



1 Welcome



Welcome to the City of Nanaimo's City Transportation Plan -- Process Preparation

The City of Nanaimo is developing a **Transportation Master Plan**. Development of a Transportation Master Plan is an objective of the City's Official Community Plan *planNanaimo* and is included within the current Five Year Capital Plan. The Transportation Master Plan will guide our decisions on major transportation issues and infrastructure over the next 5/10/20 years. It will establish a vision for what we want our transportation network to achieve, develop strategies to deal with existing and future issues and will help us meet key community objectives. The Plan will support and help implement the City's OCP and other community plans.

The Plan is expected to take about 18 months to complete. As with other important policy processes, consultation with stakeholders, other governments, agencies and the public is an important component of the planning process.

Preparing for the Plan

Tonight's event is an opportunity to both share information about the Transportation Master Plan and the proposed planning process and to connect and discuss with the public and key stakeholders their expectations and interest in the Plan.

Tonight's Open House will;

- provide an opportunity for you to learn more about the Plan and the process for developing the Plan,
- provide a way to share your expectations of the Plan with the City and,
- help us make contact with interested parties within the community to start building a network for the exchange of information and ideas moving forward.

The information collected today will assist us as we prepare next steps in the planning process of the Transportation Master Plan over the next coming months.

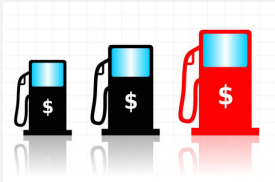


2 How does transportation impact us?

Transportation is an Important Part of our Lives

Transportation issues impact our life every day. Working with the City's Transportation Advisory Committee we have collected a sample of transportation related articles from local papers over the last year. Issues in the media can form a barometer of issues important to Nanaimo residents such as fuel prices, traffic collisions, vehicles and children near schools, crosswalks, transportation impacts related to development, ferries, parking and traffic calming. These issues impact our quality of life, our neighbourhoods and our pocketbooks and where they are within the City's jurisdiction they could be addressed within a Transportation Master Plan.

Energy/Fuel Prices



Transportation Investments



Safety/Traffic Calming/Speed



Ferries / Trains / Highways





3 What is a Transportation Master Plan?

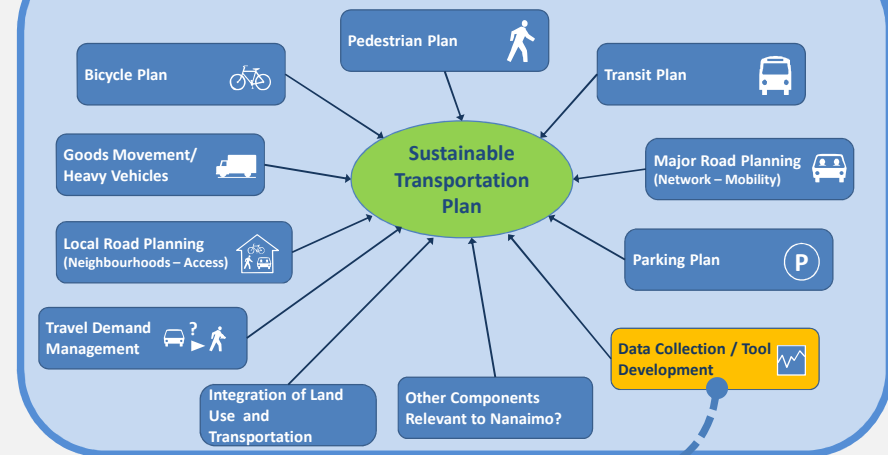
A Transportation Plan for the next 5/10/20 Years

The proposed Transportation Master Plan will serve as a **guide for transportation policy and infrastructure over the next 5/10/20 years**. More focused than the OCP, it should include **both short and long term perspectives**. Typically transportation master plans include a number of common elements; while Nanaimo's Plan may not include all these components, it will likely contain many. While we don't have an existing transportation master plan, we can use existing policies as a starting point for the plan.

