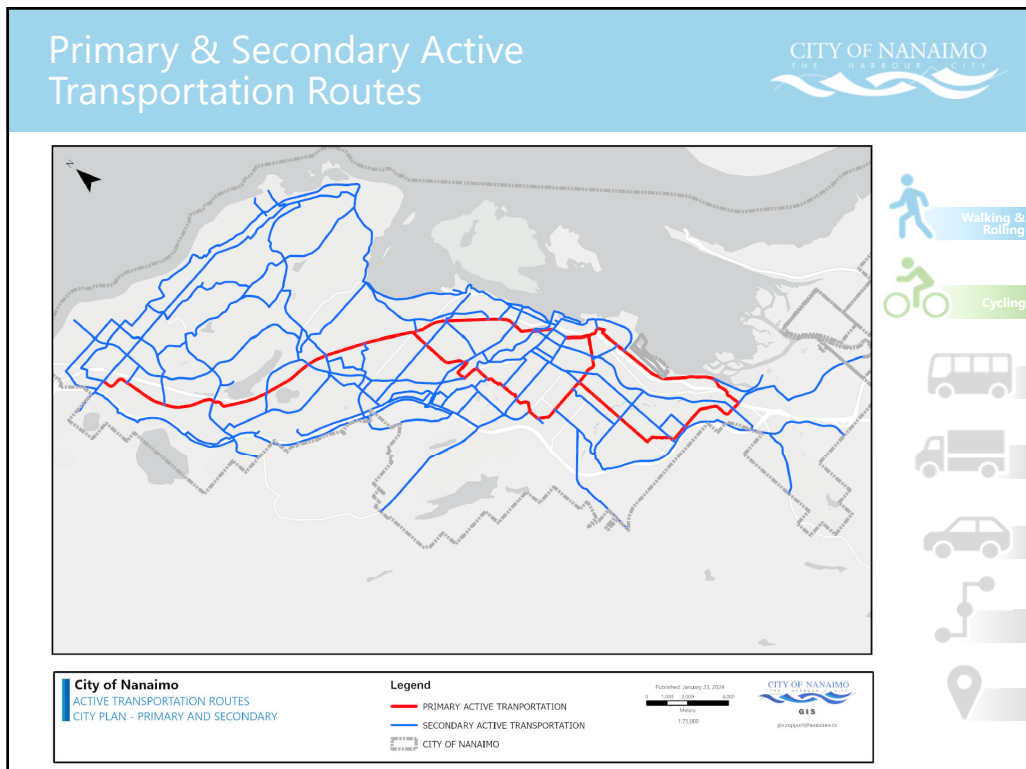
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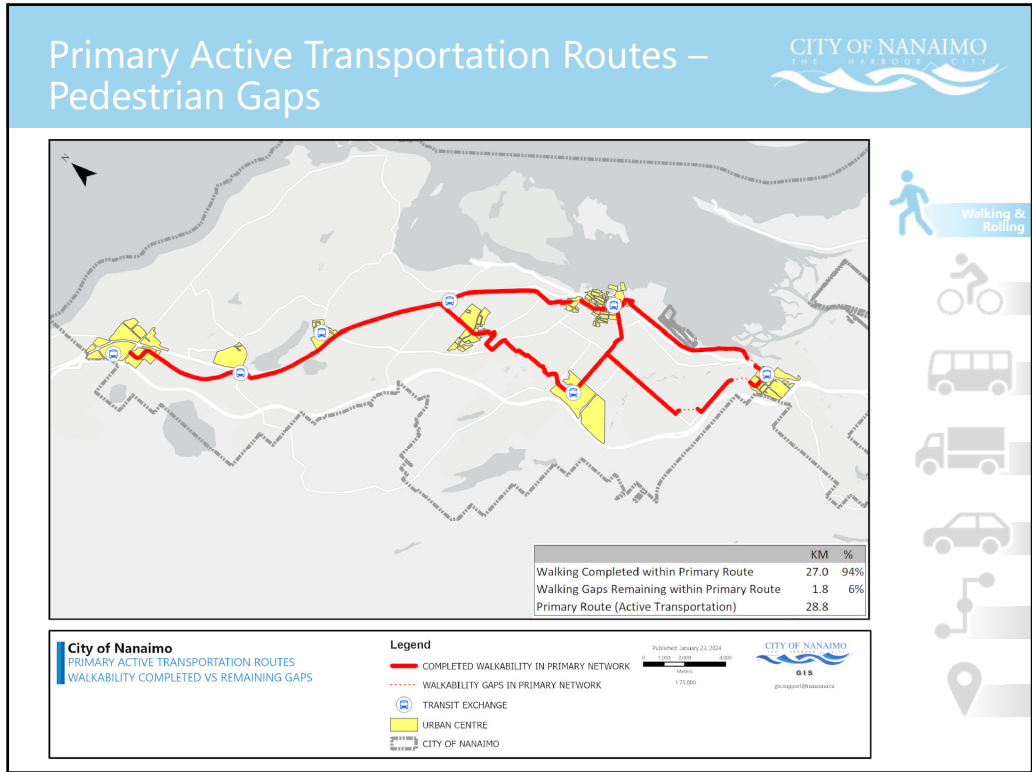
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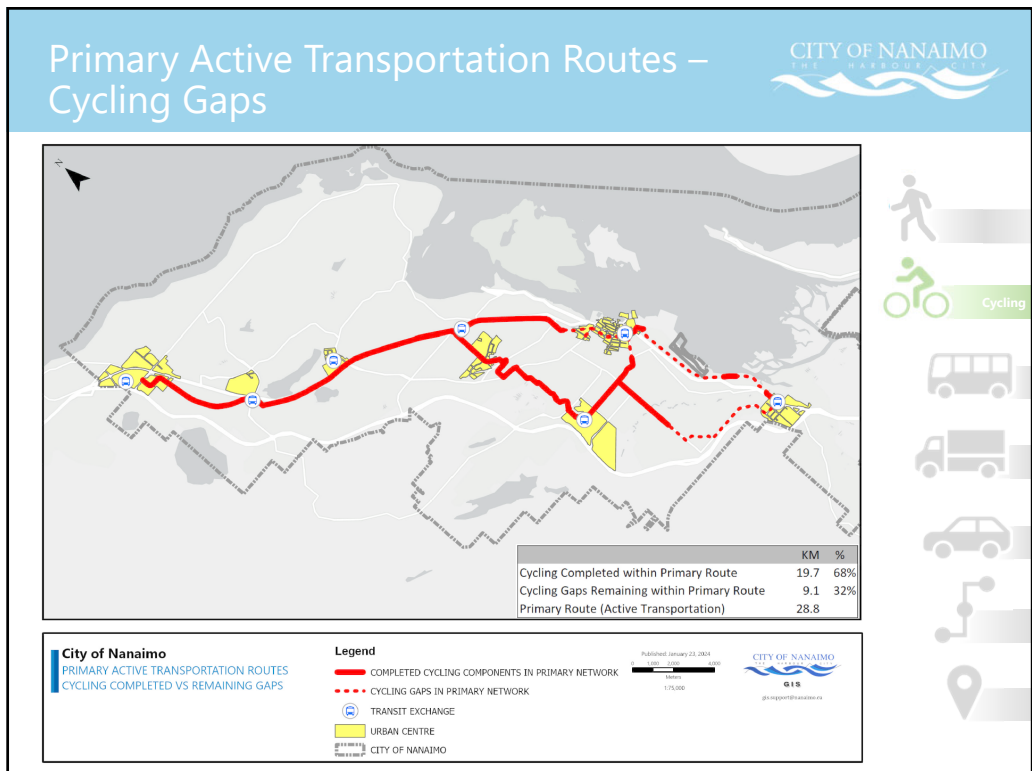
