

REGIONAL DISTRICT OF NANAIMO
TRANSIT SELECT COMMITTEE
AGENDA

Thursday, January 24, 2019

10:00 A.M.

Board Chambers

Pages

1. CALL TO ORDER
2. APPROVAL OF THE AGENDA
3. ADOPTION OF MINUTES
 - 3.1 Transit Select Committee Meeting - November 29, 2018 2

That the minutes of the Transit Select Committee meeting held November 29, 2018, be adopted.
4. DELEGATIONS
5. CORRESPONDENCE
6. BC TRANSIT UPDATE
 - 6.1 Planning Update 5
 - 6.2 Transforming Fare Collection - Presentation
7. REPORTS
 - 7.1 South Nanaimo Local Area Transit Plan Spring 2019 Update 8

That staff be directed to incorporate public feedback from the South Nanaimo Local Area Transit Plan into route restructuring and update the Regional District of Nanaimo Service Expansion Priorities.
 - 7.2 RDN Transit Verbal Update
8. BUSINESS ARISING FROM DELEGATIONS
9. NEW BUSINESS
10. ADJOURNMENT

REGIONAL DISTRICT OF NANAIMO
MINUTES OF THE TRANSIT SELECT COMMITTEE MEETING

Thursday, November 29, 2018
10:00 A.M.
RDN Board Chambers
6300 Hammond Bay Road
Nanaimo
V9T 6N2

In Attendance:	Director T. Brown	Chair
	Director K. Wilson	Electoral Area A
	Director M. Young	Electoral Area C
	Director B. Rogers	Electoral Area E
	Director C. Gourlay	Electoral Area G
	Director S. McLean	Electoral Area H
	Director T. Westbroek	Town of Qualicum Beach
	Director E. Mayne	City of Parksville
	Director M. Swain	District of Lantzville
	Director L. Krog	City of Nanaimo
	Director S. Armstrong	City of Nanaimo
	Director D. Bonner	City of Nanaimo
	Director E. Hemmens	City of Nanaimo
	Director J. Turley	City of Nanaimo
Also in Attendance:	Director I. Thorpe	City of Nanaimo
	P. Carlyle	Chief Administrative Officer
	D. Wells	GM Corporate Services
	D. Pearce	Dir, Transportation & Emergency Services
	D. Marshall	Mgr, Transit Operations
	B. Miller	Sup't, Fleet & Transit Service Delivery
	E. Beauchamp	Sup't, Transit Planning & Scheduling
	B. White	Sup't, Transit Operations
	K. Laidlaw	Transit Planner, BC Transit
	M. Coates	Transit Planning Coordinator, BC Transit
	K. Sihota	Recording Secretary

CALL TO ORDER

The Chair called the meeting to order and respectfully acknowledged the Coast Salish Nations on whose traditional territory the meeting took place.

APPROVAL OF THE AGENDA

It was moved and seconded that the agenda be approved as amended to include AVICC Resolution Vancouver Island Transportation Master Plan report.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Transit Select Committee Meeting - September 27, 2018

It was moved and seconded that the minutes of the Transit Select Committee meeting held September 27, 2018, be adopted.

CARRIED UNANIMOUSLY

DELEGATIONS

Gerard Nachtegaele, re: Transit Service to South Wellington and Cassidy

Mr. Nachtegaele requested that the Transit Select Committee provide transit service to South Wellington, Cassidy and the Nanaimo Airport.

BC TRANSIT UPDATE

Planning Update

It was moved and seconded that the Planning Update be received for information.

CARRIED UNANIMOUSLY

REPORTS

Transit Management Team- Presentation

It was moved and seconded that the Transit Management Team presentation be received for information.

CARRIED UNANIMOUSLY

Transit Overview - Presentation

It was moved and seconded that the Transit Overview presentation be received for information.

CARRIED UNANIMOUSLY

AVICC Resolution Vancouver Island Transportation Master Plan

It was moved and seconded that the following resolution be forwarded to the Association of Vancouver Island Coastal Communities for consideration at their annual meeting:

WHEREAS a Vancouver Island Transportation Master Plan would outline Inter-Regional necessary improvement to the Island transportation network;

AND WHEREAS the Ministry of Transportation and Infrastructure has the ultimate responsibility for transportation planning on Vancouver Island;

THEREFORE BE IT RESOLVED that the Province of British Columbia prepare a Vancouver Island Transportation Master Plan.

CARRIED UNANIMOUSLY

NEW BUSINESS

Notice of Motion – Routes 97 and 98

Director Westbroek served notice of the following motion:

That staff be directed to communicate with the Town of Qualicum Beach to review the service for Routes 97 and 98.

Notice of Motion – handyDART Service for those over the age of 65

Director Armstrong served notice of the following motion:

That staff be directed to provide a report to consider handyDART service for those over the age of 65 without medical reasons.

ADJOURNMENT

It was moved and seconded that the meeting be adjourned.

Time 11:17 AM

CHAIR

**CHAIR & MEMBERS
NANAIMO TRANSIT SELECT COMMITTEE
January 24, 2019.**

SUBJECT: PLANNING UPDATE

PURPOSE

This update on transit planning activities in the Regional District of Nanaimo is provided to the Transit Select Committee ("TSC") for **INFORMATION**.

SERVICE PLANNING SUMMARY

Winter 2019 Service

Upon direction from the Regional District of Nanaimo Board, Route 40 VIU Express schedule improvements were implemented on January 6, 2019 in order to improve frequency and reduce crowding.

Key changes include:

- Additional peak morning and afternoon trips
- Additional Sunday trips

PLANNING INITIATIVES

Work undertaken or proposed since the last Transit Select Committee meeting includes:

- **South Nanaimo Local Area Transit Plan** - The plan will identify transit service priorities in order to simplify routes and improve travel times for customers. BC Transit and RDN facilitated public engagement sessions to receive feedback on service improvement options, including route restructuring. Based on the feedback from Phase II, staff are refining options and drafting a final plan. The South Nanaimo Local Area Transit Plan Draft will be completed in Spring 2019.
- **Nanaimo Transit Service Improvement Priorities** - BC Transit and the Regional District of Nanaimo have developed a living document that prioritizes transit improvements based on the strategic direction of the Transit Future Plan, land use and demographic changes, and public input. It provides a list of initiatives to guide decision making for future service expansions. *See Appendix A.*
- **North Nanaimo Local Area Transit Plan** - BC Transit and RDN staff will commence the North Nanaimo Transit Plan to improve service for customers in Fall 2019. The plan will identify transit service priorities in order to simplify routes and improve travel times for customers.
- **Right Sizing Strategy** - As part of the Local Area Transit Plan process, BC Transit and RDN staff will undertake a study to analyze trip level data to determine appropriate vehicle size and service levels.

INFRASTRUCTURE INITIATIVES

- **Woodgrove/Country Club/Downtown Transit Exchanges** – The RDN and BC Transit contracted Watt Consulting LTD to evaluate transit exchange options, produce concept developments and Class D cost estimates to submit to the Investing in Canada Infrastructure Program. A business case will be developed and public and stakeholder engagement will be facilitated as required.

Related Local Initiatives

The Regional District of Nanaimo participated in a number of local initiatives on behalf of the Transit Select Committee over the last few months, including the following:

- Santa Bus visited 15 Regional schools, one day program and 4 public venues
- Santa Bus participated in the Christmas parade
- Seniors Ride the Bus training
- Preschool visited transit
- Donations of transit products to Social Societies, SD 68 Secondary Schools, & one First Nations Community
- Participated in Bike to Work and Commuter Challenge Weeks
- Attended student events at VIU (Sustainability Fair, International Student Welcome, Student Welcome Back Fair)
- Free Transit on New Years Eve, including extended service until 3am

RECOMMENDATION

It is recommended that the Transit Select Committee receive this report for **INFORMATION**.

Respectfully,

Kailey Laidlaw
Transit Planner
BC Transit

Erica Beauchamp
Superintendent Transit Planning & Scheduling
Transportation & Emergency Services
Regional District of Nanaimo

Attachments:

Appendix A

Regional District of Nanaimo Service Expansion Priorities

This working list of priorities is developed in alignment with the goals and vision of the Transit Future Plan (2014). It provides a service description, an associated high level hour estimate and vehicle estimate. The scoring system below acts as an assessment tool for ranking priorities to help guide decision making. The highest score indicates the highest priority. The metrics were applied to the service improvement in order to identify priorities.

Scoring Matrix

Metric	Weight
Population and Employment Access ¹	15%
Route Productivity ²	15%
Route Directness and Legibility ³	15%
On-Time Performance ⁴	50%
Coverage to Unserved Areas ⁵	5%

Service Type	Service Improvement	Additional Buses	Additional Hour Estimates	Scoring /50
Frequent Transit Network	Route 40: Route modification	2 (heavy-duty)	5000	45
Local Transit Network	Routes 5,6, and 7: Simplify routes	2 (heavy-duty)	6000	35
	Route 30 and Route 40: Increase frequency on weekends	2 (heavy-duty)	3500	35
	Route 20 Realignment: Connects Woodgrove, Linley Valley/Rutherford, and Country Club Centre.	3 (heavy-duty)	6500	30
	Route 1: Realignment: Connects Country Club, Prideaux Exchange, and Vancouver Island University.	4 (heavy-duty)	10000	30
	Parksville and Qualicum: General service increases	2 (light-duty)	3000	25
	Cassidy/ South Wellington service	2 (light-duty)	2500	10
	Service to Area F	2 (light duty)	3000	10
	Service to Duke Point	2 (heavy-duty)	5000	10
Regional Connection	Service to Ladysmith: peak hour weekday service that connects the downtown core, VIU, airport, and Ladysmith	2 (heavy-duty)	2500	10
HandyDART	Increased service based on Transit Future Plan	1 (light-duty)	2000	-

¹ Population and employment density within a 400m walk distance

² Rides per revenue hour

³ Direct and consistent to improve travel times

⁴ The degree to which the bus meets scheduled times

⁵ Coverage to areas currently not serviced by transit

TO: Transit Select Committee**MEETING:** January 24, 2019**FROM:** Erica Beauchamp
Superintendent Transit Planning &
Scheduling**FILE:** 8830 20 SNLATP**SUBJECT:** South Nanaimo Local Area Transit Plan Spring 2019 Update**RECOMMENDATION**

That staff be directed to incorporate public feedback from the South Nanaimo Local Area Transit Plan into route restructuring and update the Regional District of Nanaimo Service Expansion Priorities.

