

REGIONAL DISTRICT OF NANAIMO

**REGULAR BOARD MEETING
TUESDAY, JULY 28, 2015
7:00 PM**

(RDN Board Chambers)

A D D E N D U M

PAGES

5. COMMUNICATIONS/CORRESPONDENCE

(All Directors – One Vote)

2 **Hilde Schlosar**, Central Vancouver Island Multicultural Society, re Local Immigration Partnership.

8. SCHEDULED STANDING, ADVISORY, AND SELECT COMMITTEES

Transit Select Committee

3-4 Minutes of the Transit Select Committee meeting held Thursday, July 16, 2015 (For Information) (All Directors – One Vote).

5-12 **Route 15A VIU Connector (Jingle Pot) Service Review** (All Directors, except Electoral Areas 'B' and 'F' – Weighted Vote).

That the Board direct staff to retain Route 15A VIU Connector (Jingle Pot) in the Conventional transit system.

From: Hilde Schlosar
Sent: Tuesday, July 28, 2015 9:20 AM
To: Joe Stanhope
Subject: Local Immigration Partnership

July 28th, 2015

Mr. Joe Stanhope, Board Chair
Regional District of Nanaimo

Dear Mr. Stanhope,

The Central Vancouver Island Multicultural Society is applying to Citizenship & Immigration Canada (CIC) to form a local Immigration Partnership (LIP) within the central island region. *"The Local Immigration Partnerships (LIPs) innovation is a means to systematize local engagement in settlement with resources available to hire individuals to coordinate the activities of the LIP, to build on existing local initiatives, to contribute to the enhanced planning envisioned in the 2008 modernized approach to settlement, and to augment engagement of "host" populations in the two-way street model of integration."* Local Immigration Partnerships Handbook, CIC .

We invite you along with municipalities of Qualicum, Parksville, Lantzville, Nanaimo, and other regional stakeholders to enter into this partnership with us. We are applying to fund the position of LIP Coordinator to facilitate this initiative, which if successful would be for the period of April 1st 2016 to March 31st 2019. There have been many successful LIPs all across the country, which we can model to inform our own partnership.

At this time we are looking for a letter of support in principle indicating your interest in participating in this partnership. Our deadline for letters is August 5th .

We hope you will sign on to this exciting collaboration to recruit, welcome and retain immigrants to our communities within the central island region.

Sincerely yours,
Hilde

Hilde Schlosar, Executive Director
Central Vancouver Island Multicultural Society
Nanaimo, BC
Tel: (250) 753-6911 Ext . 2
www.cvims.org

DISTRICT OF NANAIMO

**MINUTES OF THE TRANSIT SELECT COMMITTEE
MEETING HELD ON THURSDAY, JULY 16, 2015 AT 12:00 NOON
IN THE RDN COMMITTEE ROOM**

Present:

Director T. Westbroek	Chairperson
Director A. McPherson	Electoral Area 'A'
Director M. Young	Electoral Area 'C'
Director B. Rogers	Electoral Area 'E'
Director J. Stanhope	Electoral Area 'G'
Director M. Lefebvre	City of Parksville
Director Bill McKay	City of Nanaimo
Director J. Hong	City of Nanaimo

Also in Attendance:

P. Thorkelsson	Chief Administrative Officer, RDN
D. Trudeau	GM, Transportation & Solid Waste Services, RDN
D. Pearce	Manager, Transit Operations, RDN
J. Logan	Supt., Transportation Planning & Scheduling, RDN
M. Lockley	Senior Transit Planner, BC Transit
G. Foy	Traffic & Transportation Planning Engineer, CON
F. McFarlane	Recording Secretary, RDN

CALL TO ORDER

The meeting was called to order at 12:00 pm by the Chair.

MINUTES

MOVED Director Stanhope, SECONDED Director Lefebvre that the minutes of the regular Transit Select Committee meeting held May 21, 2015 be adopted. CARRIED

BC TRANSIT UPDATES

BC Transit Annual Performance Report.

M. Lockley provided a PowerPoint presentation on the BC Transit Annual Performance Summaries.

MOVED Director Stanhope, SECONDED Director Lefebvre that the report, from BC Transit regarding the Annual Performance Summaries be received. CARRIED

REPORTS

Route 15A VIU Connector (Jingle Pot) Service Review.

D. Pearce reviewed the report and provided an overview of the Route 15A ridership and communication received from Vancouver Island University Students' Union and BC Transit.