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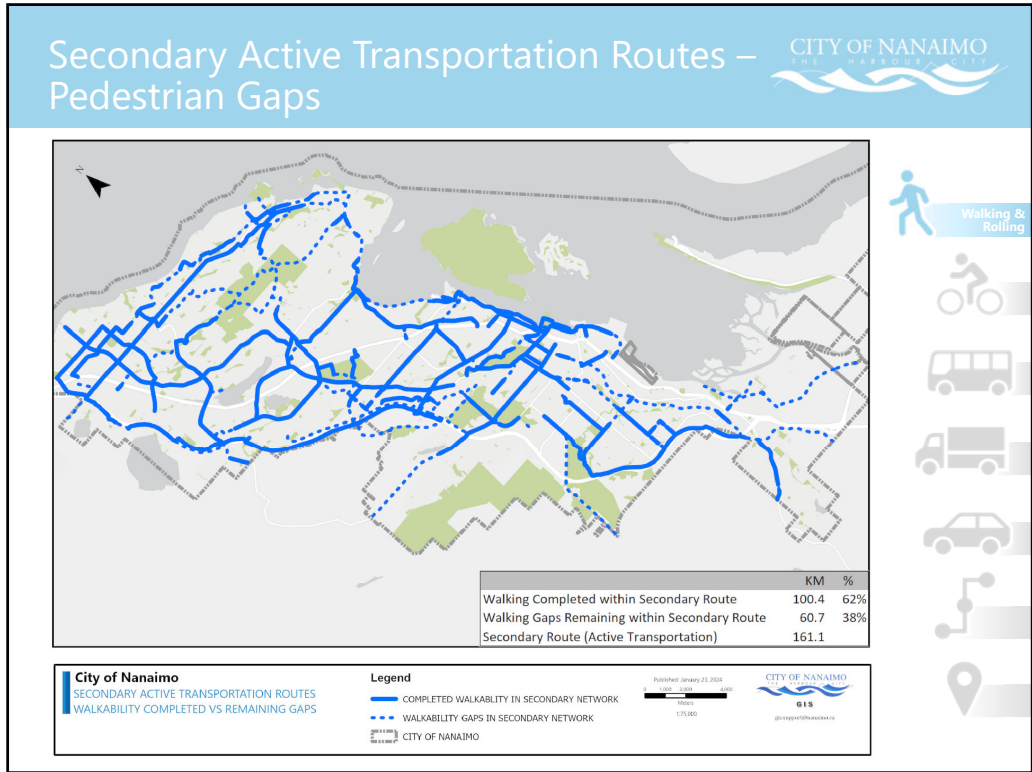
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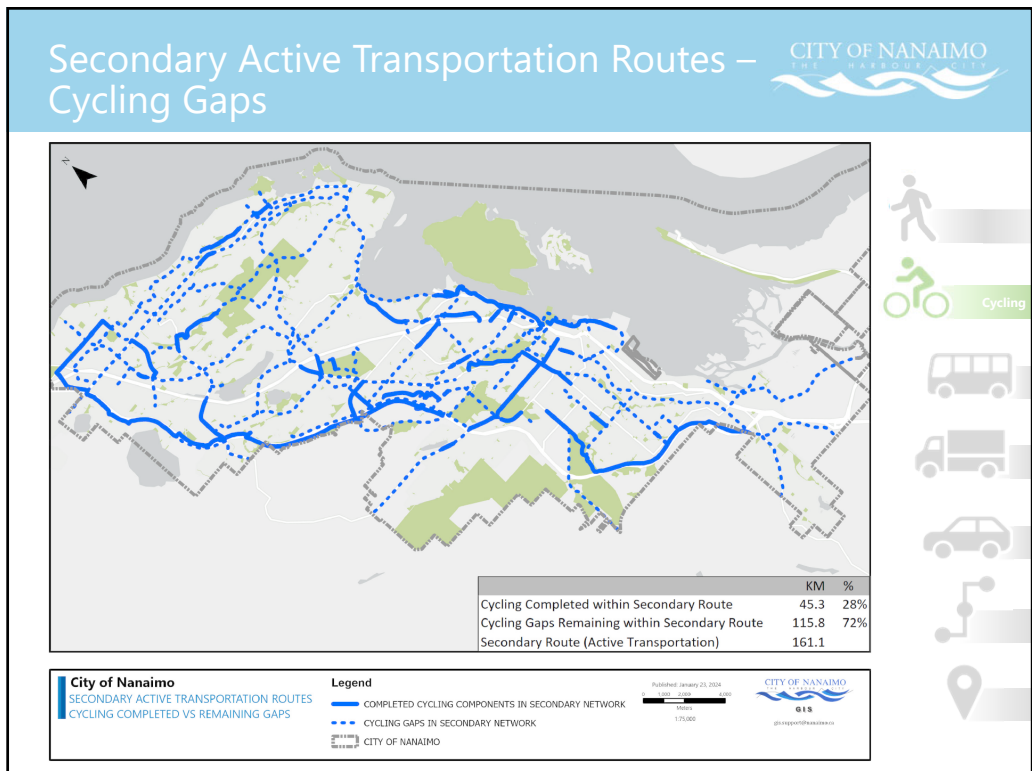
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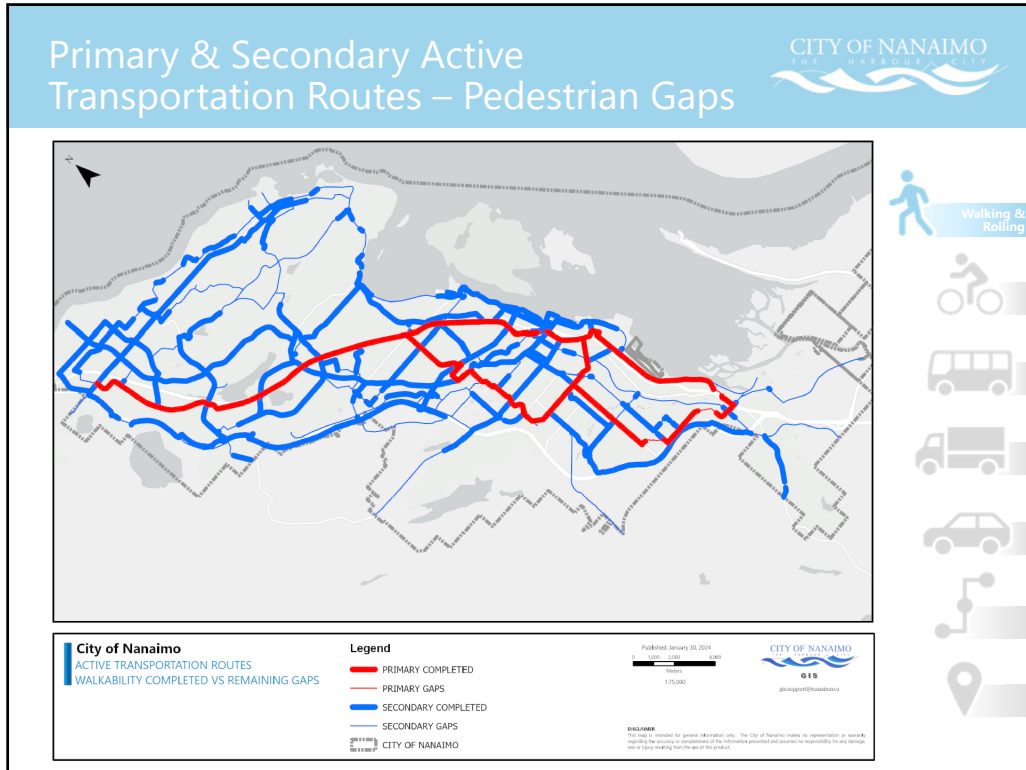