SUMMARY

In the fall of 2017, the Regional District of Nanaimo (RDN) and BC Transit started the South Nanaimo Local Area Transit Plan (SNLATP) to assess routing and frequency of the routes 5, 6, 7, 30 & 40. The plan builds from priorities identified within the Transit Future Plan (2014), and is intended to gather feedback and outline steps for transit within South Nanaimo and the Southern Areas of the RDN for the next one to seven years. This project is currently 75% complete and this report is intended as an update.

BACKGROUND

Development of the South Nanaimo Local Area Transit Plan (SNLATP) began in fall 2017 with reviews of transit priorities and their alignment with Official Community Plans, Transportation Master Plan, as well as neighbourhood plans. Following this, a detailed review and analysis of existing transit services including route structures, ridership statistics and demographics was conducted. In spring 2018, public engagement process began, including engagement sessions, a survey and a stakeholder workshops. Information gathered from this first round of engagement helped develop service and route options for the areas of South Nanaimo and South RDN. Route options included five route re-alignments, as well as two new routes, and proposed service frequencies (*Attachment 1: Draft Public Engagement Report: South Nanaimo Local Area Transit Plan Phase II, BC Transit*).

In November and December of 2018, a second public engagement process, including seven open houses and an online survey (*Attachment 1*), was undertaken to gather feedback regarding proposed route re-alignments and service frequencies. Approximately 550 people participated in the engagement process, with feedback from this process summarized, for each route, below. As well, an extensive media campaign was conducted including website customer alerts, Facebook, Twitter, Rack Cards, Interior Bus Cards, and radio announcements.

PUBLIC ENGAGEMENT FEEDBACK

Route re-Alignments & proposed service frequencies can be viewed in Attachment 1:

A. General Comments

These comments are open-ended feedback from both the survey and public engagement sessions and represent those service improvement responses that were the most frequent and are in no particular order:

- Increased weekend service;
- Increased frequency;
- Longer span of service on weekdays across all routes (5am to 1pm);
- Service to Duke Point.;
- Service to Nanaimo Airport;
- Make it clear in which direction the bus is going;
- Need for Inter-Regional service;
- Riders Guide should have colour route maps.

B. Route 5 Re-alignment

There were 292 respondents for Route 5, with 50% of those affected, in favour of proposed changes, 41% opposed and 10% approve with modifications. Most notable recommendations are continuation of service to VIU & NDSS; increased service on Sundays; earlier and later service throughout the week; service to Nanaimo Aquatic and Ice centres; and service to College Heights.

C. Route 40 Re-alignment

Of the 313 respondents for Route 40, 79% of those affected are in favour of proposed route changes, with 9% opposed and 12% in favour with modifications. Suggested modifications consist of earlier & later service on all days; increased service on Sundays; and early morning service going North.

D. Route 30 Re-alignment

Route 30 had two hundred and ninety six people responded to questions regarding Route 30. With respect to the proposed route re-alignment, 69% of those affected were in favour, 17% were opposed and 14% suggested modifications such as keeping service along Rosstown Rd and Meredith Rd; increased service earlier and later on all days; and more frequency overall service periods.

E. Route 6 Re-alignment

Route 6 had 283 respondents, 73% of those affected were in favour of proposed changes, 15% opposed and 12% are interested in the following modifications to service frequencies: more service for Harewood routes; increased frequency on all days; earlier and later service span; increased weekend service. In terms of route re-alignment, respondents indicated they would prefer the route to stay on Park Ave, service Seventh St around Howard; and a dislike that it does not go along 5th St.

F. Route 7 Re-alignment

The Route 7 had 278 respondents, of which 76% of those affected approved of the changes, 9% opposed and 15% would appreciate modifications such as: increased frequency throughout the day on all days; more service on weekends; service more of Extension Road; earlier and later service span; ensure connection to proposed Route #8 at South Parkway Plaza; and service to Duke Point.

G. Route 8 NEW

The new proposed Route 8, take the current Route 7 and splits the Cedar portion off, travelling to South Parkway Plaza for transfers from the Route 7, up Tenth Street to Bruce and on to VIU. There were 275 respondents regarding this route, 73% of those affected approve, 13% oppose and 14% approve with the modifications of: higher frequency; service to Duke Point; investment in infrastructure at South Parkway Plaza/Southgate Plaza; use of smaller buses in Cedar; extend the route to Cassidy and the airport; and earlier morning service.

H. Route 78 NEW

Route 78 is a new, proposed route designed to service the Cassidy area. There were 270 responses to this route proposal, 67% of those affected are in approval, 7% opposed and 26% approve with modifications such as: full weekday service; Service to South Wellington; connect to Duke Point; route through South Parkway Plaza; and it should go into the airport.

I. Area C HandyDART

Residents of Electoral Area C were asked to indicate their level of support for future handyDART expansion within their Area. Of the affected respondents, 85% were in favour, and 8% were opposed, the remaining were either not sure or not affected.

Further data regarding responses to the online survey and public engagement sessions can be found within Appendix A.

The next step for the South Nanaimo Local Area Transit Plan include incorporating the most recent public feedback into reoute realignments and then creating an implementation plan the Board.

ALTERNATIVES

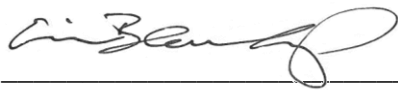
1. That staff be directed to incorporate public feedback from the South Nanaimo Local Area Transit Plan into route restructuring and update the Regional District of Nanaimo Service Expansion Priorities.
2. That alternate direction be provided.

FINANCIAL IMPLICATIONS

Priorities outlined within the South Nanaimo Local Area Transit Plan final report are on a 1 to 7 year timeframe, and will be added to the Transit Planning Matrix, to be implemented following the Transit expansion process.

STRATEGIC PLAN IMPLICATIONS

Focus On Service And Organizational Excellence - We Will Advocate For Transit Improvements And Active Transportation.



Erica Beauchamp
ebeauchamp@rdn.bc.ca
January 13, 2019

Reviewed by:

- D. Marshall, Manager, Transit Operations
- D. Pearce, Director, Transportation and Emergency Services
- P. Carlyle, Chief Administrative Officer

Attachments

1. Draft Public Engagement Report: South Nanaimo Local Area Transit Plan Phase II, BC Transit

Draft Public Engagement Report

South Nanaimo Local Area Transit Plan Phase II



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1. Introduction

The Regional District of Nanaimo and BC Transit are developing the South Nanaimo Local Area Transit Plan. The plan builds from priorities identified in the Transit Future Plan (2014). The plan's primary goals include:

- A. Define interim improvements for transit service and infrastructure over the next seven years.
- B. Simplify Route 5,6,7, 30 and 40 to provide more convenient service between neighborhoods and key destinations.
- C. Continue to support the Regional District of Nanaimo's Transit Future Plan goal to increase the transit mode share to 5 per cent.

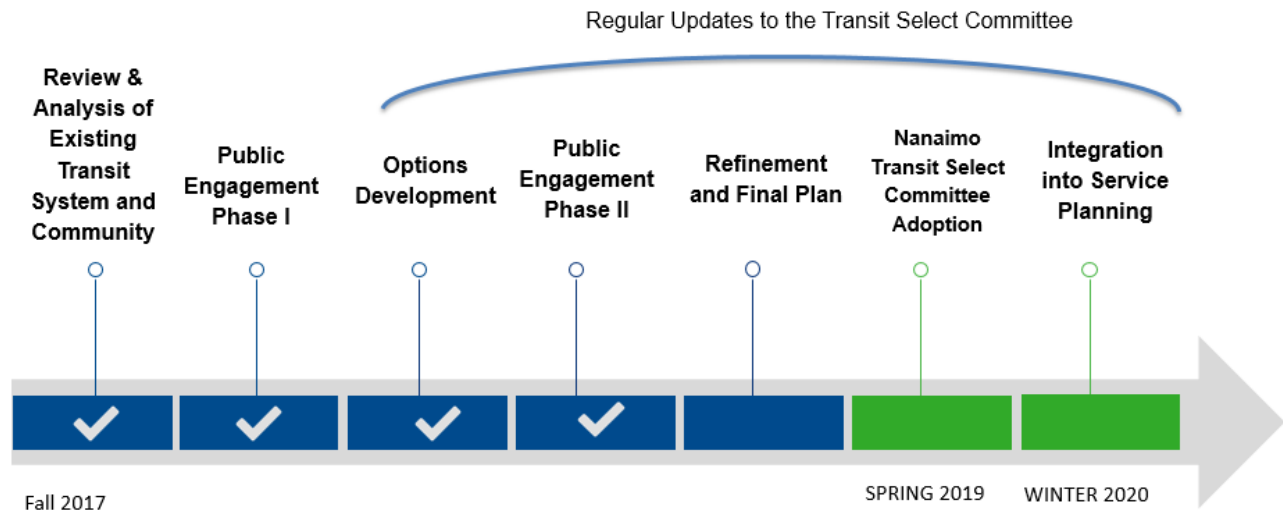
Background

The development of the Local Area Transit Plan began in fall 2017. The first step included discussions to ensure transit priorities still aligned with the Official Community Plan, Transportation Master Plan, and neighborhood plans. Next, a detailed review and analysis of the existing transit service was conducted. Using this information, in February and March 2018, BC Transit and the Regional District of Nanaimo facilitated public engagement sessions to help inform the development of short and medium service options. The South Nanaimo Local Area Transit Plan - Phase I Public Engagement Report¹ details these results. In June 2018, a stakeholder workshop was held to ensure residents were heard correctly in Phase I of public engagement. The results of this workshop are detailed in the South Nanaimo Local Area Transit Plan - Workshop I Summary². Using the information gathered in the first phase of engagement, five route alignments and 2 additional routes were developed, with the primary objective to improve travel time for customers. In November and December 2018, the Regional District of Nanaimo and BC Transit staff undertook an engagement process including open houses and an online survey to solicit feedback on the service improvements. The remainder of this document presents the results of public engagement sessions and the next steps.