MOVED Director Lefebvre, SECONDED Director McKay that the Board direct staff to retain Route 15A VIU Connector (Jingle Pot) in the Conventional transit system. CARRIED

Transit Consultation Plan.

D. Trudeau stated that public consultation is a very important component of transit. In September a report will be brought back to the Transit Select Committee with a detailed communication plan.

MOVED Director Stanhope, SECONDED Director Lefebvre that the Transit Consultation Plan report be accepted. CARRIED

NEW BUSINESS

Extension of Route #7

MOVED Director McPherson, SECONDED Director Lefebvre that staff be directed to provide a report on extending Route #7 beyond Woobank Road. CARRIED

Taxi Saver Program

MOVED Director Rogers, SECONDED Director Stanhope that staff be directed to provide a report comparing benefits and costs of the Taxi Saver program and handyDART (Custom Transit). CARRIED

ROUTE 15

MOVED by Director Hong, SECONDED by Director Young that staff be directed to prepare a report on the elimination of Route 15, with the re-allocation of Route 15 operating hours to Route 15A. CARRIED

ADJOURNMENT

MOVED Director Lefebvre that the meeting be adjourned. CARRIED

NEXT MEETING

The next meeting of the Transit Select Committee is set tentatively for Thursday, September 17, 2015, in the RDN Committee Room.

CHAIRPERSON



RDN REPORT	
CAO APPROVAL	
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JUL 1 0 2015	
Transportation and Solid Waste	
BOARD	

STAFF REPORT

TO: Dennis Trudeau
General Manager, Transportation and Solid Waste

FROM: Daniel Pearce
Manager, Transit Operations

DATE: July 9, 2015

MEETING: TSC, July 16, 2015

FILE: 8310-01

SUBJECT: Route 15A VIU Connector (Jingle Pot) Service Review

RECOMMENDATION

That the Board direct staff to retain Route 15A VIU Connector (Jingle Pot) in the Conventional transit system.

PURPOSE

To complete a review of the Route 15A VIU Connector, which operates along Jingle Pot Road.

BACKGROUND

At the June 23, 2015 Board meeting, the following motion was approved:

That staff look at eliminating Route 15A all together and that this matter be referred to the Transit Select Committee for a report.

The 15A VIU Connector (Jingle Pot) transit route was implemented as part of the March 2013 Conventional transit expansion at the direction of the Board. The 'A' part of Route 15 operates 11 trips a day, using Jingle Pot Road instead of the regular routing for Route 15, i.e., along the Nanaimo Parkway (*Appendix A*). There are a total of 21 stops along Route 15A that are in the City of Nanaimo boundaries. Route 15A operates year round, Monday to Friday.

Further, at the June 23, 2015 Board meeting, a motion was passed to remove all Route 15A transit stops on Jingle Pot Road in Electoral Area 'C'. This will be implemented in September 2015 resulting in Route 15A having stops only in the City of Nanaimo.

The ridership on Route 15A has been steady since its implementation. As shown in the tables below, ridership was 26,617 in 2013 and 28,049 in 2014. Ridership for 2015 is currently at 13,733 rides (January to June).

ROUTE 15A

MARCH - DEC 2013	ANNUAL TRIPS	ANNUAL SERVICE HOURS	MON.-FRI. ANNUAL RIDERSHIP	AVERAGE RIDES PER TRIP	AVERAGE RIDES PER SERVICE HOUR
15A Woodgrove to VIU	1,250	625	13,092	10	21
15A VIU to Woodgrove	1,500	750	13,525	9	18

JAN - DEC 2014	ANNUAL TRIPS	ANNUAL SERVICE HOURS	MON.-FRI. ANNUAL RIDERSHIP	AVERAGE RIDES PER TRIP	AVERAGE RIDES PER SERVICE HOUR
15A Woodgrove to VIU	1,250	625	13,338	11	21
15A VIU to Woodgrove	1,500	750	14,711	10	20

Annual Change	2013	2014	% Growth
	26,617	28,049	5.38%

* 2013 and 2014 annual ridership taken from GFI fare box data. 2014 ridership was negatively affected from the 2014 teachers strike.

Staff have received communication from BC Transit and the Vancouver Island University Students' Union supporting Route 15A. Specifically, BC Transit stated (*Appendix B*):

"The steady ridership of Route 15A, the continued residential development and the recorded student residential data within proximity to the Jingle Pot Road area, are all good indicators that the service is well received and continued ridership growth could be expected. Conventional transit service along the entirety of Jingle Pot Road will continue to be an important component of the RDN Transit system."