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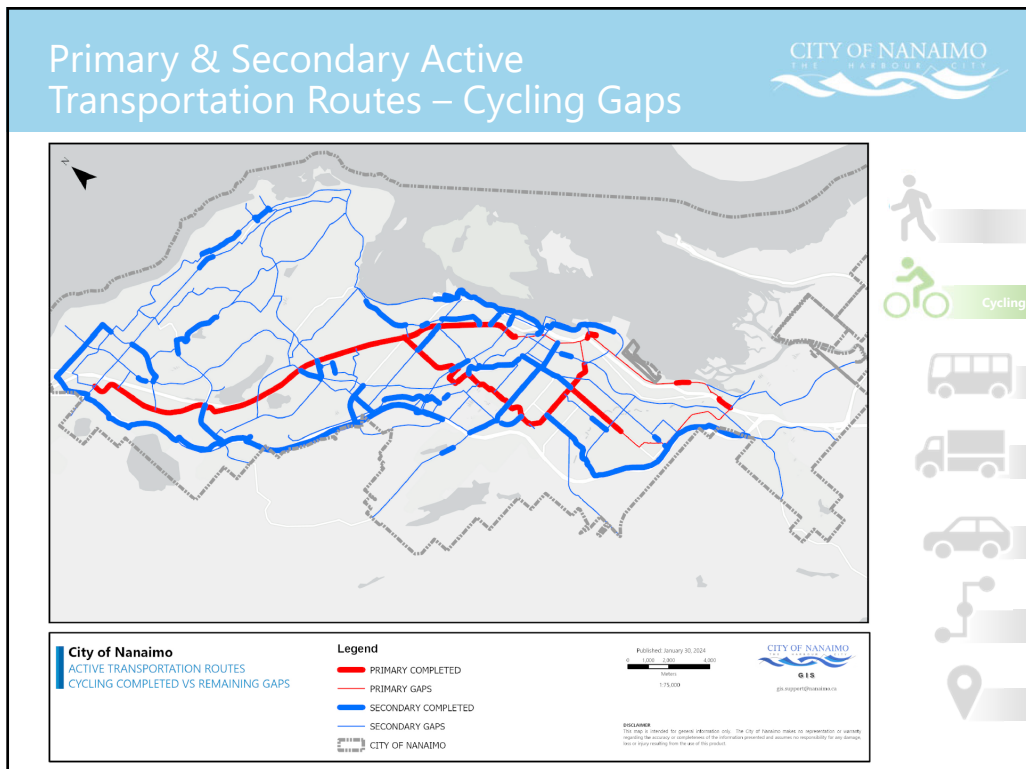
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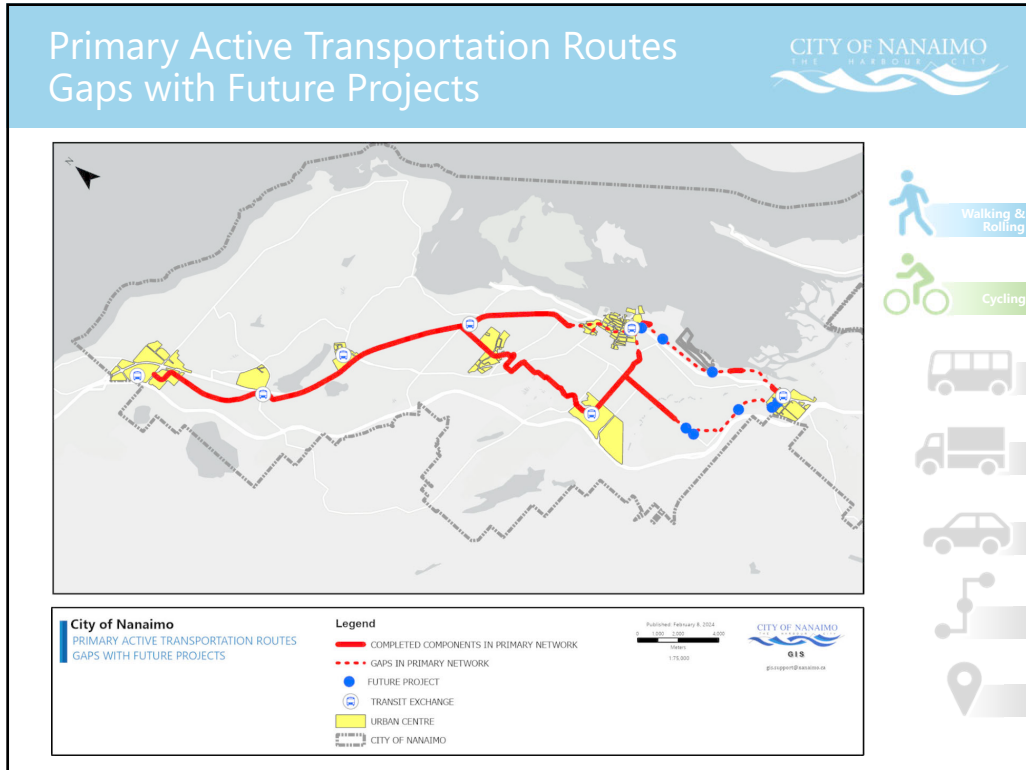
