

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

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**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 <sup>1</sup>	15%
Route Productivity <sup>2</sup>	15%
Route Directness and Legibility <sup>3</sup>	15%
On-Time Performance <sup>4</sup>	50%
Coverage to Unserved Areas <sup>5</sup>	5%

Service Type	Service Improvement	Additional Buses	Additional Hour Estimates	Scoring /50
<b>Frequent Transit Network</b>	Route 40: Route modification	2 (heavy-duty)	5000	45
<b>Local Transit Network</b>	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
<b>Regional Connection</b>	Service to Ladysmith: peak hour weekday service that connects the downtown core, VIU, airport, and Ladysmith	2 (heavy-duty)	2500	10
<b>HandyDART</b>	Increased service based on Transit Future Plan	1 (light-duty)	2000	-

<sup>1</sup> Population and employment density within a 400m walk distance

<sup>2</sup> Rides per revenue hour

<sup>3</sup> Direct and consistent to improve travel times

<sup>4</sup> The degree to which the bus meets scheduled times

<sup>5</sup> Coverage to areas currently not serviced by transit