Additionally, the communication from Vancouver Island University Students' Union (*Appendix C*) stated:

"I am writing on behalf of the students at Vancouver Island University to express our support for continued transit along Jingle Pot Road. As you probably know, many students live along this transit corridor and for them the continuation of this transit route may mean the difference between renting in the Jingle Pot area, or renting in another more central area of Nanaimo. There is little doubt that the rent paid by students is essential for many landholders and allows them to meet the financial requirements to maintain their homes and to properly support their families."

If the Board chooses to remove Route 15A from the RDN Transit System, the annual service hours would be moved to Route 15, which operates from Woodgrove to VIU via the Nanaimo Parkway (*Appendix A*). This would result in areas of Jingle Pot Road (City of Nanaimo) not receiving transit service.

ALTERNATIVES

1. That the Board direct staff to retain Route 15A VIU Connector (Jingle Pot) in the Conventional transit system.
2. That the Board direct staff to remove Route 15A VIU Connector (Jingle Pot) from the Conventional transit service.

FINANCIAL IMPLICATIONS

The 2015 Southern Transit Tax requisition for Nanaimo is \$7,893,054.

Under Alternatives 1 and 2:

There would be no changes to the City of Nanaimo tax requisition. Under these alternatives, Route 15A service hours would be reallocated to the regular Route 15, which travels along the Nanaimo Parkway within the City of Nanaimo.

STRATEGIC PLAN IMPLICATIONS

The Board Vision expresses a desire to build a future where the air is clean and safe to breathe. Transit service throughout the RDN allows residents the option to leave their personal vehicles at home, helping to reduce emissions and particulate matter. Further, a transit service that operates in areas throughout the region allows a greater number of residents to access the transit service and further helps the local economy and helps reduce environmental emissions.

SUMMARY / CONCLUSIONS

At the direction of the Board, staff are bringing forward a report to look at removal of Route 15A from the RDN Transit System.

Route 15A VIU Connector (Jingle Pot) was implemented as part of the March 2013 Conventional transit expansion. The route operates 11 trips a day and uses Jingle Pot Road instead of the regular routing along the Nanaimo Parkway.

Staff have received correspondence from the Vancouver Island University Students' Union and BC Transit regarding Route 15A, recommending that the route not be removed.

Additionally, if Route 15A was removed, the service hours would be reallocated to the regular Route 15, which travels along the Nanaimo Parkway within the City of Nanaimo.

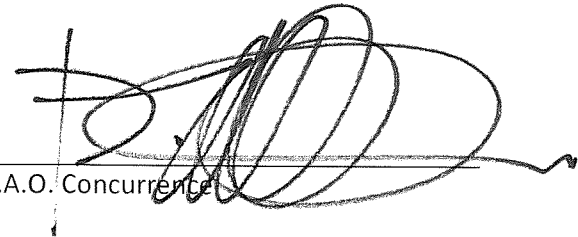
Based on ridership, communication from VIU and feedback from BC Transit staff are recommending that Route 15A not be removed.