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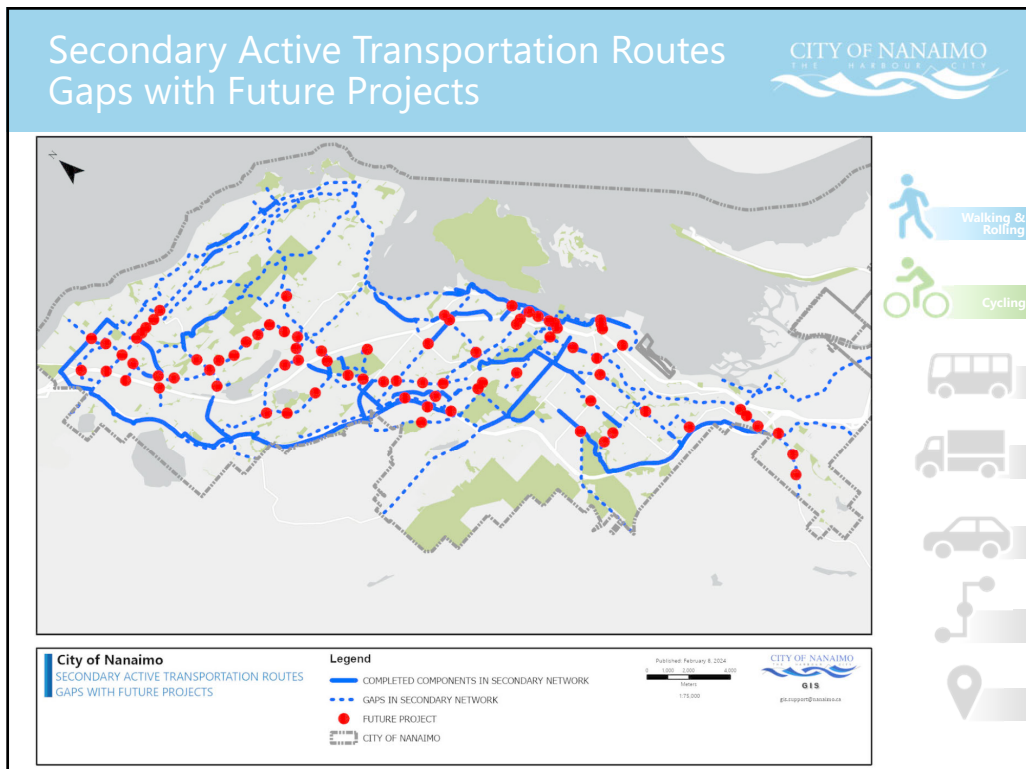
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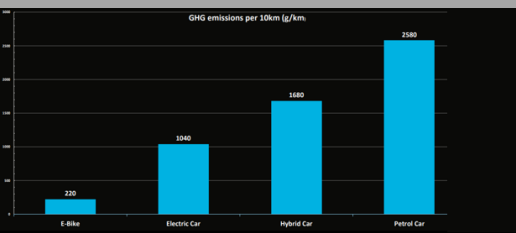
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Nanaimo E-Bike Share 2024 Pilot






