
TO: Transit Select Committee **MEETING:** January 24, 2019

FROM: Erica Beauchamp **FILE:** 8830 20 SNLATP
Superintendent Transit Planning &
Scheduling

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

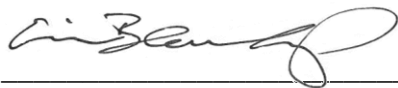
1. That staff be directed to incorporate public feedback from the South Nanaimo Local Area Transit Plan into route restructuring and update the Regional District of Nanaimo Service Expansion Priorities.
2. That alternate direction be provided.

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