¹ [Phase I South Nanaimo Local Area Transit Plan Public Engagement Report](#)

² [South Nanaimo Local Area Transit Plan Workshop I Summary](#)

Project Timeline



2. Engagement Methods

In November and December of 2018, an online survey was administered and seven open houses were hosted to gather feedback on proposed route alignments and general feedback for transit in South Nanaimo. In total, approximately 550 people participated in the engagement process. This information is further summarized on the following page. An extensive media awareness initiative was conducted to promote the open houses. Media included: Website Customer Alerts, Fare Page Alerts, Facebook, Twitter, Rack Cards, Interior Bus Cards, and radio advertisements.

The engagement boards and survey instrument are included in Appendix A and B.



Figure 2- Port Place Mall engagement

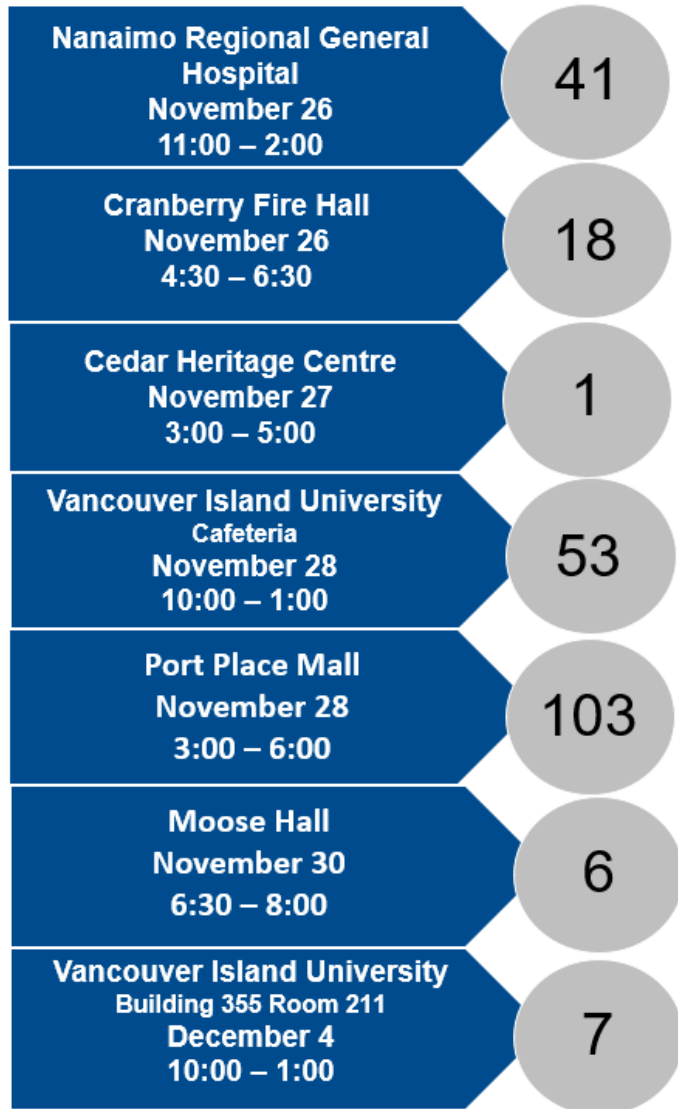



Figure 1 - Port Place Mall Engagement

Public Engagement Overview

Public Engagement Overview


Seven Open Houses



Online Survey 

November 13th–
December 13th

369 respondents

229 Open House Attendees 

Over 500 Total Comments 

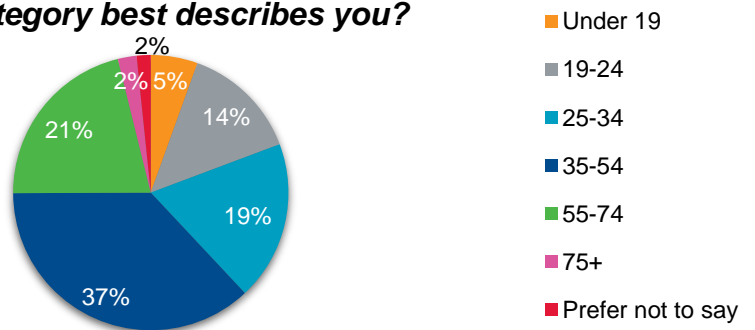
3. Findings

The online survey introduced participants to the proposed route alignments and service levels for routes 5 Fairview, 6 Harewood, 7 Cinnabar/Cedar, 30 NRGH, 40 VIU Express, and the addition of two new routes. Participants were asked to provide feedback on alignments and service levels, and were also provided a space for open-ended feedback. (See Appendix B).

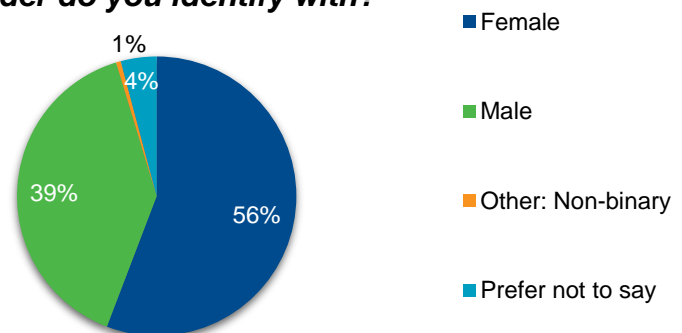
3.1 Demographics

The online survey asked detailed demographic and travel patterns to help inform service design by building a picture of how and which residents use transit.

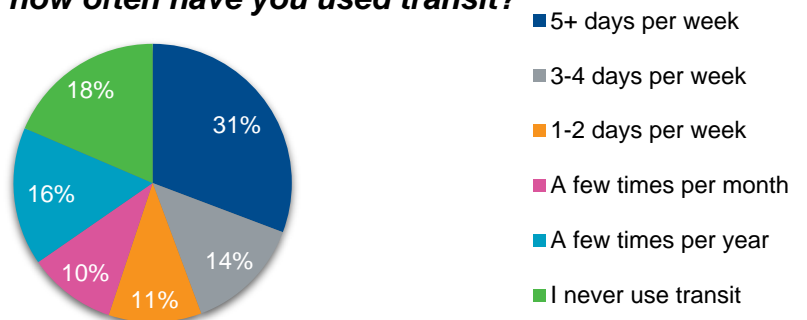
Which age category best describes you?



Which gender do you identify with?



In the past 6 months, how often have you used transit?

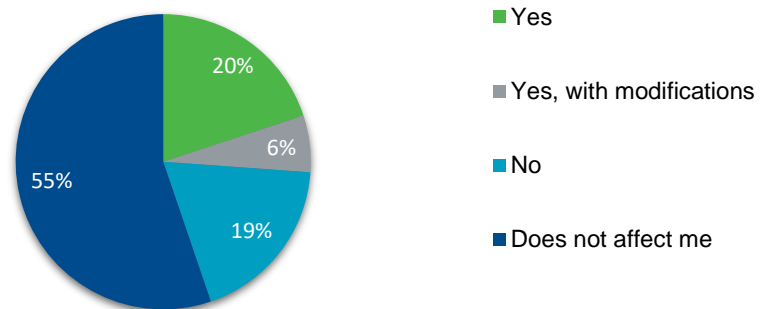


3.2 Route Alignments

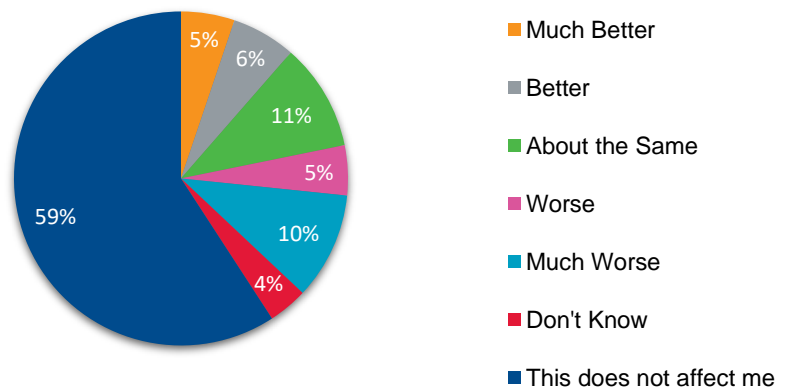
Participants were asked to provide feedback on each route alignment and service levels. They indicated their level of support and how the new alignment would work compared to current routing. The survey and open house boards also asked respondents to provide any additional feedback on each alignment.

Route 5

Do you support these proposed changes?



Compared to today, how does this proposed routing work for you?

