

Transit Business Plan 2009-2018



Background

- ◆ April of 1969 the Regional District of Nanaimo signed their first Annual Operating Agreement with BC Transit
- ◆ RDN Transit operates the Transit and the Custom Transit services for D68 and D69
- ◆ Only 4 operating agreements out of 98 are operated by Municipal Governments – all other are private or non-profit companies
- ◆ Annual Budgets are prepared every calendar year; in 2009, the budget will exceed 17 million dollars for the transportation services department



Transit Statistics



- ◆ Annual Operating Hours for 2008/09 = 97,142
- ◆ # of Kilometres travelled in 2008 = 2,342,299
- ◆ # Litres of fuel used in 2008 = 1,239,204
- ◆ Passengers carried in 2007/08 = 2,340,129
- ◆ # Buses in the transit fleet = 41
- ◆ # Routes travelled = 19
- ◆ # Drivers = 96

Custom Transit (handyDART) Statistics

- ◆ Annual Operating Hours for 2008/09 = 22,296
 - 89% in D68
 - 11% in D69
- ◆ # of Kilometers Travelled in 2008 = 325,719
- ◆ # Litres of fuel used in 2008 = 70,223
- ◆ Passengers carried in 2008 = 61,675
 - 30% in mobility aids
 - 70% are ambulatory
- ◆ # Buses in the handyDART fleet = 19
- ◆ # of registered users = 1400
- ◆ # Drivers = 12



Introduction

The Transit Business Plan, adopted in March of 2008 outlined short term and medium term service expansions.

- ◆ In 2009 and 2010, 24,500 hours were allocated for expansion
- ◆ For the years 2011 – 2018, an additional 65,900 were approved
- ◆ In total, more than 90,000 additional annual service hours will result in nearly doubling the conventional transit service level in the Nanaimo region over the next decade

The Transit Business Plan was a full years worth of consultation with public groups, organizations, open houses, and meetings to provide opportunities for the public to let transit know what they really needed from their transit system.

- ◆ The Transit Business Plan is a document that encompasses the meetings, viewpoints of passengers, the public, staff, union, scheduling committee, and taxpayers at large.

Community Objectives and the 2009 Expansion

1. Provide transit services to key destinations
2. Focus service on the needs of commuters for school, work & other key markets
3. Provide service to seniors, persons with disabilities, and youths, who are less likely to have access to alternative modes of transportation
4. Be environmentally friendly and sustainable



Passenger Service Objectives and the 2009 Expansion

1. Provide appropriate levels of service (days, weekends, evenings, & statutory holidays)
2. Faster, more direct service between major activity centres
3. Improve on street facilities including bus shelters, lighting, and transit exchanges
4. Improve transit information for customers i.e. info posts at major stops
5. Be on time
6. Go to a clock-face headway
7. Keep it affordable



March (?) – 2009

1. The #5 Fairview and the #6 Harewood changes include:
 - ◆ Eliminated - Evening #5/6 combo Fairview/Harewood service
 - ◆ Added - #5 Fairview & #6 Harewood ~ 30 minute peak period service
 - ◆ Added - #5 Fairview and #6 Harewood evening runsTotal additional hours 4200

2. The #90 Intercity Connector changes include:
 - ◆ Added - #90 Intercity Connector ~ additional peak period trips
 - ◆ Added - #90 Intercity Connector ~ Ferry express from Qualicum Beach to Departure Bay (pilot)Total additional hours 701

3. #2 – Improved connections to Departure Bay:
 - ◆ No additional hours

4. Statutory holiday expansion:
 - ◆ Added ~ Increased hours from a reduced Sunday level of service to a regular Sunday level of serviceTotal additional hours 122

Total 2009 expansion hours for Transit – 5,023

Ferry Shuttle Bus



5 Fairview

- The #5 Fairview will now run through the day and evening.

- This run is averaging 30 rides per hour with the current service levels. Staff and BC Transit believe that changing the peak service hours, and deleting the combo run will increase the average to well over 35.

- This change has been in the plans since 1997.



6 Harewood

- This #6 Harewood will now run all day and evening.

- The #6 Harewood is one of the highest productivity routes, with over 35 rides per hour.

- This change has been planned since 1997.



