



Our City, Our Voices.

HOW WE MOVE

Our transportation system affects how people and goods move around our City. Everyone in our community needs to get around and decisions about transportation affect us all. If we're serious about addressing issues like congestion and climate change and wanting to encourage health and wellness, we need to make it easier for everyone to make shifts in how we move.



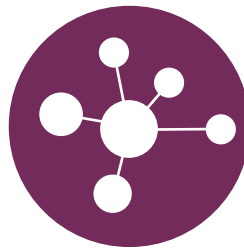
More people = more trips

Trips we make will grow with our population, and if these trips are by vehicle, congestion and emissions grow too. This means shifting from a focus on travel by personal vehicle to a broader array of movement options.



Location, location, location

Land use policies can help increase neighbourhood walkability and transportation efficiency by locating services, jobs, and amenities close to where people live.



We are creating mobility hubs

Mobility hubs will be places with concentrated opportunities for living, working, shopping, socializing, and recreating. They will make walking, cycling, and transit attractive with efficient connections between hubs.



We have ambitious mode shift targets

The 2014 Transportation Master Plan includes a target to double our sustainable travel mode share for trips made by walking, cycling, and transit from 12% in 2014 to 24% by 2041.¹

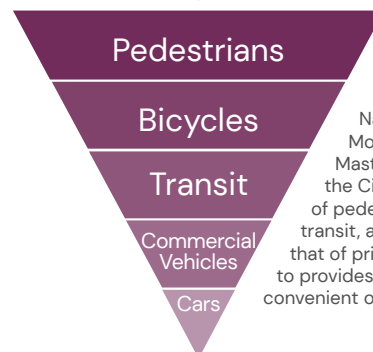
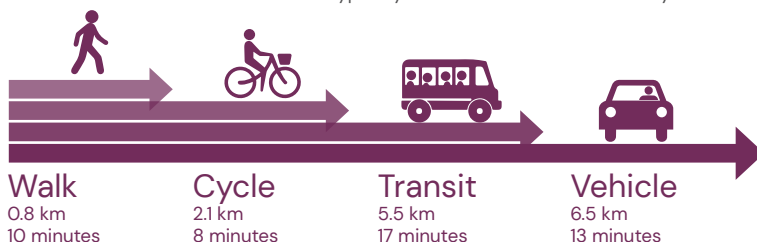


We're planning for all ages and abilities

An inclusive transportation network provides many mobility options for people of all ages and abilities. This means creating networks that are safe, comfortable, and equitable for any user.

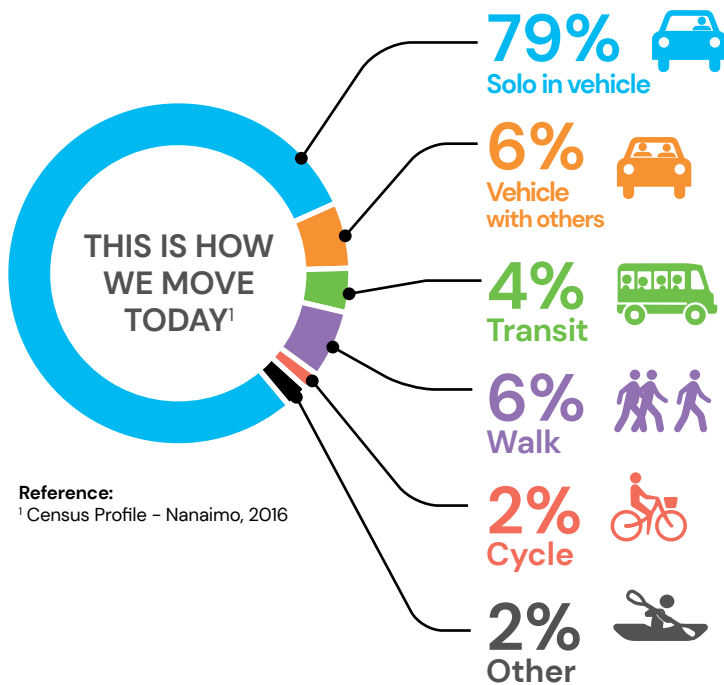
AVERAGE TRIP LENGTHS IN NANAIMO

How far and in how much time do we typically use each mode of travel today?



Nanaimo's Hierarchy of Modes in the Transportation Master Plan proposes that the City consider the needs of pedestrians, cyclists, public transit, and goods movement before that of private automobiles in order to provide better, safer, and more convenient options for all.

