

Regional District of Nanaimo Transit 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 and 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 restructure to provide more residents with access to frequent transit.	2 (heavy-duty)	5000	45
Local Transit Network	Routes 5,6, and 7 restructures: Simplify routes, separate Cinnabar/Cedar into 2, provide service along Tenth St and to College Heights	2 (heavy-duty)	6000	35
	System wide weekend frequency improvements	TBD	TBD	35
	Route 30 Restructure in accordance with construction of Boxwood connector	(200)	N/A	
	Create service to Linley Valley/Rutherford Rd areas	3 (heavy-duty)	6500	30
	Routes 1, 15, 20 & 25 restructures	TBD	TBD	30
	System extended morning and evening hours on Weekdays & Weekends	TBD	TBD	30
	Parksville and Qualicum: General service increases	2 (light-duty)	3000	25
	Cassidy/ South Wellington/Airport 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