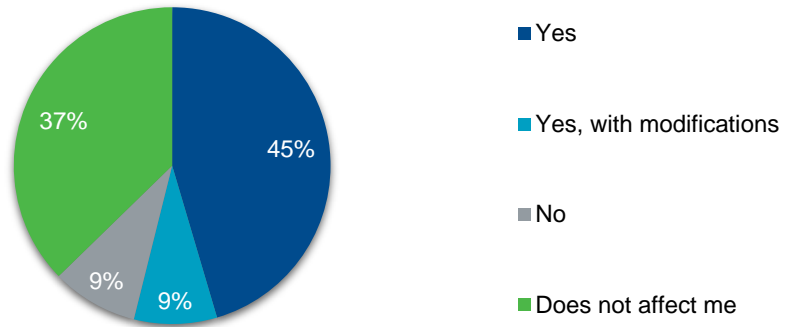


Key themes that arose from additional comments about the proposed route alignment included:

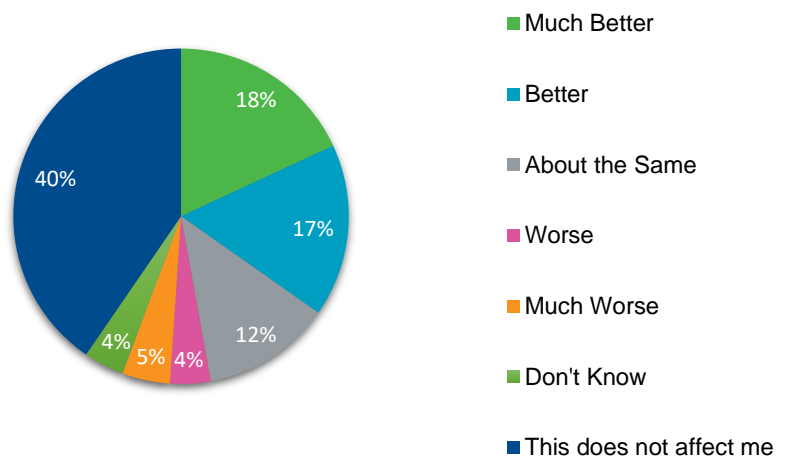
- Increased frequency, specifically during peak times (7-9am, 3-6pm)
- Continue servicing Vancouver Island University and Nanaimo District Secondary School
- Service College Heights

Route 6

Do you support these proposed changes?



Compared to today, how does this proposed route work for you?

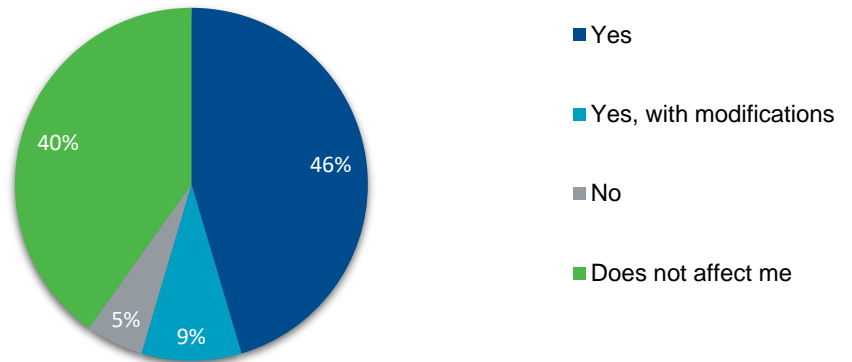


Key themes that arose from additional comments about the proposed route alignment included:

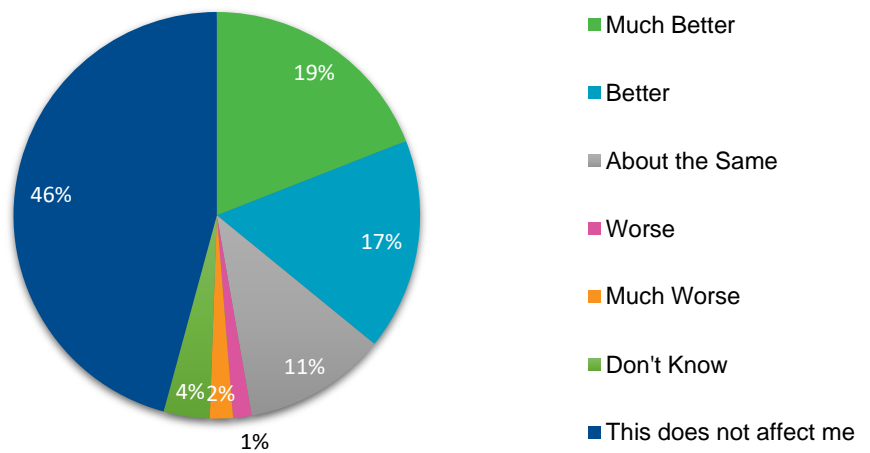
- Increase frequency, specifically during midday and PM Peak (9pm-3pm, 3pm-6pm)

Route 7

Do you support these proposed changes?



Compared to today, how would this proposed route work for you?

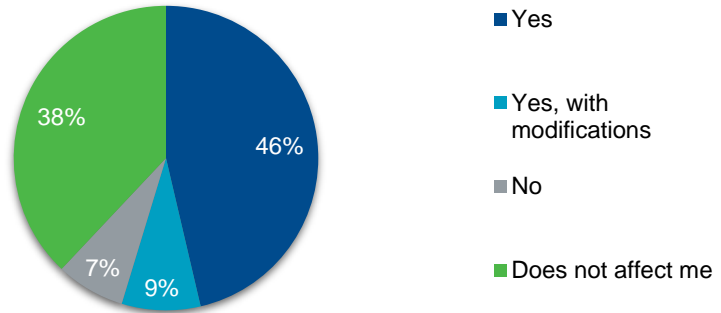


Key themes that arose from additional comments about the proposed route alignment included:

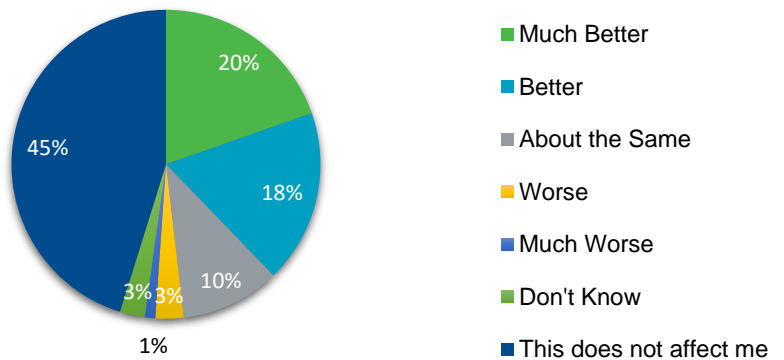
- Increase frequency, specifically between 7-9am
- Connections to Vancouver Island University

Route 8

Do you support these proposed changes?



Compared to today, how does this proposed routing work for you?

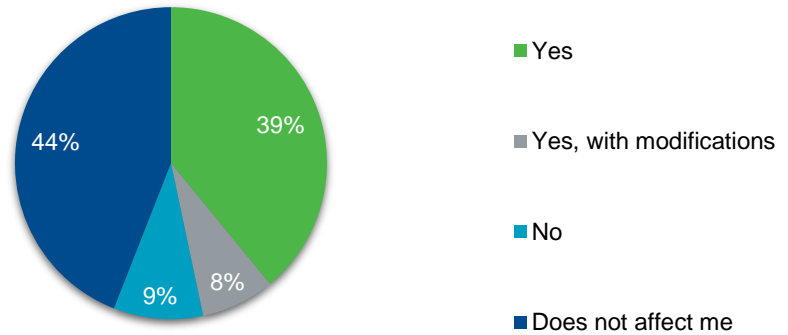


Key themes that arose from additional comments about the proposed route alignment included:

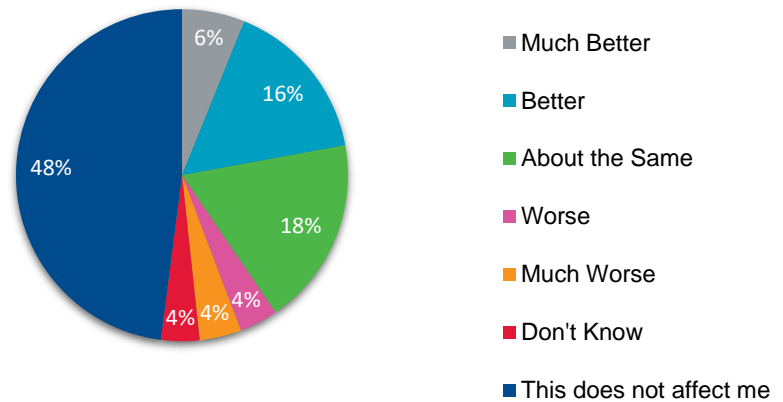
- Increase frequency, specifically between 7-9am
- Earlier service span

Route 30

Do you support these changes?



Compared to today, how would this proposed route work for you?