Each community's transportation system is unique and as such some issues may be uniquely important to Nanaimo. Other issues have already had significant work completed and will form an input to the Plan. It is our objective that the transportation master plan will be a clear, concise and accessible document.

The Plan will **consider existing issues and anticipate future issues** such that the transportation network continues to be affordable, efficient and reliable into the future. The scope of the plan should **reflect the priorities and needs of Nanaimo**.

Typical Common Elements of Transportation Master Plans



Where are we now? What's Next?

As a community we need a vision of what our future transportation network will look like. To plot a course to get there we need a good understanding where we are now. To better understand our existing condition we are planning a series of data collection activities through the winter of 2011/12. Some of these surveys involve directly measuring traffic while others may survey residents to understand their travel patterns and behavior.





4 The OCP: Providing the framework...

planNanaimo, the Official Community Plan – a guide for our Transportation Master Plan

Each municipality in British Columbia is required to develop an Official Community Plan. Our plan, planNanaimo (2008) defines key community objectives for future land use and development, the environment, transportation, infrastructure, social, cultural and economic health of the City.

The [Official Community] Plan acts as a guide for decision making on planning and land management issues by City Council. The Plan provides direction related to elements such as the location and type of residential, commercial and industrial development; the availability of transportation choices and utility servicing; and also considers environmental, social and economic issues.

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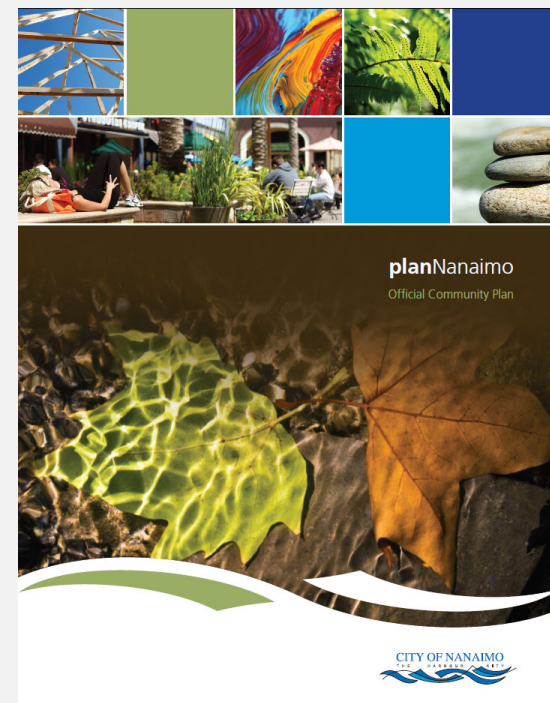
The Transportation Master Plan must be consistent with the Official Community Plan and should refine and expand on the policies

identified within it. The OCP contains a number of policies that are directly related to transportation but also notes the strong linkages between transportation and other policy areas such as land use, green space and public health.

The OCP's guiding principle of creating a socially, environmentally and economically vibrant Nanaimo is based on a strong commitment to sustainability.

Section 6 – Mobility and Servicing outlines many of the OCP's key transportation objectives. We have summarized a selection below:

- Improve Travel Options
- Maintain an Effective Transportation Network
- Make Transit and Non-Auto Modes More Attractive Through Improved Infrastructure and Densification
- Move Origins and Destinations Together
- Slow Growth and Reliance on Vehicles
- Reduce GHG Emissions



Find the OCP on the web @
<http://www.nanaimo.ca/EN/main/departments/Community-Planning/OfficialCommunityPlan.html>



5 Climate Change and Green House Gases (GHGs)

Our GHG and Climate Change Challenge

The City of Nanaimo, the Province and many local and regional governments have made commitments to reduce their GHG emissions over the next 40 years. The City, through the UBCM Climate Charter has committed to be carbon neutral (as a corporation) by 2012 and the Province has mandated that all municipalities include GHG reduction targets in their Official Community Plans.