Custom Transit Expansions 2009

In the Transit Business Plan, the short range handyDART expansions for 2009 include:

- ◆ 2,400 service hours to be used in D68
 - This increase went into effect in September of 2008, which has allowed for five day per week evening service, more Sunday service & small increases in Electoral Area 'A' & possibly 'E'
 - Working towards lessening the time in advance customers have to pre-book rides
 - Other electoral area increases are being worked on through consultation with electoral area directors
 - Increase in taxi supplement
- ◆ Review and possible implementation of Travel Training
- ◆ Overall review of taxi saver program

Transit Expansions - 2010

September - 2010

- ◆ #8-South/ 9-North 30 minute peak period service ~ 1,600 hours
- ◆ Earlier morning start ~ 2,300 hours
- ◆ #2–Hammond Bay restructuring, including improved service to BC Ferries ~ 3,300 hours
- ◆ New Hammond Bay route to Hospital and VIU ~ 1,500 hours
- ◆ #7–Cinnabar/Cedar ~ 700 hours
- ◆ Parksville – increased hourly (local) service ~ 2,800 hours

Total Jan 2010 expansion hours - 12,900

Transit Expansions - 2010

September – 2010

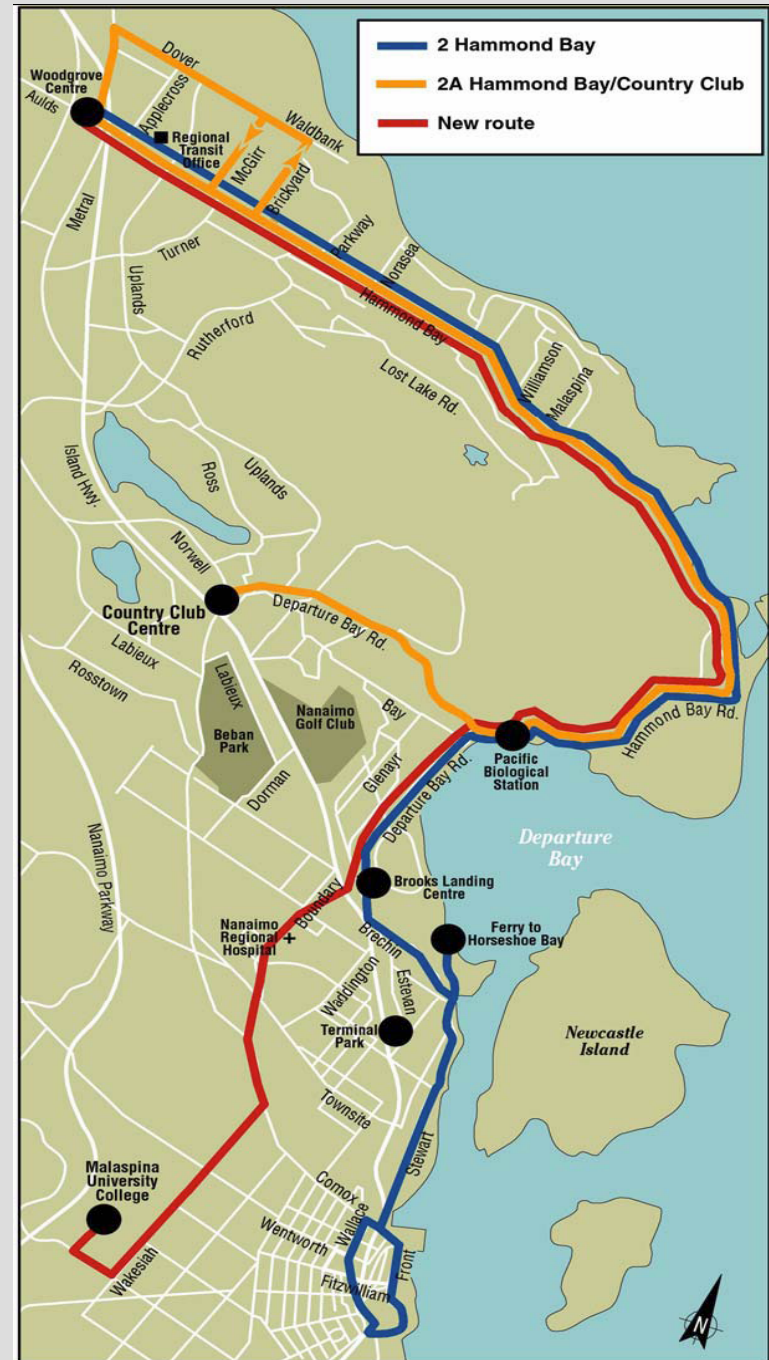
- ◆ #15-VIU Connector ~ extend to South Parkway Plaza – 2,500 hours
- ◆ #3-Hospital to Woodgrove ~ 3,800 hours
- ◆ #90–Intercity Connector 60 minute daytime service and extended evening service ~ 3,800 hours