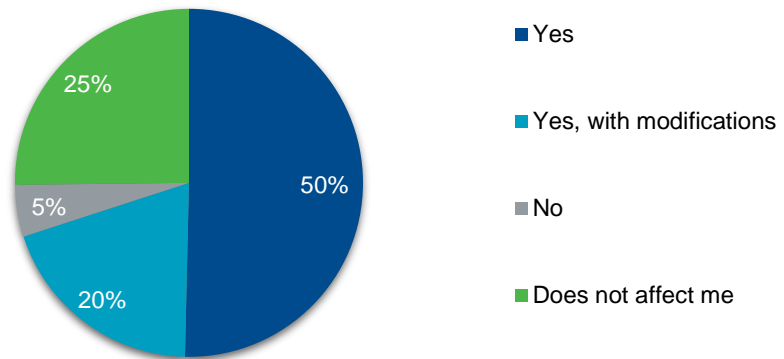


Key themes that arose from additional comments about the proposed route alignment included:

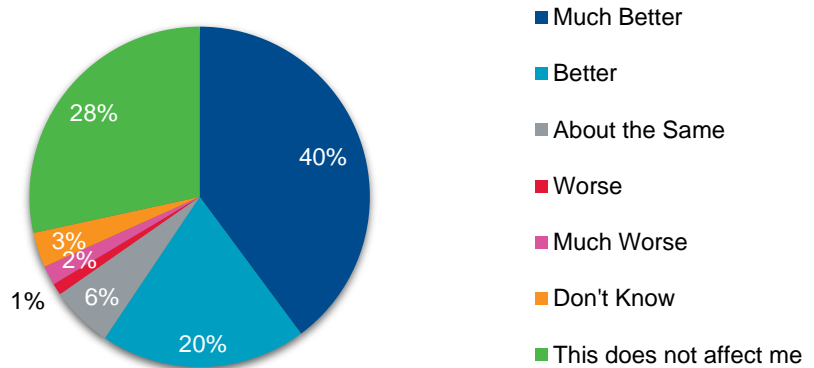
- Increase frequency, specifically on weekends
- Earlier and later service span for hospital employees
- Continue servicing Meredith and Rosstown Road

Route 78

Do you support these proposed changes?



Compared to today, how does this proposed routing generally work for you?



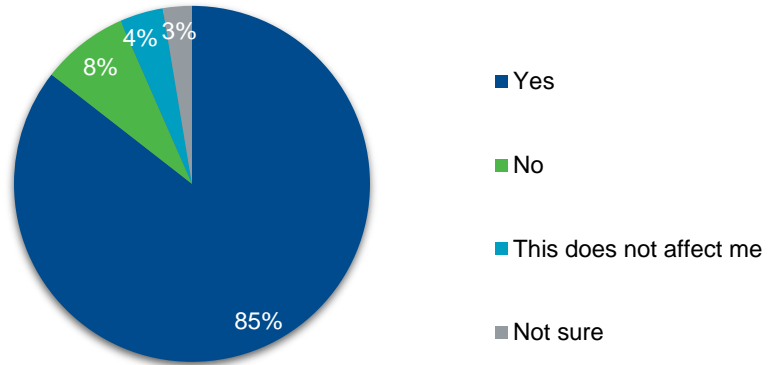
Key themes that arose from additional comments about the proposed route alignment included:

- More service days and increased frequency
- Service South Wellington
- Service Duke Point

3.2 Area C HandyDART

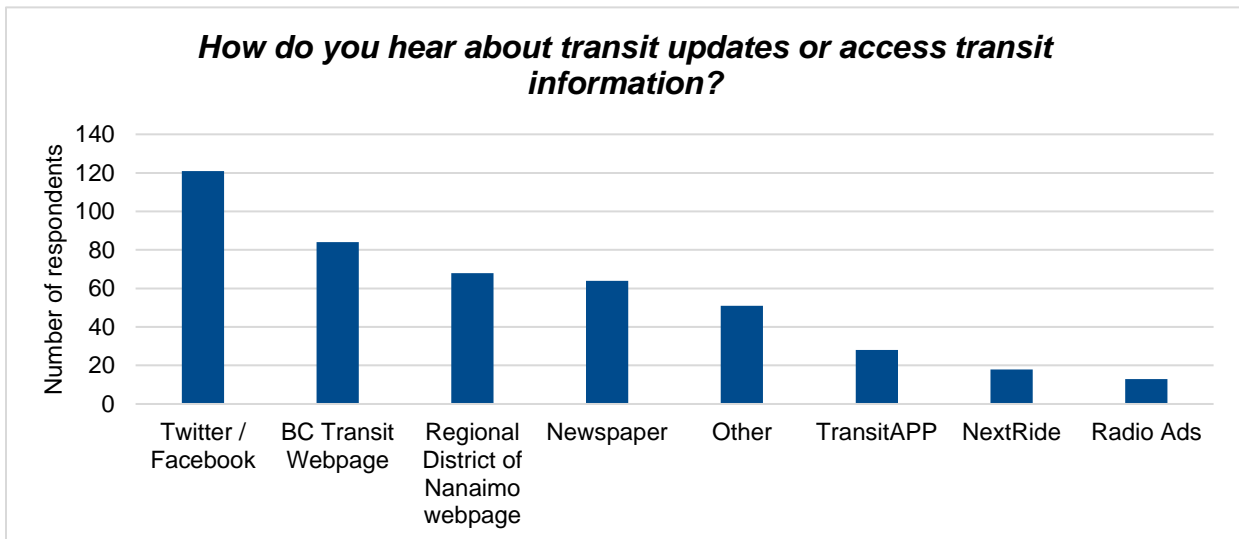
HandyDART provides door-to-door service for those unable to use the conventional transit system without assistance. This service is typically more expensive to operate and is less productive in terms of ridership. As the ageing population will increase the demand for handyDART, residents of Electoral Area C were asked to indicate their level of support for future handyDART increases.

Do you support handyDART increases in Electoral Area C?



3.5 Transit Media Awareness

As part of the engagement, visitors were also asked about their source of information for transit updates. This will help both BC Transit and the Regional District of Nanaimo staff more effectively communicate and disseminate information.



3.6 Open-ended Feedback: Comments & Suggestions

Both the online survey and open houses provided opportunities for respondents to provide open-ended comments and general feedback. Overall, participants were supportive of service improvements to the south Nanaimo area. Key themes that emerged through these comments included:

- **Duke Point Service:** Respondents requested service expansion to the Duke Point area, an area currently unserved by transit.
- **South Wellington Service:** Respondents indicated a route servicing South Wellington is a priority.
- **Ladysmith Service:** Inter-regional service to Ladysmith was identified as a desired connection.
- **Direct Airport Service:** Respondents indicated a route directly servicing the airport is a priority.
- **Increased frequency:** Respondents identified increased frequency as a priority for routes servicing the South Nanaimo area.
- **Earlier and later service span:** Respondents indicated a desire for service to begin earlier and end later for South Nanaimo routes, especially routes 7,8 and 30.

4. Next Steps

The engagement process for the South Nanaimo Local Area Transit Plan has been a collaborative process between the Regional District of Nanaimo and BC Transit.

The responses for the engagement process have been tabulated and analyzed to support the development of the final South Nanaimo Local Area Transit Plan. The next step in the process is to use this information to finalize route alignments and identify a timeline and implementation plan for transit service improvements.

For more information on this project, please contact NanaimoPlanning@BCtransit.com

Appendix A Open House Boards



The Regional District of Nanaimo Transit Future Plan envisions the transit network long-term and describes the services, infrastructure and investments that are needed to get there.

South Nanaimo Area Transit Plan

Your input will shape the Local Area Transit Plan for South Nanaimo. This plan will:

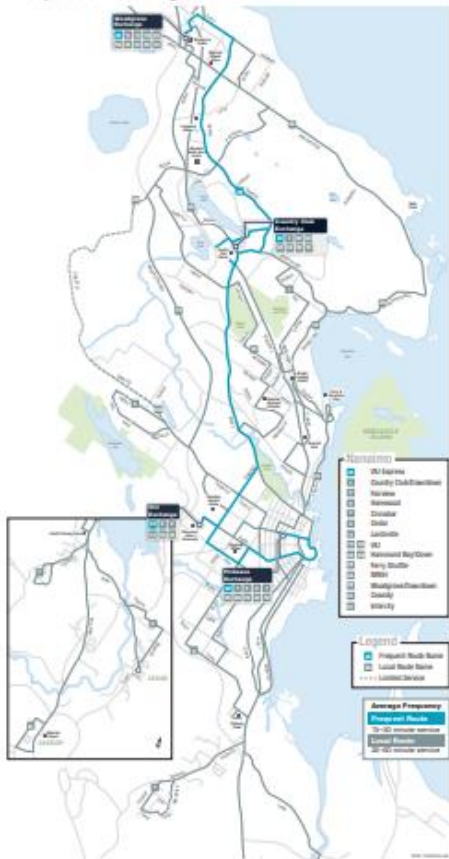
- Determine transit service and infrastructure priorities over the next 1–7 years.
- Support the Regional District of Nanaimo’s Transit Future Plan goal to increase the transit mode share to 5%.



Current Transit Network



Proposed Changes





Route 5 Fairview



Route 5 provides service between Prideaux Exchange and Westwood Lake.

Benefits:

- More direct service to downtown

Considerations:

- Does not provide service to VIU or Howard Avenue

Route 5 Fairview Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	40 min	70 min	70 min	30 min	60 min	6am-12am
Saturday	-	40 min	70 min	70 min	60 min	70 min	7am-12am
Sunday	-	60 min	70 min	70 min	60 min	-	7am-8pm

Do you support these changes?		
Yes	Yes, with modifications	No





Route 6 Harewood



Route 6 provides service between Prideaux Exchange, South Parkway Plaza and Vancouver Island University.

Benefits:

- Provides service to South Parkway Plaza
- Services 10th Street and Bruce Street

Considerations:

- Does not provide service via Park Avenue (Route 8 will provide service)

Route 6 Harewood Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	30 min	70 min	70 min	60 min	60 min	6am-12am
Saturday	-	70 min	70 min	70 min	70 min	70 min	7am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-8pm

Do you support these changes?		
Yes	Yes, with modifications	No

Use this data to vote

Use this data to vote





Route 7 Cinnabar



Route 7 provides service between Cinnabar and Prideaux Exchange (Downtown).