MOBILITY TODAY



HOW WE GOT HERE

Nanaimo's rapid growth in the 70s, 80s, and 90s pushed our community outwards, with low-density neighbourhoods and commercial, retail, and employment centres stretching along the Island Highway. This development pattern encouraged automobile use and created obstacles to safe and efficient walking, cycling, and transit use.

WHERE WE'RE GOING

Most new population growth and development in the future will be focused in urban nodes and corridors which will form our mobility hubs – places where services, jobs, living, and transportation are concentrated. We will enhance the transportation network to provide more options for walking, cycling, transit, and other forms of transportation.

REGIONAL CONNECTIONS

Many trips begin or end outside Nanaimo – people commuting into Nanaimo for work, to shop, for medical appointments, or other services. Some trips pass right through Nanaimo – such as traffic on the Island Highway and from the ferries. We need to account for all these trips when planning the transportation network.

WHAT'S IN A TRANSPORTATION NETWORK?



DESTINATIONS

How our City is planned will affect our transportation choices. As the number of people living in Nanaimo grows, we will need to accommodate more trips by moving people more efficiently. Reducing distances people need to travel by locating services, jobs, and amenities near where they live makes this easier.



ACTIVE TRANSPORTATION

Active transportation is any human-powered form of travel. Cities that are bike, walk, and roll-friendly are happier and fitter with more transportation options. When people choose active transportation, our City reduces traffic congestion, reduces environmental degradation, and improves public health.



TRANSIT

Transit is a highly effective way to move people. A fully integrated transit network is critical to building a great city. Well-integrated transit provides people with what they want – access to safe, convenient, and reliable service with faster journey times.



ROAD NETWORK

The road and goods movement network is critical to economic prosperity, connecting people to opportunities, and moving the goods we rely on. In an established city, road expansion is most often not possible or desired. We need to work with what we have, finding ways to move people and goods efficiently.

OUR MOBILITY HUBS

In 2014 we completed Nanaimo's first Transportation Master Plan, setting a foundation for better travel choices within Nanaimo. The plan built on the current Official Community Plan, identifying **SEVEN MOBILITY HUBS** centered around community nodes.

A **mobility hub** is a concentrated area of activity including employment, housing, recreation, and shopping interconnected with multi-modal transportation options. Complete, compact communities focused around mobility hubs are more sustainable as they reduce reliance on personal vehicles.

NANAIMO REGIONAL GENERAL HOSPITAL

Primary health services in the region and one of the City's largest employment areas, anchored by the hospital and surrounded by mixed density residential areas, offices, and commercial services.

COUNTRY CLUB

Central commercial area with significant commercial development, schools, a mix of residential, and a transit exchange.

NORTH NANAIMO

Two commercial centres (North Nanaimo Town Centre and Longwood Station) with a mix of medium to high density residential. Popular location for seniors living.

WOODGROVE

Future mobility hub (to be developed) with a role as a regional commercial centre, including an existing transit exchange. Recent residential development is adding population to this area.