Sample of Evolve E-bike rack and sign.



Vehicle Type	GHG Emissions (g/km)
E-Bike	220
Electric Car	1040
Hybrid Car	1680
Petrol Car	2580



SHARE THE SIMPLICITY

WALKING & ROLLING

CYCLING

TRANSIT

GOODS MOVEMENT


PERSONAL VEHICLES

NETWORKS





PLACEMAKING

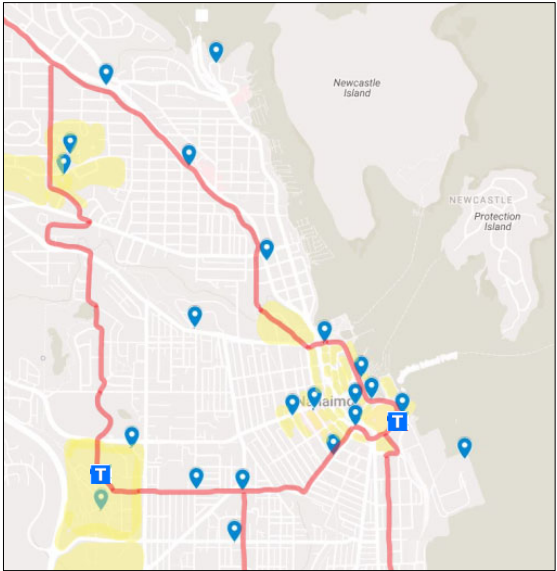
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Nanaimo E-Bike Share 2024 Pilot