Benefits:

- Cinnabar residents do not need to travel through Cedar
- Provides connection to Downtown Nanaimo
- Potential opportunities to continue as route 30 at Prideaux Exchange
- Transfer to route 8 for service to VIU, NDSS and John Barsby

Route 7 Cinnabar Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	60 min	70 min	30 min	60 min	60 min	6am-12am
Saturday	90 min	70 min	70 min	70 min	70 min	70 min	6am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-9pm

Do you support these changes?		
Yes	Yes, with modifications	No

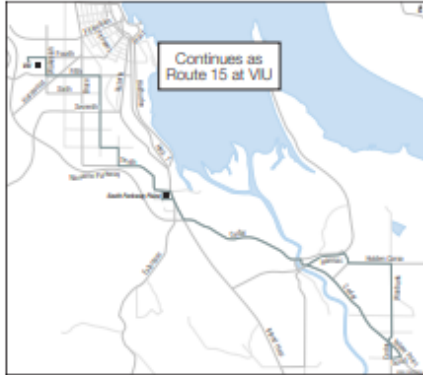
Click here to view

Get more info for comments





Route 8 Cedar



Route 8 provides service between Cedar and Vancouver Island University.

Benefits:

- Provides more frequent service to and from Cedar to Vancouver Island University
- Potential opportunities to continue as route 15 at Vancouver Island University
- Transfer to route 7 at South Parkway Plaza for service to downtown

Route 8 Cedar Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	60 min	70 min	30 min	60 min	60 min	6am-12am
Saturday	90 min	70 min	70 min	70 min	70 min	70 min	6am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-9pm

Do you support these changes?		
Yes	Yes, with modifications	No

Use this to note

Use this to note for comments





Route 30 NRGH



Route 30 provides service between Woodgrove Exchange and Prideaux Exchange via Nanaimo Regional General Hospital.

Benefits:

- More direct service
- Potential opportunities to continue as route 7 at Prideaux Exchange

Considerations:

- Does not provide service via Rosstown Road or Meredith Road

Route 30 NRGH Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	15 min	30 min	30 min	60 min	60 min	6am-12am
Saturday	60 min	30 min	30 min	30 min	60 min	60 min	7am-11pm
Sunday	-	70 min	70 min	70 min	70 min	-	7am-8pm

Do you support these changes?		
Yes	Yes, with modifications	No





Route 40 VIU Express



Route 40 provides service between Woodgrove Exchange, Vancouver Island University and Prideaux Exchange.

Benefits:

- Avoids route duplication around downtown
- More direct service between Port Place and Vancouver Island University

Considerations:

- Continues to utilize Prideaux Exchange, which is operating at capacity

Route 40 VIU/Downtown Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	15 min	15 min	15 min	30 min	30 min	6am-12am
Saturday	-	30 min	30 min	30 min	60 min	60 min	7am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-9pm

Do you support these changes?		
Yes	Yes, with modifications	No

Use this to note

Not used unless for comments





Route 78 Cassidy



Route 78 provides limited on-request paratransit within the request zone.

Benefits:

- Provides service to Cassidy, which is currently unserved by transit
- On Request Zone in Cassidy, where bus will deviate up to 1.5 kilometres off the route to provide curb-to-curb service

Frequency:

Monday, Wednesday, Friday
Every 3 hours from 9:00 am–6:00 pm.

Do you support these changes?		
Yes	Yes, with modifications	No

Use this to vote

Use this to vote for comments

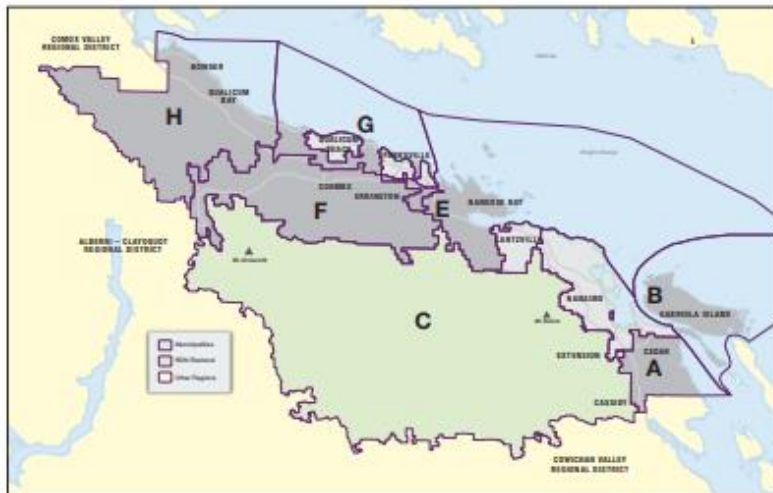




If you are a resident of Electoral Area C, do you support service increases for handyDART?

Yes	No

Use this as a guide





Do you have any other comments to improve service in the Regional District of Nanaimo?

A large, empty grey rectangular area intended for public comments.

Use sticky notes for comments

Thank you!



Appendix B Online Survey

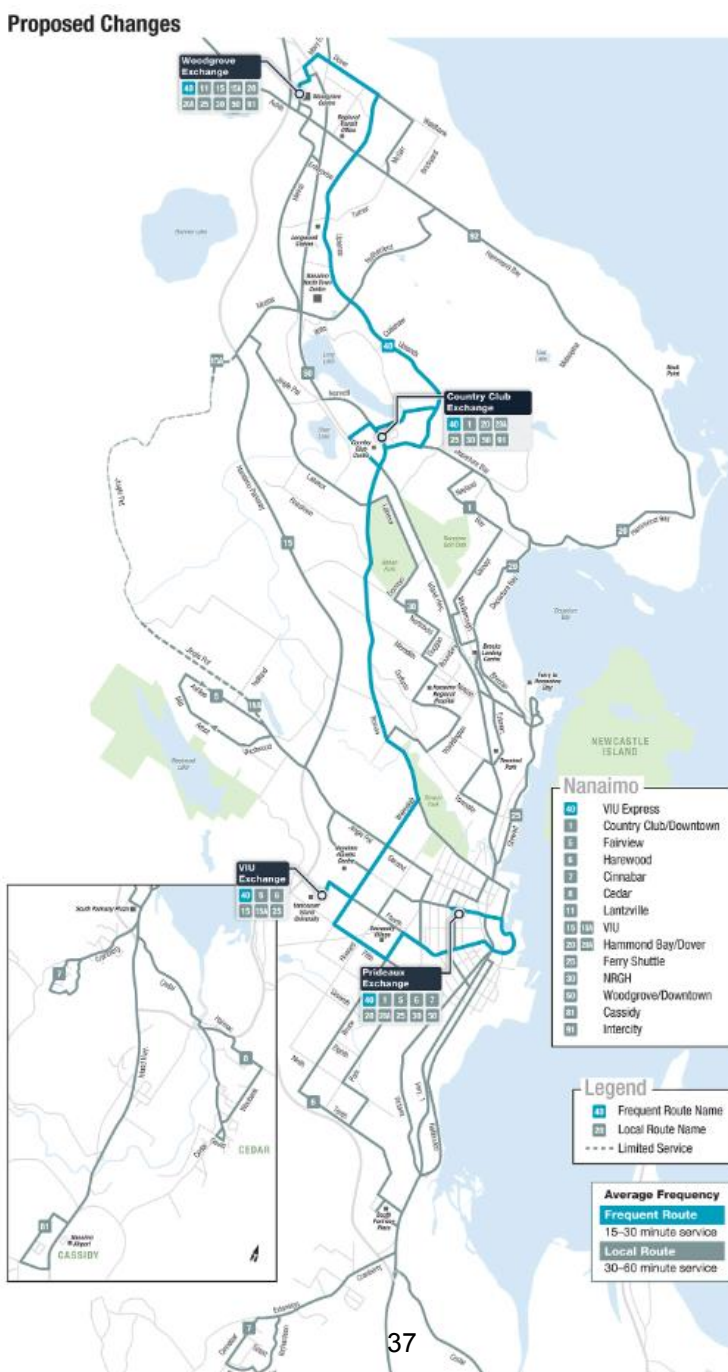
South Nanaimo Local Area Plan Survey

We Want To Hear From You!

South Nanaimo Local Area Transit Plan

The South Nanaimo Local Area Transit Plan is currently being developed and we'd like to hear from you on how to improve existing transit services and identify future service needs. The study area encompasses South Nanaimo, which includes Routes 5, 6, 7, 30, 40 and the addition of 2 new routes.

The South Nanaimo Local Area Transit Plan establishes a blueprint for how resources could be used over the next 1-7 years. Eight route alignments are proposed to meet customer needs and ridership demand. The plan will identify a timeline and implementation plan for transit service improvements, including the proposed routes.



South Nanaimo Local Area Plan Survey

1. Which age category best describes you?

- Under 19
- 19-24
- 25-34
- 35-54
- 55-74
- 75+
- Prefer not to say

2. Which gender do you identify with?

- Female
- Male
- Other
- Prefer not to say

3. In the past 6 months, how often have you used transit?

- 5+ days per week
- 3-4 days per week
- 1-2 days per week
- A few times per month
- A few times per year
- I never use transit

Proposed Routes

Route 40 VIU Express

Route 40 provides service between Woodgrove Exchange, Vancouver Island University and Prideaux Exchange.

