

DATE OF MEETING JULY 29, 2024

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SPECIALIST

SUBJECT **END OF TRIP FACILITIES**

OVERVIEW

Purpose of Report

To provide Council with an update on the end of trip facilities toolkit, and to seek approval to fund the installation. |

Recommendation

That Council:

1. Direct Staff to amend the 2024- 2028 Financial Plan to add \$17,000 in 2024 to finalize the end of trip facilities toolkit funded from Special Initiatives Reserve.
2. Direct Staff to amend the 2024-2028 Financial Plan to add \$75,000 per year for 2024, 2025 and 2026 for secure bike parking funded from the Climate Action Reserve Fund.

BACKGROUND

City Plan policy prioritizes the placement of high-quality end of trip facilities, such as secure and convenient bike parking in Urban Centres, along corridors, and at key destinations, including parks (C2.2.8, C2.2.9 and C2.2.14). Secure bike parking mitigates theft/vandalism, can provide electric bike charging capabilities, and weather protection.

Through City Plan and the Integrated Action Plan, Council has prioritized the implementation of secure end of trip facilities and bike parking. Providing secure bicycle parking is the highest impact way to reduce barriers to mode shift. It allows residents to consider cycling for running daily errands and commuting in Nanaimo, particularly the downtown. Secure bike parking facilities promote physical activity, healthy communities, and vehicle emissions reduction.

The public frequently requests bike racks and bike lockers, which are currently considered case by case. To streamline decision-making a toolkit was developed that will direct investment in end of trip facilities to the locations where they are needed most, and to ensure that these facilities serve a variety of users. |

DISCUSSION

Bunt & Associates developed a toolkit to identify the location, quantity, and style of public bike parking and end of trip facilities that should be provided to support mode shift targets and legitimize cycling as a more viable means of transportation.

The draft toolkit has three parts:

1. Priority Index identifies potential locations for new or improved bike parking and end-of-trip facilities. The index scores each location based on:
 - proximity to key destinations,
 - bike routes,
 - existing bike facilities,
 - relevant land uses,
 - transit routes; and,
 - socio-economic conditions.
2. Facility Selection Tool determines the type of public bicycle parking facility using a flow chart. Some examples of bike parking include a standard bike rack, lockable bike charging station, bike lockers or a covered bike shelter. The draft Facility Selection Tool is also included as part of Attachment B.
3. Design Guide provides examples of various styles of bike parking and other amenities that can be used based on the recommended tier of facility to install. The guide summarizes trends, common locations of public bicycle parking, spacing & access, security requirements, varying styles of bicycle parking facilities, bicycle parking enhancements, and end-of-trip elements that could be considered for long-term storage. The guide includes options that can accommodate a variety of users, including design options for parking specialty bikes (e.g., cargo bikes, recumbent bikes), adaptive bikes (e.g., hand cycles, adult trikes), as well as charging facilities for electric bikes.

Staff recommend that the toolkit be further refined, automated and be map-based (not currently in-scope) at a cost of \$17,000.

The toolkit identifies priority locations in Nanaimo's Primary Urban Centre - Downtown, Secondary Urban Centres, and along Active Mobility Routes. This aligns with City Plan policy D4.3.7 to support investments in Urban Centres. The toolkit is still being finalized and while it is intended to be attention-directing and not explicit, we anticipate that high-density mixed-use areas with high pedestrian activity will remain as focal points for implementation.

End of Trip Installation

With this version of the toolkit complete, we can begin installing end of trip facilities in high priority locations. The toolkit will continue to be evaluated and improved as we implement end of trip facilities. It is anticipated that the recommended facilities for installation could evolve as the toolkit is improved. Staff propose to install bike parking starting this fall for three years, and

propose a budget of \$75,000 be allocated from the Climate Action Reserve for each year of 2024, 2025 and 2026. Installation of end of trip facilities are proposed as follows:

Year 1 (2024): Commercial Street – Tier 2 Bike Parking

Secure bike parking stalls with charging capability (such as by Bikeep) across two stations is suggested along Commercial Street. With the Commercial Street improvements one station could be located north of Bastion Street and the other could be located between Museum Way and Terminal Avenue.

Year 2 (2025): Museum Way near Front Street / Harbour Front Parkade – Tier 3 Bike Parking

Covered bike parking such as bike lockers or sheltered bike racks are proposed near the Port Theatre. The Harbour Front Parkade and Vancouver Island Conference Center are also relatively high priority locations which could be served by facilities in this area.

Year 3 (2026): Future Downtown Transit Exchange – Tier 3 Bike Parking

Covered bike parking such as bike lockers or sheltered bike racks are proposed at the Future Downtown Transit Exchange on Terminal Avenue.

As these locations roll out their use will be evaluated and lessons can be applied for other facilities. End of Trip facilities can be incorporated into capital project where applicable (e.g. Norwell Transit Exchange).

OPTIONS

1. That Council direct Staff to amend the 2024- 2028 Financial Plan to add \$17,000 in 2024 to finalize the end of trip facilities toolkit funded from the Special Initiatives Reserve and;

That Council direct Staff to amend the 2024-2028 Financial Plan to add \$75,000 per year for 2024, 2025 and 2026 for installation of secure bike parking funded from the Climate Action Reserve Fund.

- The advantage of this option is that it will allow for the existing draft toolkit to be finalized becoming a more automated tool to support decision making in end of trip facilities at priority locations.
- Installation of end of trip facilities aligns with City Plan goals for mode shift and prioritizing walking, rolling, cycling, and transit over other transportation modes to help Nanaimo achieve a zero-carbon transportation system.
- Financial Implications: The 2024 – 2028 Financial Plan will be amended, at a later date, to add the additional funding. The revised projected 2024 closing balance of the Special Initiatives Reserve Fund is \$314,622 and Climate Action Reserve Fund is \$904,275.

2. That Council direct Staff to update and finalize the toolkit based on feedback and direction provided by Council and return to Council with an update once completed to seek direction on next steps at that time.
 - The advantage of this option is that there is an opportunity to incorporate feedback from Council before the tool is finalized.
 - The disadvantage of this option is that there may be a missed opportunity for implementation of end of trip facilities in 2024 depending on whether the toolkit can be completed, and direction received from a future Council meeting early enough to order equipment for installation during 2024.
 - Financial Implications: Alternative funding sources may be required depending on available funding in the Climate Action Reserve Fund at the time of the request.
3. That Council provide alternate direction to Staff.

CONCLUSION

End of trip facilities will support mode shift and meet City Plan goals. The Climate Action Reserve Fund is intended to support this type of project given the potential impact for reducing greenhouse gases and would not add cost to taxpayers. Other potential benefits of end of trip facilities include contribution to a healthy lifestyle and community building.

Staff propose to complete the toolkit and use it to identify key locations and types of secure bike parking to install over the next three years.

SUMMARY POINTS

- Providing secure bicycle parking is the highest impact way to reduce barriers to mode shift.
- Funding is already available through the Strategic Initiatives Reserve Fund and Climate Action Reserve Fund; there would be no additional cost to taxpayers.
- We propose to finalize the draft toolkit and install secure bike parking over the next three years.

ATTACHMENTS:

ATTACHMENT A: Draft Toolkit
ATTACHMENT B: PowerPoint Presentation |

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