Legend

	E-Bike Share Locations being considered (subject to change)
	Primary & Secondary Urban Centres
	Primary Active Mobility Routes
	Transit Exchange



WALKING & ROLLING

CYCLING

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PLACEMAKING

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School Zone Policy Update

Pedestrian Safety and Teens

Every hour, a teen pedestrian is injured or killed after being hit by a car in the United States.

In 2012, 284 teen pedestrians died and another 10,000 were injured.

In our survey of 1,000 teens, 40% say they have been hit or almost hit by a car, bike or motorcycle while walking.

When asked what happened when they were hit or almost hit, teens say:

- 24% Driver was going too fast
- 13% Teen didn't look properly
- 10% Driver wasn't paying attention

Teens who have been hit or nearly hit report crossing the street while:

- Listening to music
- Texting
- Talking on the phone

Overall, half of teens say they walk in the dark at least sometimes, we know that three-quarters of teen pedestrian fatalities happen between 7 p.m. and 7 a.m.

Talk to your teens about walking safely. Visit safekids.org to find out how.

SAFE KIDS WORLDWIDE

SCHOOL ZONE REVIEW MATRIX									
REGULATOR OR OWNER	SCHOOL ZONE NAME	SCHOOL ZONE DESCRIPTION	SCHOOL ZONE REVIEW		SCHOOL ZONE REVIEW		SCHOOL ZONE REVIEW		
			DATE	STATUS	DATE	STATUS	DATE	STATUS	DATE
Food Distribution	20	Food Distribution	2012	Y	2012	Y	2012	Y	2012
Elementary	20	Elementary	2012	Y	2012	Y	2012	Y	2012
Primary	20	Primary	2012	Y	2012	Y	2012	Y	2012
Lower	20	Lower	2012	Y	2012	Y	2012	Y	2012
Elementary	20	Elementary	2012	Y	2012	Y	2012	Y	2012
Primary	20	Primary	2012	Y	2012	Y	2012	Y	2012
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Primary	20	Primary	2012	Y	2012	Y	2012	Y	2012
Lower	20	Lower	2012	Y	2012	Y	2012	Y	2012
Elementary	20	Elementary	2012	Y					

School Zone Policy Update

Example 1: Uplands Park Elementary School: Existing Conditions

WALKING & ROLLING

CYCLING

TRANSIT

GOODS MOVEMENT

PERSONAL VEHICLES

NETWORKS

PLACEMAKING

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School Zone Policy Update

Example 1: Uplands Park Elementary School

INSTALLATION CRITERION	MAXIMUM POINT VALUE (MPV)	DESCRIPTION	WEIGHTING FACTOR (WF)	Uplands Park Elementary		
				Uplands Dr	Littleford Rd	Seonach Dr
School Type	20	Elementary	1.0			
		K-12/9	0.8			
		High School Post Secondary / Other	0.6 0.0		20	20
Road Classification	20	Urban/Mobility Arterial	0.0			
		Urban/Mobility Collector	1.0			
		Urban/Mobility Local	0.6		12	20
		Pivot/Lane	0.4			
		Highway	0.0			
Sidewalks	20	None or Non-school side	1.0			
		School Side	0.5		10	10
		Both Sides	0.0			
Fencing	10	Fully Traversable	1.0			
		Partially Traversable	0.5		0	5
		Non-Traversable	0.0			
Lanes	10	4	1.0			
		3	0.8		6	6
		2	0.6			
		4+ Arterial Highway	0.0			
Crosswalks	10	Unimproved	1.0			
		uncontrolled - passive crossing treatment system	0.8			
		uncontrolled - active crossing treatment system	0.4		8	8
		controlled - traffic signal system/other	0.0			
Property Line Separation	5	Along Roadway (within 10m)	1.0			
		Within 15-50 meters	0.5		2.5	5
		Further than 50 meters	0.0			
School Entrance	5	Main Entrance / Multiple Secondary Entrances	1.0			
		Secondary Entrances	0.5		2.5	5
		None	0.0			
TOTAL SCORE				0	61	79
Results				Nothing	School Area	School Area or School Zone
NOTES				ASTP Walking Route: School Area Signs recommended.		School Frontage, recommend School Zone