Route 40 VIU Express



Route 40 VIU/Downtown Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	15 min	15 min	15 min	30 min	30 min	6am-12am
Saturday	-	30 min	30 min	30 min	60 min	60 min	7am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-9pm

Benefits:

- Avoids route duplication around downtown
- Simpler to travel between Port Place and Vancouver Island University

Considerations:

- Continues to utilize Prideaux Exchange, which is operating at capacity

4. Do you support these changes?

- Yes
- Yes, with modifications (please explain)
- No (please explain)
- Does not affect me

5. Compared to today, how would this proposed route generally work for you?

- Much Better
- Better
- About the Same
- Worse
- Much Worse
- Don't Know
- This does not affect me

Route 30 NRGH

Route 30 provides service between Woodgrove Exchange and Prideaux Exchange via Nanaimo Regional General Hospital

Route 30 NRGH



Route 30 NRGH Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	15 min	30 min	30 min	60 min	60 min	6am-12am
Saturday	60 min	30 min	30 min	30 min	60 min	60 min	7am-11pm
Sunday	-	70 min	70 min	70 min	70 min	-	7am-8pm

Benefits:

- More direct service
- Potential to continue as route 7 at Prideaux Exchange

Considerations:

- Does not provide service via Rosstown Road or Meredith Road

6. Do you support these changes?

- Yes
- Yes, with modifications (please explain)
- No (please explain)
- Does not affect me

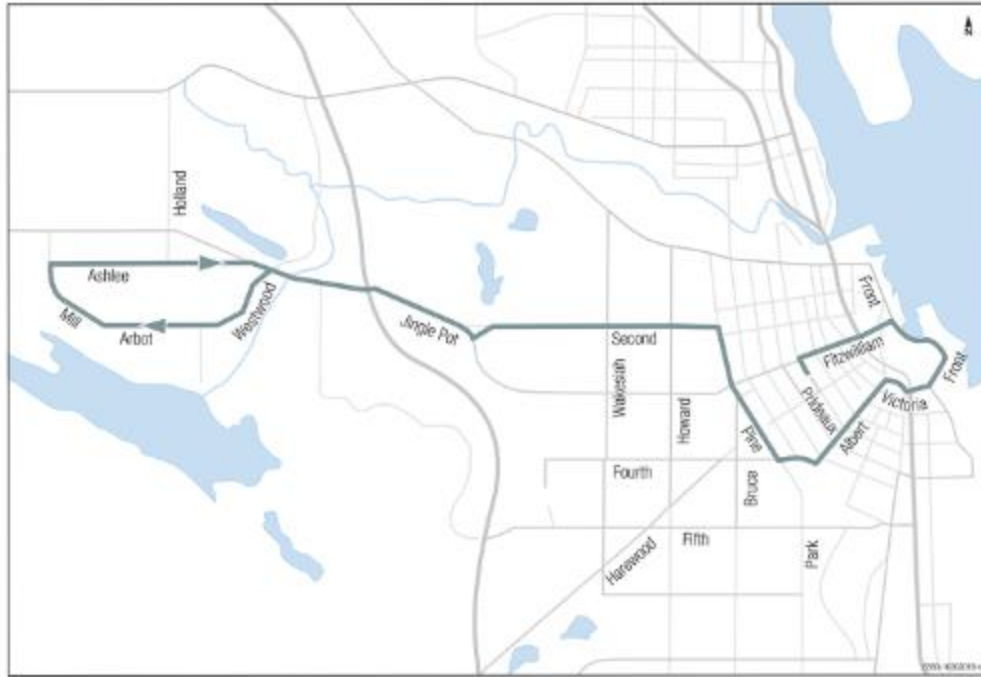
7. Compared to today, how would this proposed route generally work for you?

- Much Better
- Better
- About the Same
- Worse
- Much Worse
- Don't Know
- This does not affect me

Route 5 Fairview

Route 5 provides service between Prideaux Exchange and Westwood Lake.

Route 5 Fairview



Route 5 Fairview Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	40 min	70 min	70 min	30 min	60 min	6am-12am
Saturday	-	40 min	70 min	70 min	60 min	70 min	7am-12am
Sunday	-	60 min	70 min	70 min	60 min	-	7am-8pm

Benefits:

- More direct service to downtown

Considerations:

- Does not provide service to VIU

8. Do you support these proposed changes?

- Yes
- Yes, with modifications (please explain)
- No (please explain)
- Does not affect me

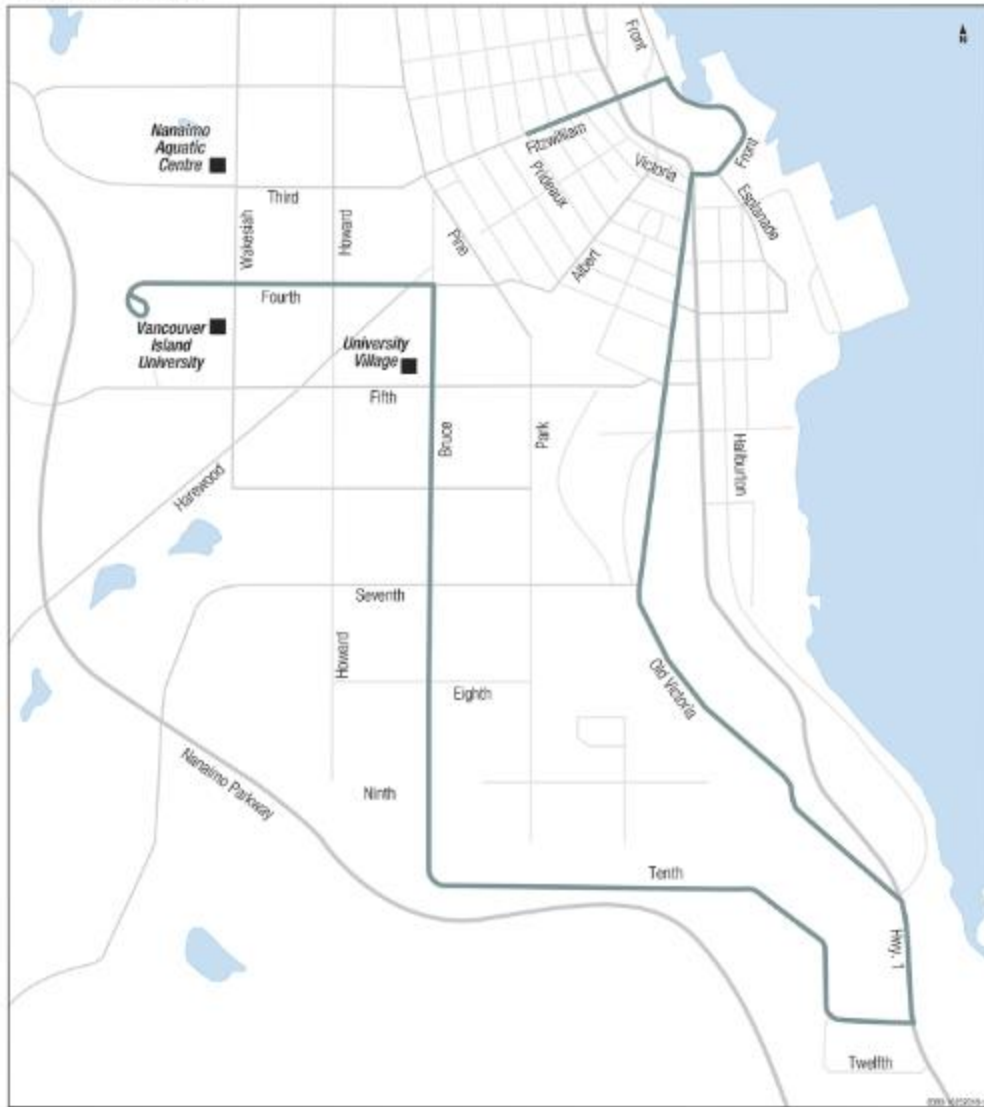
9. Compared to today, how would this proposed route generally work for you?

- Much Better
- Better
- About the Same
- Worse
- Much Worse
- Don't Know
- This does not affect me

Route 6 Harewood

Route 6 provides service between Prideaux Exchange, South Parkway Plaza and Vancouver Island University.

Route 6 Harewood



Route 6 Harewood Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	30 min	70 min	70 min	60 min	60 min	6am-12am
Saturday	-	70 min	70 min	70 min	70 min	70 min	7am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-8pm

Benefits:

- Provides service to South Parkway Plaza
- Provides service to 10th Street

Considerations:

- Does not service Park Avenue (route 8 will provide service)

10. Do you support these proposed changes?

- Yes
- Yes, with modifications (please explain)
- No (please explain)
- Does not affect me

11. Compared to today, how would this proposed route generally work for you?

- Much Better
- Better
- About the Same
- Worse
- Much Worse
- Don't Know
- This does not affect me

Route 7 Cinnabar

Route 7 provides service between Cinnabar and Prideaux Exchange (downtown).