Report Writer



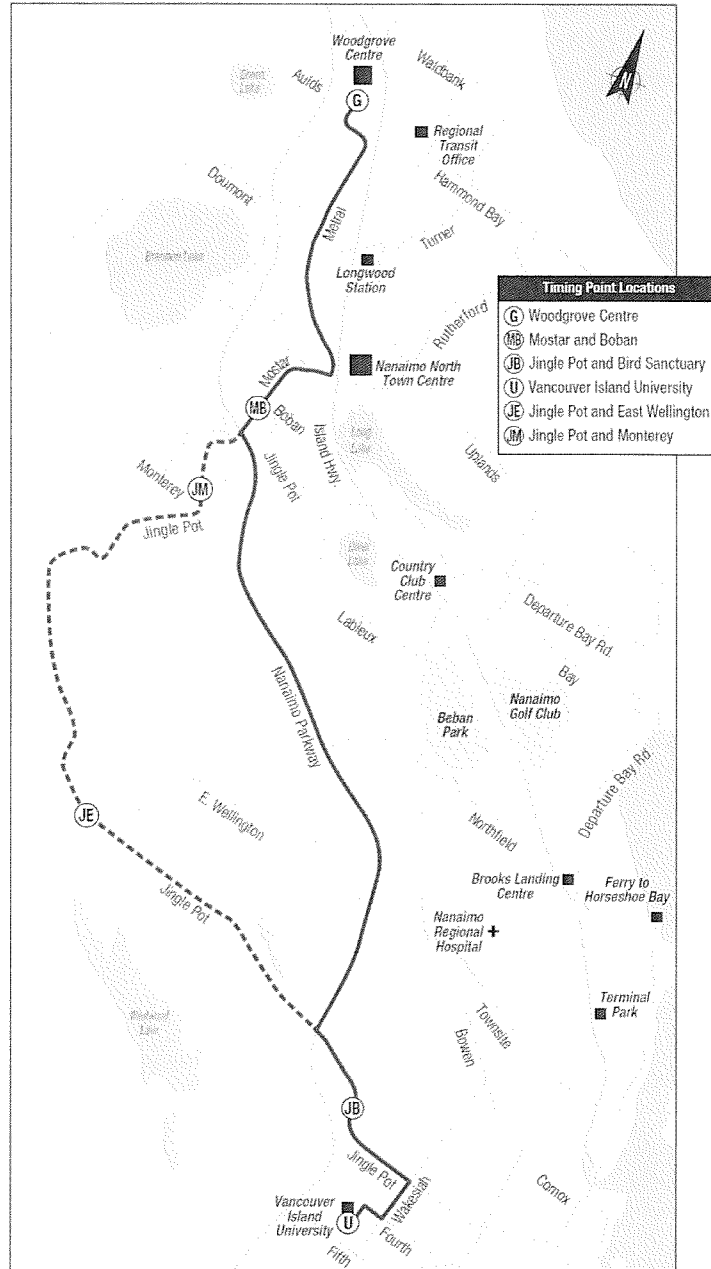
A/General Manager Concurrence



C.A.O. Concurrence

APPENDIX A

15 VIU Connector



APPENDIX B



16 February, 2015

Daniel Pearce
A/General Manager of Transportation and Solid Waste Services
Regional District of Nanaimo

Sent Via Email: DPearce@rdn.bc.ca

RE: Removal of Service from Route 15A Vancouver Island University Connector

Dear Daniel,

On 18 September, 2014 the Regional District of Nanaimo (RDN) staff were directed by the Transit Select Committee (TSC) to investigate the removal of the fixed route conventional service, Route 15A VIU Connector operating in Electoral Area 'C' while retaining Custom Transit operations within the locality. BC Transit provides the following information for your examination of this request.

Route 15 VIU operates service between the Vancouver Island University and the Woodgrove Centre, with the 15A VIU segment of this route operating at a lesser frequency Monday to Friday along the entire length of Jingle Pot Road, see attached figure 1. Jingle Pot Road is located in both the City of Nanaimo municipality and Electoral Area 'C' boundaries. Route 15A VIU transverses through a growing low density residential area within the City of Nanaimo jurisdiction with the Electoral Area 'C' segment of the route predominantly rural residential land use.

Residents within the Jingle Pot Road locality have the option of five trips per day to travel to Vancouver Island University (VIU) where easy transfers can occur to access downtown Nanaimo or other key destinations within the region. Alternatively 6 trips per day operate for return services from VIU to the Woodgrove Centre via Jingle Pot Road (one of these return trips only operates Fridays only when school is in full session September through to June).

VIU has indicated approximately 60 students from this area along Jingle Pot Road are enrolled in studies, with recent census data indicating and predicting a growing senior population across the entire Nanaimo Region. These statistics indicate somewhat that there is a good transit need which exists with potential for growth in the locality of Jingle Pot Road.

Recent route performance data manually collected by drivers over a two week period indicates approximately 9% of the total rides for the 15A VIU (northbound VIU to Woodgrove Centre) is attributed to passenger boardings or alightings in the Area 'C' section of the route. Furthermore 12% of the total ridership was attributed to passenger activity directly in Area C for the southbound trips.

Year over year annual performance GFI¹ data indicates a 5% growth on route 15A VIU from 2013 to 2014. In general, the route performs consistently. This recent ridership analysis indicates that the

¹Annual ridership information for this report is gathered through the GFI fare box framework. This framework depends on some manual key application by drivers. It is assessed the GFI ridership catch has an accuracy of 85%.