Total expansion hours Sep 2010 = 10,100 hours

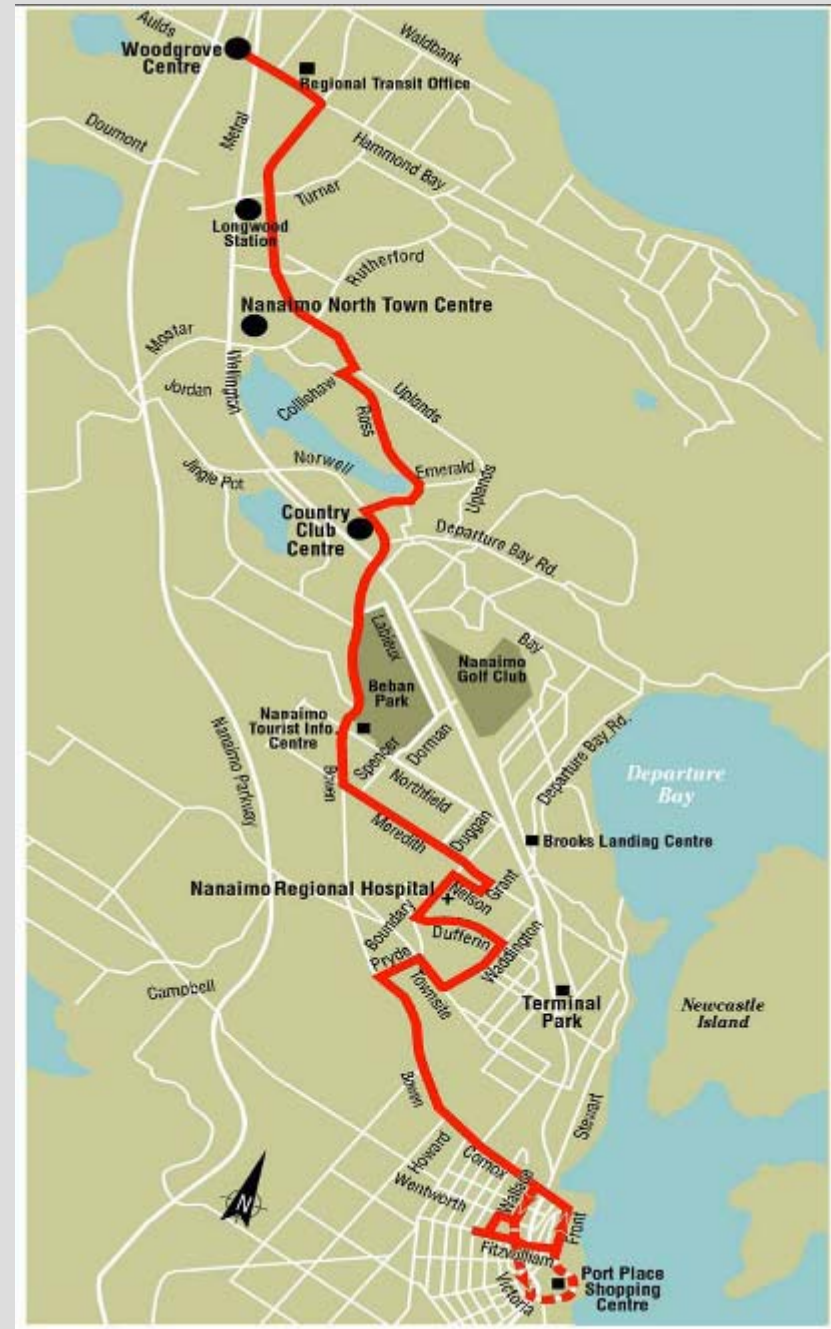


Overall expansion hours for 2010 = 23,000 hours

#2 Departure Bay ~ Creating 3 routes from one



Extending #3 Hospital to Wood- grove



Extending #15 VIU Connector to South Parkway Plaza



Medium Range Service Options (2011 - 2018)