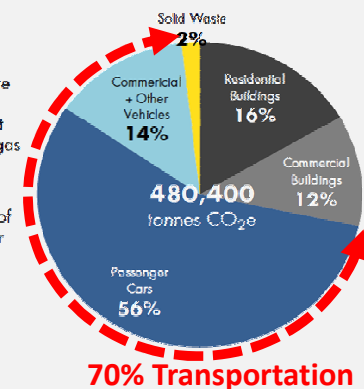
At a corporate level, the City developed a GHG reduction strategy in 2007 and is working to implement its recommendations. **In 2010 the City adopted, within the OCP, a GHG reduction target (consistent with the Province) of reducing absolute community-wide GHG emissions to 33% below 2007 values by 2020 and 80% by 2050.**

Based on data from the Ministry of Environment, in 2007, **Nanaimo's community-wide emissions were 480,000 tonnes of CO₂e, of that total, 70% were attributed to road-based transportation.** Clearly transportation

must be part of the solution if GHG emissions are to be reduced and the Transportation Master Plan can help us develop the vision and plans necessary to meet our GHG objectives and targets.

City of Nanaimo GHG Emissions (2007)

- **Buildings (28%):** While buildings account for the majority of energy use in Nanaimo, they represent a smaller portion of our GHG emissions. This is because we primarily use hydroelectricity to power our buildings, which has a lower carbon intensity than fossil fuels. Most of the GHGs in this sector result from our use of natural gas and heating oil.
- **Transportation (70%):** Using gasoline, diesel and propane for transportation leads to approximately 70% of our community's GHG emissions. This figure accounts for vehicles that are registered in Nanaimo.
- **Solid waste (2%):** Waste that is not recycled or composted goes to the regional landfill where it decomposes and releases methane gas, a potent GHG. This accounts for 2% of our total emissions.



Community Energy & Emissions Study (2011)

While the Transportation Master Plan has a significant role to play in reducing GHG emissions the City is also developing a more targeted study to reduce community-wide GHG emissions across a wide range of areas called the Community Energy and Emissions Study. The goals and objectives of this plan are to:

- Establish a baseline of community-wide energy use and GHG emissions
- Develop both a business as usual energy consumption and emissions projections based on population growth and land use trends.
- Identify potential strategies and measures for energy demand management and emissions reduction to help meet the 2020 / 50 targets.
- Estimate the potential reductions associated with these strategies.
- Provide a high level assessment of the economic, environmental and social impacts of the proposed strategies.
- Identify key indicators for tracking energy use and GHG emissions over time.



6 Other challenges...

Nanaimo is Growing

The City is growing in population and developed area. The City's population is projected to reach just under 118,000 people by 2031, an increase of 38% over the current (2010) estimated population of 85,500.

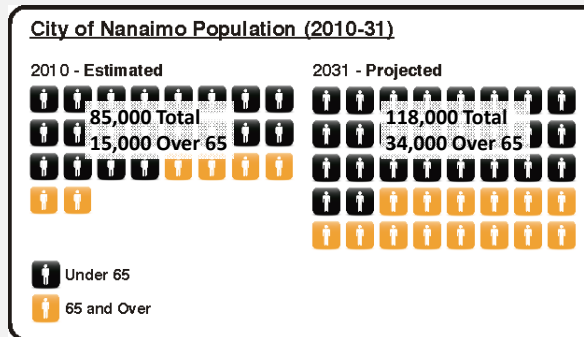
As the City grows it will require its transportation network to evolve to provide a reasonable level of mobility into the future. Predicting the impacts of growth on the network, anticipating issues and proposing strategies to resolve them is a major function of the Transportation Master Plan.

Aging Population

Nanaimo and the East Coast of Vancouver Island are on the leading edge of a larger trend across Canada towards an aging population. In 2006 population projections for the City and RDN predicted that vast majority of population growth between 2006 and 2031 would be in the 65+ age cohort.

These demographic changes will impact our transportation system as residents change

their travel destinations and times. In some cases access to personal automobiles will be lost and travel by other means will be required. Building a community that supports those seniors without access to personal autos while maintaining mobility and independence is identified as a goal of the OCP and creating an accessible transportation network is part of that objective.