WALKING & ROLLING

CYCLING

TRANSIT

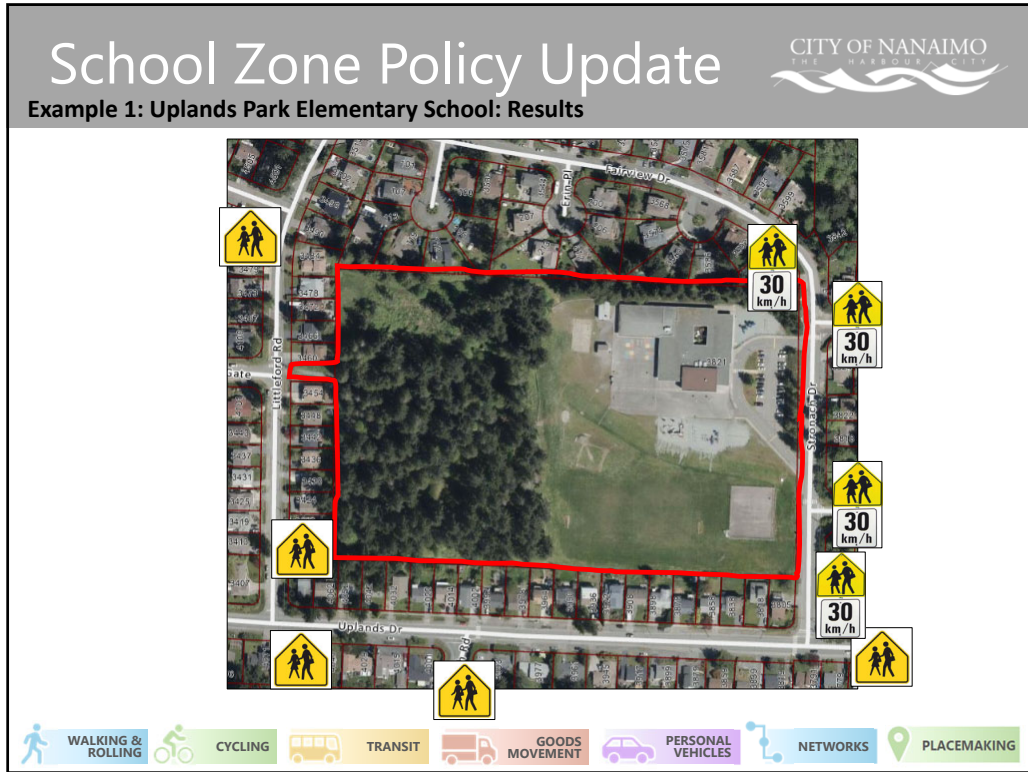
GOODS MOVEMENT

PERSONAL VEHICLES

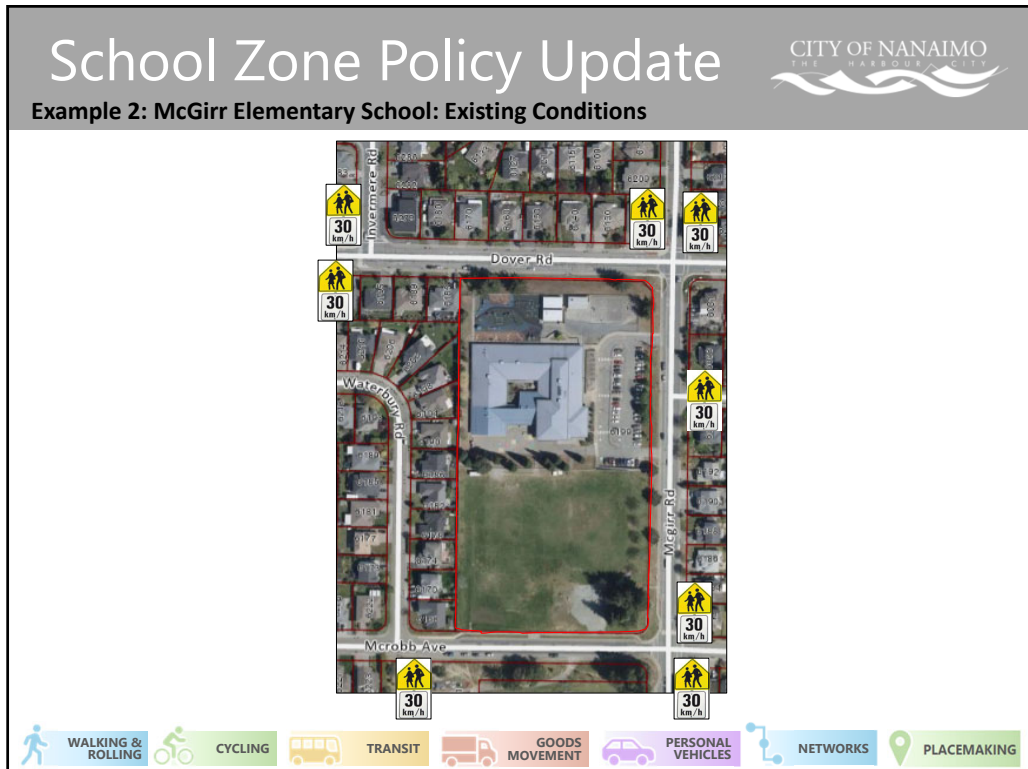
NETWORKS

PLACEMAKING

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School Zone Policy Update

Example 2: McGirr Elementary School

INSTALLATION CRITERION	MAXIMUM POINT VALUE (MPV)	DESCRIPTION	WEIGHTING FACTOR (WF)	McGirr Elementary School		
				McRobb Ave	McGirr Road	Dover Road
School Type	20	K-12/9	0.8	20	20	20
		High School	0.6			
		Post Secondary/Other	0.0			
		Urban/Mobility/Aerial	0.0			
Road Classification	20	Urban/Mobility/Collector	1.0	20	20	20
		Urban/Mobility/Local	0.6			
		Private Lane	0.4			
		Highway	0.0			
		None or Non-school side	1.0			
Sidewalks	20	School Side	0.5	0	0	0
		Both Sides	0.0			
		Fully Traversable	1.0			
Fencing	10	Partially Traversable	0.5	0	5	0
		Non-Traversable	0.0			
		4	1.0			
Lanes	10	3	0.8	6	6	6
		2	0.6			
		4+ (Aerial/Highway)	0.0			
		Unmarked/none	1.0			
Crosswalks	10	uncontrolled - passive crossing treatment system	0.8	8	8	4
		uncontrolled - active crossing treatment system	0.4			
		controlled - traffic signal system/other	0.0			
		Abuse Roadside (within 10m)	1.0			
Property Line Separation	5	Within 11-50 meters	0.5	0	2.5	2.5
		Further than 50 meters	0.0			
School Entrance	5	Main Entrance/Multiple Secondary Entrances	1.0	2.5	5	0
		Secondary Entrances	0.5			
		None	0.0			
TOTAL SCORE				57	67	53
			Results	School Area	School Area or School Zone	School Area
			NOTES		School Frontage - recommend School Zone	

WALKING & ROLLING

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PERSONAL VEHICLES

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School Zone Policy Update

Example 2: McGirr Elementary School: Results

WALKING & ROLLING

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School Zone Policy Update

Example 3: Pleasant Valley Elementary School: Previous Conditions

WALKING & ROLLING
 CYCLING
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 GOODS MOVEMENT
 PERSONAL VEHICLES
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School Zone Policy Update

Example 3: Pleasant Valley Elementary School - Implemented