Bus Rapid Transit

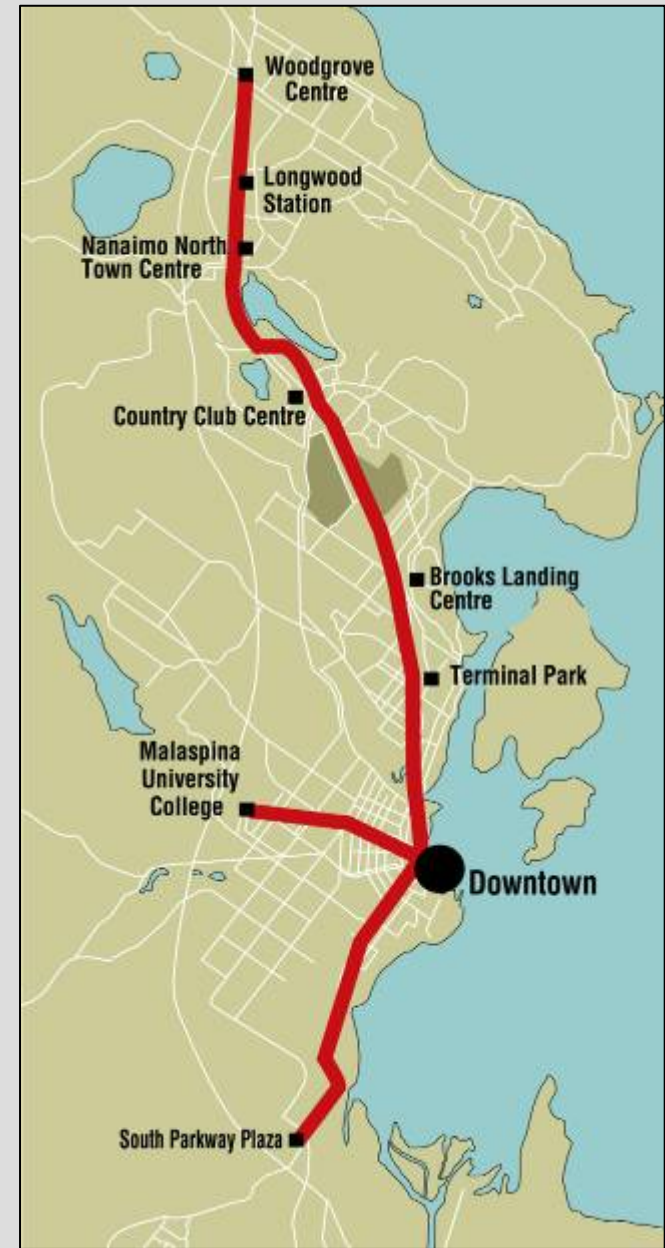
Phase 1

30-minutes during the peak periods between Woodgrove and downtown, with 30-60 minute service during the midday and 60-minute service at other times

Phase 2

15 minutes during the week-day peak periods (6:30 to 9:30 am and 3:00 to 6:00 pm) and every 30 minutes at all other times, including midday, evenings, Saturday, and Sunday. Between Downtown and South Parkway Plaza, 30 minutes during the day and 60 minutes in the pm

Total hours – 13,800



Custom Transit - 2010 Expansion

- ◆ 2,400 hours in D69
- ◆ 2,400 hours in D68
- ◆ 2 buses
- ◆ Overall increase in taxi saver program

Total Custom Expansion – 4,800 hours

Expansion Summary ~ Transit

- ◆ 2009 ~ 5,000 hours, 3 drivers, 2 buses
- ◆ 2010 ~ 23,000 hours, 15 drivers, 12 buses
- ◆ 2011-2018 ~ 65,900 hours of service, 20 drivers and 28 new transit buses