Route 7 Cinnabar



Route 7 Cedar Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	60 min	70 min	30 min	60 min	60 min	6am-12am
Saturday	90 min	70 min	70 min	70 min	70 min	70 min	6am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-9pm

Benefits:

- Cinnabar residents do not need to travel through Cedar
- Provides connection to downtown Nanaimo
- Potential to continue as route 30 at Prideaux Exchange

12. Do you support these proposed changes?

- Yes
- Yes, with modifications (please explain)
- No (please explain)
- Does not affect me

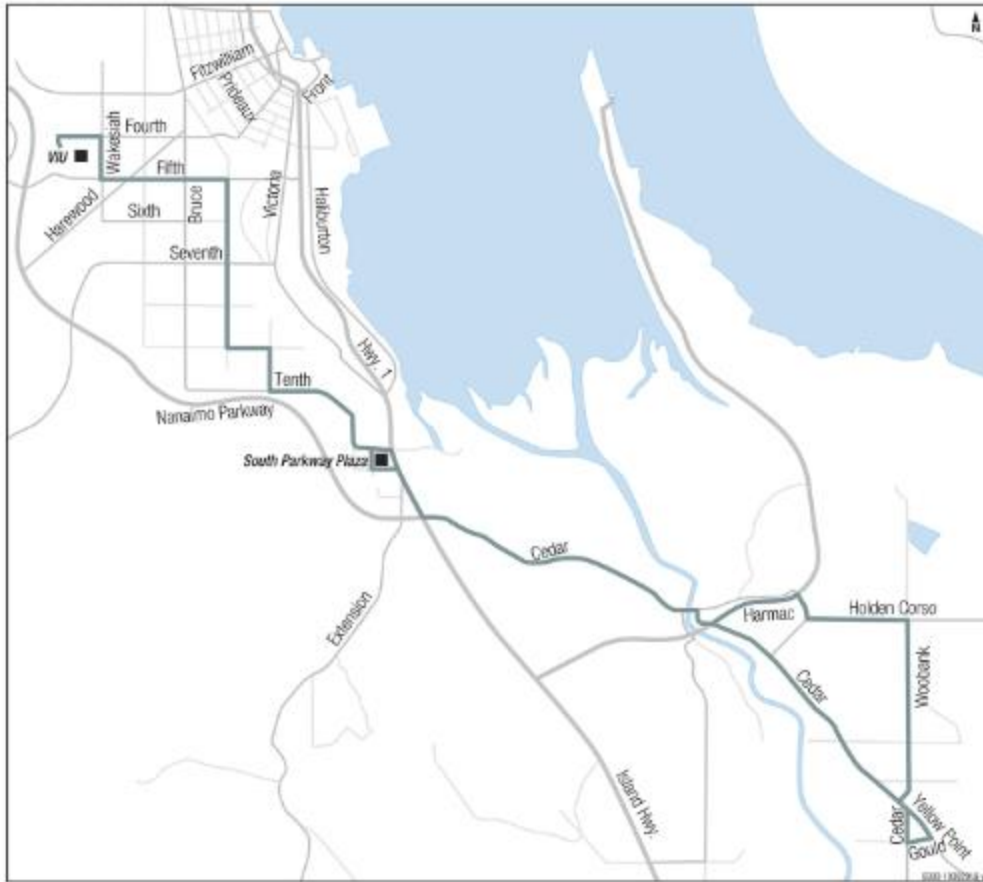
13. Compared to today, how would this proposed route generally work for you?

- Much Better
- Better
- About the Same
- Worse
- Much Worse
- Don't Know
- This does not affect me

Route 8 Cedar

Route 8 provides service between Cedar and Vancouver Island University.

Route 8 Cedar



Route 8 Cinnabar Frequency							
Service Day	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span
	Before 7am	7AM-9AM	9AM-3PM	3PM-6PM	6PM-10PM	After 10 PM	
Weekday	30 min	60 min	70 min	30 min	60 min	60 min	6am-12am
Saturday	90 min	70 min	70 min	70 min	70 min	70 min	6am-12am
Sunday	-	70 min	70 min	70 min	70 min	-	7am-9pm

Benefits:

- More frequent service to and from Cedar to Vancouver Island University
- Potential to continue as route 15 at Vancouver Island University
- Transfer to route 7 at South Parkway Plaza for service to downtown

14. Do you support these proposed changes?

- Yes
- Yes, with modifications (please explain)
- No (please explain)
- Does not affect me

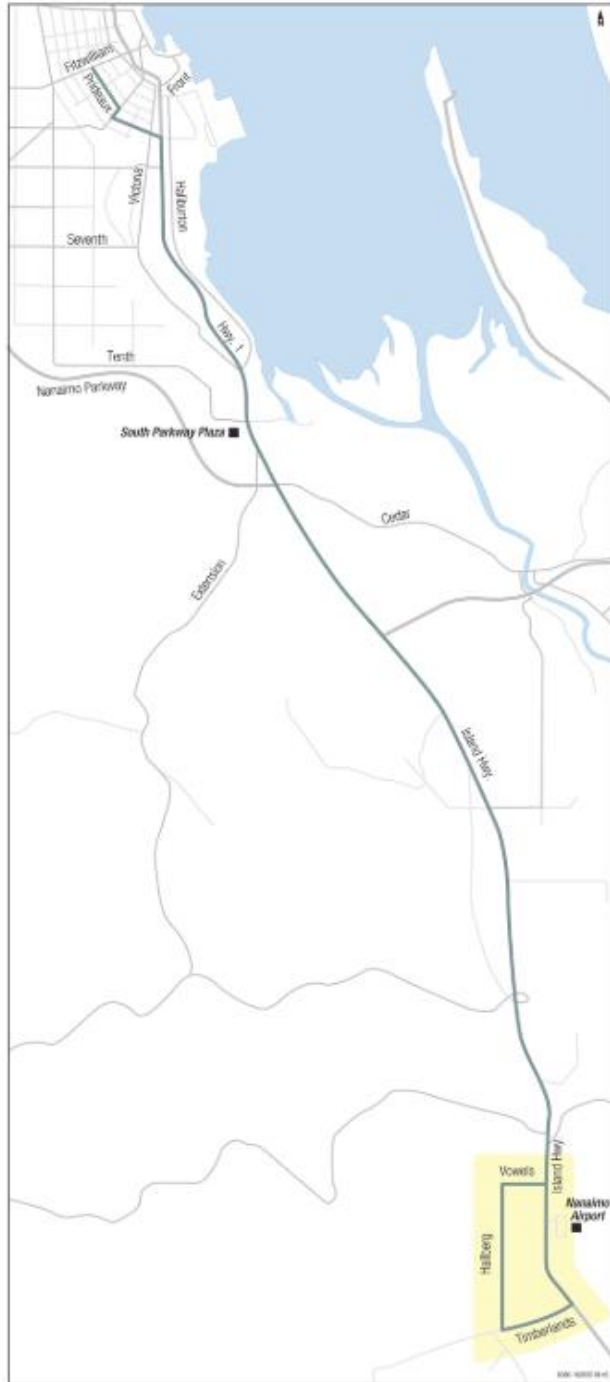
15. Compared to today, how would this proposed route generally work for you?

- Much Better
- Better
- About the Same
- Worse
- Much Worse
- Don't Know
- This does not affect me

Route 78 Cassidy

Route 78 provides limited flex-routed paratransit service between Cassidy and Prideaux Exchange.

Route 81 Cassidy



Frequency:

Monday, Wednesday, Friday

Every 3 hours between 9:00 am - 6:00 pm

Benefits:

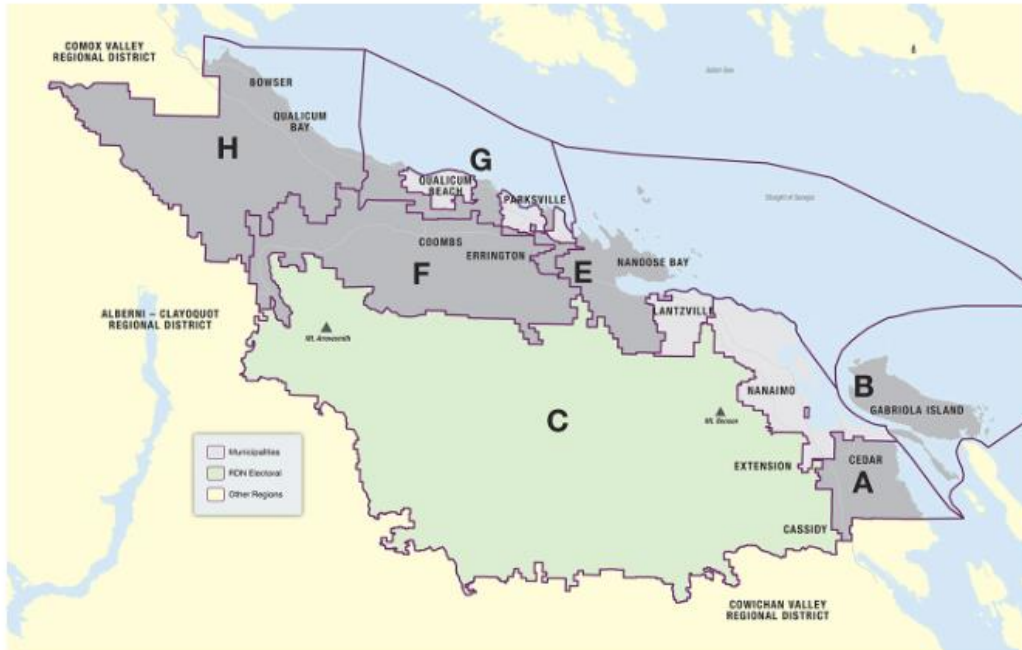
- Provides service to Cassidy, which is currently unserved by transit.
- On Request-Zone in Cassidy, where bus will deviate up to 1.5 kilometers off the route to provide curb-to-curb service

16. Do you support these proposed changes?

- Yes
- Yes, with modifications (please explain)
- No (please explain)
- Does not affect me

17. Compared to today, how would this proposed route generally work for you?

- Much Better
- Better
- About the Same
- Worse
- Much Worse
- Don't Know
- This does not affect me



18. Do you live in Electoral Area C? (Extension, Arrowsmith-Benson, East Wellington, Pleasant Valley)

- Yes
- No

Do you support HandyDART increases in Electoral Area C?

19. How do you hear about transit updates or access transit information? (Select as many that apply)

- Newspaper
- Twitter / Facebook
- Radio Ads
- BC Transit Webpage
- Regional District of Nanaimo webpage
- TransitAPP
- NextRide
- Other (please specify)

20. Do you have any other comments to improve service in the Regional District of Nanaimo?

Appendix C Engagement Photos