DOWNTOWN

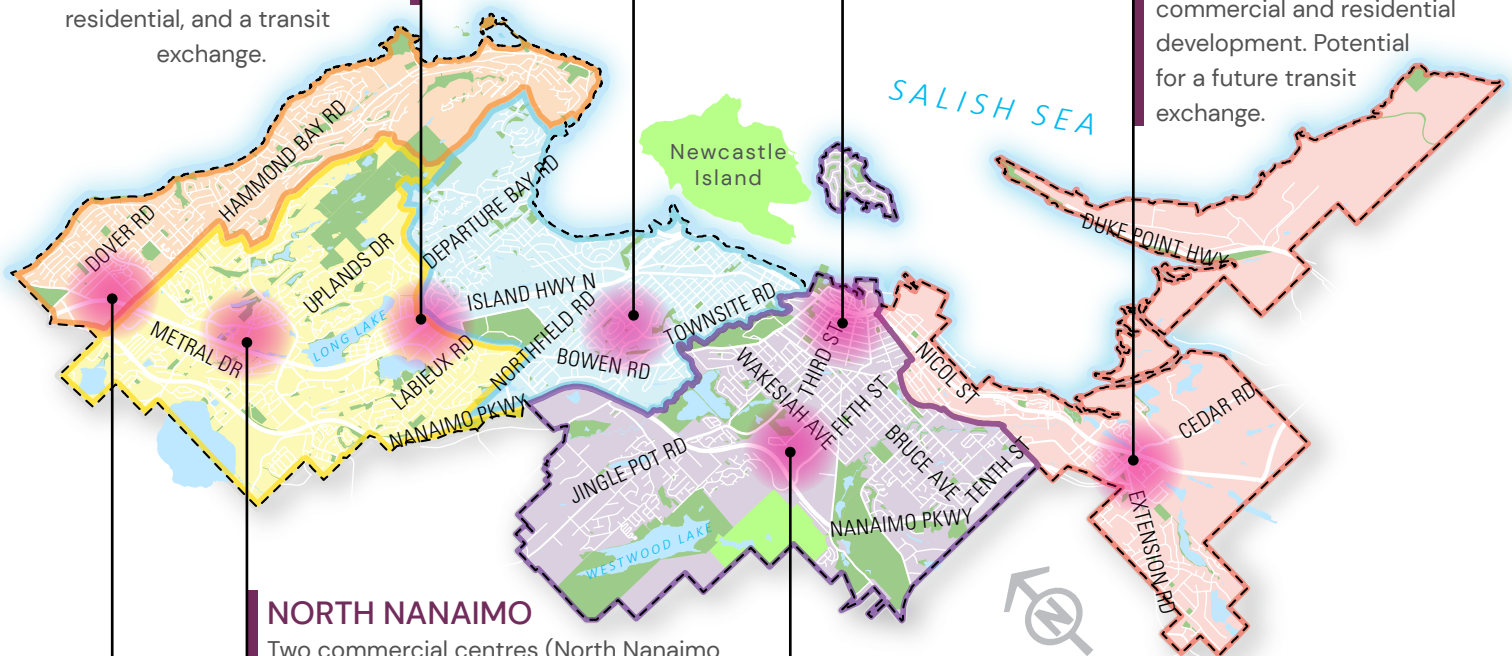
City centre, arts and culture district and highest population and employment densities. Currently has the highest proportion of sustainable transportation trips and a transit exchange.

SOUTH NANAIMO

Future mobility hub (to be developed) envisioned with a village centre and a mix of commercial and residential development. Potential for a future transit exchange.

VANCOUVER ISLAND UNIVERSITY

City and regional centre for educational services and a major employment node. Currently has the second highest proportion of sustainable transportation trips.



WHAT DO OUR PLANS SAY NOW?

- ▶ Make walking and cycling a more comfortable way to move throughout more parts of the City for people of all ages and abilities.
- ▶ Increase the quality, convenience, and accessibility of transit for trips within the City and region.
- ▶ Create Complete Streets that are comfortable for all road users, make best use of existing infrastructure, and plan for an effective future network while seeking to reduce our use of cars.
- ▶ Manage parking to support the quality of urban environments and reflect the expectation that less, but better utilized parking will be prioritized.
- ▶ Plan neighbourhood transportation to reduce the negative impacts of vehicle traffic while encouraging walking and cycling, helping to enhance livability and sustainability.
- ▶ Improve strategic connections for people, goods, and services that support our economy.

OPPORTUNITIES

- ▶ More people are living closer to urban nodes, creating more opportunities for walkability.
- ▶ The City's targets for reducing Greenhouse Gas emissions provide a mandate to change how we travel, as on-road transportation is currently responsible for 65% of our City's emissions.
- ▶ Nanaimo's [Transportation Master Plan](#) is a forward-looking plan that outlines actions for systematic and sustained change.
- ▶ Nanaimo's [Complete Street Guidelines](#) and updated [Manual of Engineering Standards and Specifications](#) are nearing completion and will guide greener, sustainable, and multi-modal street development.
- ▶ Technologies, including e-bikes, electric vehicles, ride sharing, and rapid transit are increasing the transportation options available.
- ▶ Senior government funding (e.g., gas tax funds) have been supporting active transportation works.



The E&N Trail provides a strong north-south link through the City for all ages and abilities. Continuing to build linkages like this will be part of creating a connected multi-modal network.

CHALLENGES

- ▶ Our City and region are growing quickly which will result in more trips being made within and through the City, placing increasing pressures on the City's transportation network.
- ▶ Nanaimo's historical land use patterns have contributed to a largely car-dependent community, making it more difficult to walk, cycle, or take transit to meet our daily needs.
- ▶ Today, the majority of trips made in Nanaimo (85%) are by car to serve people's daily needs including work, school, personal, and other trips. Changing behaviours is complex and takes time.
- ▶ Our population is aging which changes demand for transportation facilities and services.
- ▶ Not having a vehicle can be a barrier to accessing amenities or participating in activities or events.
- ▶ Island Highway and the Parkway are critical transportation corridors overseen by the Ministry of Transportation and Infrastructure, but can be perceived as barriers in the community.



Water and air-based travel are an important part of Nanaimo's transportation network, along with the E&N rail corridor.