Overall Expansions in excess of 90,000 hours, 38 – 40 new jobs, and 40 new buses

Expansion Summary ~ Custom Transit

- ◆ 2008 ~ 2,400 hours D68
- ◆ 2009 ~ 2,400 hours D68 and increase in taxi supplement
- ◆ 2010 ~ 2,400 hours D68 & 2400 hours D69, & increase in taxi saver
- ◆ 2011 ~ increase in taxi saver and supplement
- ◆ 2012 ~ 2,400 hour increase in D68
- ◆ 2113 ~ increase in taxi saver and supplement
- ◆ 2014 ~ 2,400 hour increase in D68
- ◆ 2015 ~ 2,400 hour increase in D69

**Overall hours for D68 and 69 = 12,000 hours, and
6 – 7 new jobs**

Upcoming Projects

- ◆ Transit security (2011)
- ◆ Automatic Vehicle Locator and GPS on all buses in the fleet (2011)
- ◆ Upgrade transit Facility, wash bay, fuel island (2009 & 2010)
- ◆ Electronic fare boxes (2009)
- ◆ Transit signal priority (2010)
- ◆ Custom Transit automated scheduling software, including MDT and AVL technology (2009)
- ◆ U-Pass – (2010)
- ◆ Employer Pass - ongoing



Transit Highlights

- ◆ **Cruise ships for 2008** – custom transit buses met 8 cruise ships to provide transportation to the old city quarter, in partnership with the downtown business association. **3,031 rides** were provided over the course of the 8 days
- ◆ **Stat holidays 2008** was the first year we have had statutory holiday service on 8 of the stats. Staff were pleased with the **2500 rides average for the first year of service**. (Did not include Boxing day or New Years Eve in the count)
- ◆ **Boxing Day service** – **3,655 trips** were provided on boxing day this year
- ◆ **New Years Eve** – 1,779 trips were provided to this fully sponsored event (Terasen Gas is the sponsor)
- ◆ **Movie bus** – in 2007, 3,891 trips were provided on Friday nights for the movie bus. In 2008, 4,620 trips were provided, for an average of **88.8 persons per night**.



What is next for Area A?

Cassidy - Opportunities

- ◆ Large mobile home parks in reasonably close proximity to one another
- ◆ Western Maritime Institute provides a '*destination*' location that can be promoted in various forms
- ◆ Possibility of a park and ride location
- ◆ Possibility of a small route

Cassidy - Challenges

- ◆ Road improvements would likely be required for Transit sized vehicles
- ◆ Possible that smaller, mini busses could use existing roadways
- ◆ Either option will require Transportation Engineers to review to determine long-term impact
- ◆ Park and Ride location would need to be negotiated, if on private property, or acquired if on land that is for sale and improvements to the location would need to occur (ie paving, shelters, lighting, refuse area) and maintained
- ◆ Traffic Light may need to be considered, depending on where the park and ride is located

South Wellington – Opportunities

- ◆ Park and ride option

South Wellington – Challenges

- ◆ No real access beyond the store, as the roadways become almost rural in nature
- ◆ Traffic Light would need to stay to facilitate a park and ride location for access to the highway
- ◆ Maintenance agreement would need to be negotiated of the site, same as in the Cassidy options
- ◆ Transportation Engineer would be required to verify the roadway would support the extra traffic and weight of a bus



Airport – Opportunities

- ◆ There is good access into the airport with the Traffic light now located on the highway.
- ◆ Easy to put a stop in front of the terminal

Airport - Challenges

- ◆ Traffic Engineer would need to determine if roadways will support the weight of bus and customers, or if improvements are necessary

General Observations/Comments

- ◆ Overall expansion to Area A could be considered when linking Ladysmith to Nanaimo but it should be noted:
 - Expanding service, in a rural area such as Cassidy and South Wellington is very, very expensive and there would need to be serious discussions around the timing of the expansion
 - Expanding the Cedar area will occur naturally, as that 'area' is already being serviced by Transit
 - The Planning Department, through the rezoning and redevelopment process needs to be considering Transit and Transportation opportunities/challenges each step of the way in order to better facilitate expansion of services in the more rural areas

Questions?