Route 15A VIU Connector, traversing the length of Jingle Pot Road, provides important mobility opportunities for those residents living in Area 'C' that may be without means of transportation and/or for choice riders that are endeavoring to reduce dependence on their car for all of their daily trip needs.

Custom Transit (also referred to as 'handyDART') is a demand responsive transit service operated with specially equipped transit vehicles and is designed to carry eligible passengers, with physical or cognitive disabilities, who are unable to use conventional, public transit without assistance. Custom Transit provides an important door to door mobility option for eligible residents in the community who require affordable transport options to undertake their daily tasks including medical, educational, employment or recreational purposes.

BC Transit advocates across all BC Transit systems for the Custom Transit service areas to encompass residences and destinations within a 1.5km distance from the existing fixed route system. This service area definition draws from the American with Disability Act (ADA) legislation, which is commonly used as a technical source in Canada.

Custom Transit trips in general are substantially higher in cost per trip compared to conventional transit costs per trip. Efficiencies in the operation of Custom Transit services relies on educating and encouraging many residents with disabilities to use the fully accessible conventional services as their preferred first option for transit service.

Removal of the conventional transit services along Jingle Pot Road will add additional pressures and greater inefficiencies to the existing handyDART service, as those more ambulatory riders with disabilities who may be currently using the Route 15A service are forced to request use of the Custom Transit service instead.

The steady ridership of Route 15A, the continued residential development and the recorded student residential data within proximity to the Jingle Pot Road area, are all good indicators that the service is well received and continued ridership growth could be expected. Conventional transit service along the entirety of Jingle Pot Road will continue to be an important component of the RDN Transit system. Additionally, under the recommended ADA service standards that are applied across BC Transit systems, removing the Area 'C' Jingle Pot Road segment of the 15A Route would also assume the requirement for the removal of any Custom Transit services that are within 1.5km along the deleted route segment. Removal of the Route 15A conventional transit services within the Jingle Pot Road area would negatively impact the residents of Electoral Area 'C', consequently removing valued and important social services.

BC Transit recommends RDN receive this letter as information.

Kind Regards

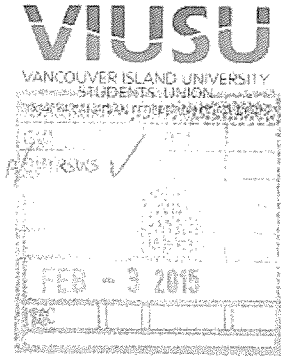
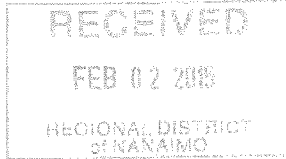


Myrna Moore
Senior Regional Transit Manager
BC Transit

APPENDIX C

January 26, 2015

Regional District of Nanaimo
Transit Select Committee
6300 Hammond Bay Road
Nanaimo, BC V9T 6N2



Attention: Teunis Westbroek

Dear Committee Members,

I am writing on behalf of the students at Vancouver Island University to express our support for continued transit along Jingle Pot Road. As you probably know, many students live along this transit corridor and for them the continuation of this transit route may mean the difference between renting in the Jingle Pot area, or renting in another more central area of Nanaimo. There is little doubt that the rent paid by students is essential for many landholders and allows them to meet the financial requirements to maintain their homes and to properly support their families.

In addition to allowing a symbiotic relationship between students and property owners in the area, there is a growing amount of research that shows transit is a cornerstone for a successful modern community. The transit system in Nanaimo serves citizens from all walks of life and all age demographics. Proposed cuts to this system will affect many people along the Jingle Pot route who rely on this service for their transportation.

A final point we would like to raise for your consideration is the environment. There is overwhelming evidence to show that humans are causing significant damage to the planet. We all share in the responsibility to change how we live to reduce and ultimately reverse the damage. There is no doubt in the minds of students that legitimate public transit options that allow citizens to park their vehicles is part of the solution. We recognize that this change will not happen overnight but a decision to remove transit services from a large area of our community will not help us reach this goal. In fact, the current proposal will only move us further away from change required to stop the environmental degradation of our planet.

These are just a few items we wanted to raise in opposition to the proposed cut. Please consider all the factors when you deliberate the motion to cut transit services from the Jingle Pot area. We hope you will support maintained (or even increased) transit service levels in our community.

Sincerely,

Patrick Barbosa
Organizer - Advocacy
Vancouver Island University Students' Union
Local 61 Canadian Federation of Students