Energy Costs

The cost of fuel and energy is a significant expenditure for all of us; a cost that is expected to grow in the future. Increases in energy/fuel costs impact our community and adopting strategies that reduce our energy use

can mitigate those impacts in the future.

Healthy & Active Transportation

How we travel can influence our personal health. In recent years the concept of Active Transportation has emerged to promote human powered transportation not only to reduce congestion and the cost of transportation infrastructure but to improve public health and reduce long-term health care costs. Increasing the amount of exercise we receive consistently as part of our daily routines without the need to set time aside specifically for exercise can have positive impacts on our health.

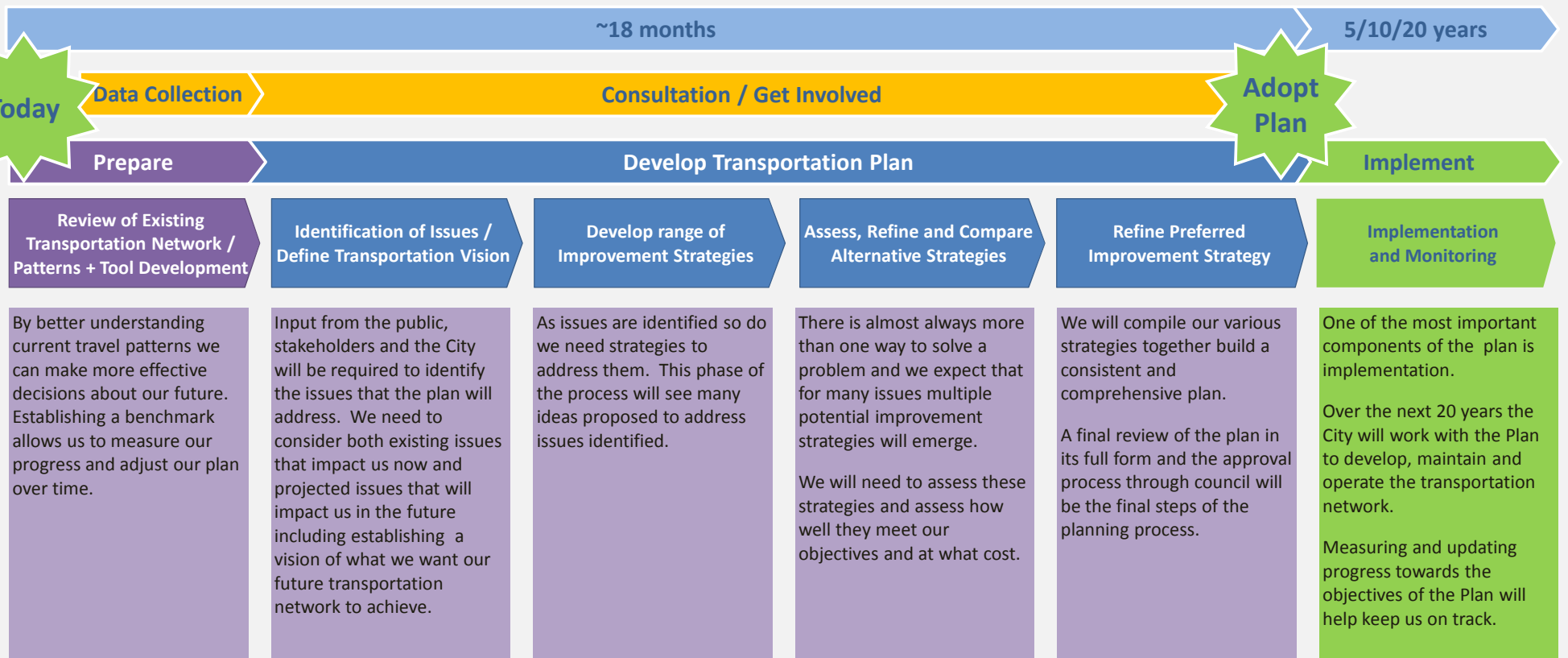




7 Proposed Plan Process

To develop a Transportation Master Plan we need a planning process. This is the process we will go through to collect the information, to develop the vision, to assess the options needed to develop our Plan. While we

don't have all of the specifics of this process we do have a sense of major steps and timeline. Over the next few months we will be working to refine this information into a formal process scope and schedule.