INSTALLATION CRITERION	MAXIMUM POINT VALUE (MPV)	DESCRIPTION	WEIGHTING FACTOR (WF)	Pleasant Valley Elementary	
				Pleasant Dr	Dunbar Rd
School Type	20	Elementary	1.0	N/A: Not touching School Property	20
		K-12/9	0.8		
		High School	0.6		
		Post Secondary / Other	0.0		
Road Classification	20	Urban/Mobility-Aerial	1.0	N/A: Not touching School Property	20
		Urban/Mobility-Collector	0.6		
		Urban/Mobility-Local	0.6		
		Private/Lane	0.4		
		Highway	0.0		
Sidewalks	20	None of Non-school side	1.0	N/A: Not touching School Property	20
		School Side	0.5		
		Both Sides	0.0		
Fencing	10	Fully Traversable	1.0	N/A: Not touching School Property	5
		Partially Traversable	0.5		
		Non-Traversable	0.0		
Lanes	10	4	1.0	N/A: Not touching School Property	6
		3	0.8		
		2	0.6		
		4+ / Arterial / Highway	0.0		
Crosswalks	10	Unmarked/none	1.0	N/A: Not touching School Property	10
		uncontrolled - passive crossing treatment system	0.6		
		uncontrolled - active crossing treatment system controlled - traffic signal system/other	0.4		
Property Line Separation	5	Abuts Roadway (within 10m)	1.0	N/A: Not touching School Property	2.5
		Within 11-50 meters	0.5		
		Further than 50 meters	0.0		
School Entrance	5	Main Entrance / Multiple Secondary Entrances	1.0	N/A: Not touching School Property	5
		Secondary Entrances	0.5		
		None	0.0		
TOTAL SCORE				0	89
				Results	School Zone
				NOTES	Complete Street Walking / Cycling Route - Recommend School Area Signs

WALKING & ROLLING
 CYCLING
 TRANSIT
 GOODS MOVEMENT
 PERSONAL VEHICLES
 NETWORKS
 PLACEMAKING

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School Zone Policy Update



Example 3: Pleasant Valley Elementary School: Results (Implemented)

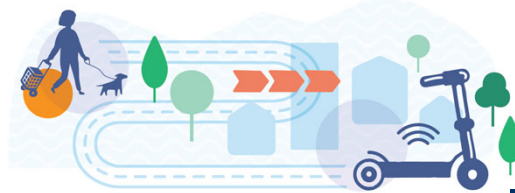


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E-Scooter Pilot Project



"TRAFFIC AND HIGHWAYS REGULATION BYLAW 1993 NO. 5000"



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Thank you.



<https://www.engadget.com/bird-three-172619972.html>
<https://taskdrivingacademy.com/driving-tips/drivers-guide-to-school-zone-in-bc/>
<https://www.vgcdn.ca/tj/files/piquenevismagazine/import/evolve-e-bike-share.jpg>