8 Transit Planning

Transit Today

Within the City of Nanaimo transit services are operated by the Regional District of Nanaimo (RDN) in collaboration with BC Transit. Transit ridership in Nanaimo has been growing and a 2008 report for the RDN contemplated doubling transit services in the region over the next 10 years.

To date the RDN is serviced by 13 routes carrying 8,000 passengers per day, with a majority of the ridership within the City on Nanaimo. In recent years VIU has seen increasing demand for transit services and VIU

and the RDN recently completed improvements to the campus transit loop.

Passenger Service Objectives

- Provide appropriate levels of service during the day, evenings, and on weekends and holidays.
- Provide faster, more direct service between major activity centres.
- Improve on-street passenger facilities including bus shelters, lighting, and transit exchanges.
- Improve transit information for customers.

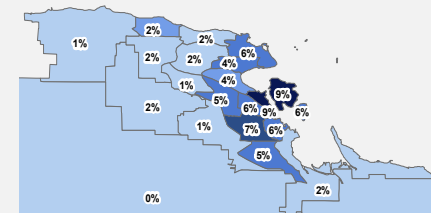
Community Objectives

- Focus transit service on major activity centres and residential areas
- Focus service on the needs of commuters for school and work;
- Provide service to, seniors, persons with disabilities, and youths;
- Integrate transit with land use planning;
- Improve the integration between transit and other modes of travel;
- Use supporting strategies to encourage greater transit ridership and target key markets.

Source: RDN 2008 Transit Business Plan

Transit use typically increases with population, employment and services density. In Nanaimo transit usage for trips to/from work (to/from work trips make up 30% of all system trips) varies by neighbourhood as shown in the map to the right.

Nanaimo - Transit Mode Choice to/from Work (2006)



Transit Futures Plan

Beginning in 2012 the RDN and BC Transit will be initiating an update to the 2008 Transit Business Plan. The update will focus on developing a vision for the regions transit system over the next 25 years.

This process will be part of BC Transit's Transit Futures Program and could include projections

of ridership, identification of key transit corridors, fleet size, service hours and infrastructure.

Many of these components will be influenced by the City's Transportation Master Plan and the OCP. The City is working with the RDN and BC Transit to look for opportunities to share information between each process.

The Transit Future Program has been developed in response to the provinces commitment to reduce GHG emissions and improve the efficiency of how we mode. The plan seeks to develop, over the next 25 years transit systems that take us where we want to go, when we want to go there.





9 How can I get involved?



Consultation

As with other important policy plans, consultation with stakeholders, governments and the public will be an important component of developing the Plan. Today's session represents the first of many opportunities for you to provide input.

Make a Connection

One of our objectives for this event is to start development of an email contact list of people and stakeholders in the community that are interested in the Transportation Master Plan. This contact network will grow through the process but as a start please leave your email address with us at the end of your comment form or on-line survey. The list will be used to help keep interested parties informed about upcoming consultation events and provide process updates.

Going Online

We have started building a web site for the Plan with the objective of using the web to increase participation in the process. At this time we are starting basic but we would like to improve and expand as we move forward. On your feedback form we have asked some questions about online consultation and how you would like to interact with Plan process.

Do you use facebook, twitter or other social media or would you prefer update emails, RSS, or a web site that you can check back with on a regular basis.

Materials presented at tonight's session are available on the website for viewing and download. An online version of the comment form is also available.

Visit the Transportation Master Plan on the web at:
www.nanaimo.ca/goto/transportationplan

Surveys and Data Collection

In the upcoming months we are planning a number of data collection activities. Some of these activities may involve surveying the public for information about their travel habits. Some surveys by their the nature will need to be random samples but for others, anyone can participate. We plan to post consultation material to our web site, including surveys. As we do, please take the time to provide feedback.

Thank You