

REGIONAL DISTRICT OF NANAIMO

**TRANSIT SELECT COMMITTEE
THURSDAY, JUNE 23, 2016 AT 12:00 PM
IN THE COMMITTEE ROOM**

PAGES

CALL TO ORDER

MINUTES

2-3 Minutes of the regular Transit Select Committee meeting held May 12, 2016.

UNFINISHED BUSINESS

REPORTS

4-12 Route 7 – Cinnabar/Cedar Analysis.

ADDENDUM

BUSINESS ARISING FROM DELEGATIONS OR COMMUNICATIONS

NEW BUSINESS

ADJOURNMENT

Distribution: T. Westbroek; A. McPherson; M. Young; B. Rogers; J. Stanhope; B. Veenhof; B. McKay;
B. Bestwick; B. Yoachim; J. Hong; C. Haime; M. Lefebvre; D. Trudeau; D. Pearce;
D. Marshall; J. Logan; M. Moore; M. Lockley; G. Foy

For Information Only: T. Samra; B. McRae; D. Comis; D. Sailland; N. Hewitt; J. Harrison; M. O'Halloran

REGIONAL DISTRICT OF NANAIMO
TRANSIT SELECT COMMITTEE
THURSDAY, MAY 12, 2016 AT 12:00 PM
IN THE 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 B. Veenhof	Electoral Area 'H'
Director C. Haime	District of Lantzville
Director M. Lefebvre	City of Parksville
Director B. McKay	City of Nanaimo
Director B. Bestwick	City of Nanaimo
Director B. Yoachim	City of Nanaimo
Director J. Hong	City of Nanaimo

Also in Attendance:

D. Trudeau	Interim CAO, RDN
D. Pearce	A/Director of Transportation & Emergency Planning Services
D. Marshall	Manager, Fleet, Projects & Emergency Planning Services
J. Logan	Supt., Transportation Planning & Scheduling, RDN
M. Moore	Senior Regional Transit Manager, BC Transit
M. Lockley	Senior Transit Planner, BC Transit
G. Foy	Traffic & Transportation Planning Engineer, CON
R. Augustyn	Special Projects Planner, Town of Qualicum Beach
N. Hewitt	Recording Secretary, RDN

CALL TO ORDER

The Chairperson called the meeting to order at 12:00 pm.

MINUTES

MOVED Director Stanhope, SECONDED Director Lefebvre, that the minutes of the regular of the regular Transit Select Committee meeting held February 25, 2016 be adopted.

CARRIED

COMMUNICATIONS/ CORRESPONDENCE

Ministry of Transportation and Infrastructure, Expansion of Transit Services.

MOVED Director Lefebvre, SECONDED Director Veenhof, that the correspondence from Ministry of Transportation and Infrastructure regarding expansion of Transit Services be received.

CARRIED

Nanaimo Ladysmith Public School District 68, Supporting Community Coalition for Transit Change.

MOVED Director Lefebvre, SECONDED Director Veenhof, that the correspondence from Nanaimo Ladysmith Public School District 68 supporting Community Coalition for Transit Change be received.

CARRIED

DELEGATES

Leona Horvath, Community Coalition for Cinnabar Transit Change.

L. Horvath, Community Coalition for Cinnabar Transit Change, requested that an express route from Cinnabar Valley to John Barsby, Nanaimo Secondary School and Vancouver Island University to transport students to Nanaimo for out of catchment school programming be provided.

REPORTS

2016-2017 Conventional and Custom Annual Operating Agreement- Regional District of Nanaimo / BC Transit.

MOVED Director Veenhof, SECONDED Director Lefebvre, that the Board approve the 2016/2017 Conventional and Custom Annual Operating Agreement (AOA) with BC Transit.

CARRIED

BC Transit 3-Year Expansion - Memorandum of Understanding.

MOVED Director Veenhof, SECONDED Director Lefebvre, that the Board approve the 3-Year Expansion Memorandum of Understanding (MOU) between BC Transit and the Regional District of Nanaimo.

CARRIED

BUSINESS ARISING FROM DELEGATIONS OR COMMUNICATIONS

Cinnabar Transit Change.

MOVED Director Stanhope, SECONDED Director McPherson, that the Board direct staff to report back with options for the transit route 7 Cinnabar/Cedar.

CARRIED

ADJOURNMENT

MOVED Director Veenhof, SECONDED Director Stanhope, that this meeting be adjourned.

CARRIED

Time 12:40 pm

CHAIRPERSON

TO: Dennis Trudeau
Interim CAO

DATE: June 16, 2016

FROM: Daniel Pearce
A/Director, Transportation and Emergency Planning Services

MEETING: TSC – June 23, 2016

FILE: 8500-03-R7CC

SUBJECT: Route 7 Cinnabar/Cedar Analysis

RECOMMENDATION

That the Board direct staff to implement time adjustments to Route 7 Cinnabar/Cedar to ensure students in Cinnabar can get to school at John Barsby Secondary School, Nanaimo District Secondary School and Vancouver Island University by 8:30 am.

PURPOSE

To report on options for the transit route 7 Cinnabar/Cedar to transport students from Cinnabar Valley to John Barsby, Nanaimo District Secondary School (NDSS) and Vancouver Island University (VIU).

BACKGROUND

At the May 24, 2016, Board meeting, the following motion was approved:

That the Board direct staff to report back with options for the transit route 7 Cinnabar/Cedar.

The 7 Cinnabar/Cedar transit route operates from downtown Nanaimo through Cinnabar and Cedar (Appendix A). The route operates 21 trips Monday to Friday, 17 trips on Saturday and 12 trips on Sunday. There is an average of 278 rides per weekday with an average of 15 rides per service hour.

As per Appendix B, the Regional District of Nanaimo (RDN) received a letter from a community group called Community for Transit Change Coalition on April 6, 2016. In this letter, the group request adjustments to Route 7's existing schedule to provide express service between Cinnabar and VIU, with stops on Extension Road, Cranberry Avenue, and John Barsby Secondary School, and NDSS.

Staff have looked into providing an express route between Cinnabar and VIU with one trip in the morning and one in the afternoon. Staff have further contacted BC Transit staff, VIU staff, and School District 68 staff regarding working with the RDN to providing funding towards an express bus route between Cinnabar and VIU. To date, all three organizations have declined providing funding towards this express route. Further, BC Transit has recommended not implementing this express route due to costs and instead to make timing adjustments to Route 7.

Based on the feedback from BC Transit as well as the Cinnabar area community request for adjustments to be made to Route 7, staff examined the route and determined that adjustments can be made to Route 7 to ensure Cinnabar students get to school at 8:30 am, beginning in September 2016. The details of the trip are below:

The current Route 7 trip leaves South Parkway Plaza at 6:56 am and only routes through Cedar. Tentatively, starting September, 2016 this trip will leave the South Parkway Plaza at 6:45 am and will route through Cinnabar as well as Cedar. The trip will arrive at the Prideaux exchange at 7:38 am, which will allow students time to transfer to a Route 40 VIU at 7:40 am or 7:45 am to VIU or NDSS. Alternatively, students from the Route 7 could transfer to Route 6 Harewood at 7:57 am, to get to John Barsby School. Please note that these connections will get students to the three listed destinations before 8:30 am.

ALTERNATIVES

1. That the Board direct staff to implement time adjustments to Route 7 Cinnabar/Cedar to ensure students in Cinnabar can get to school at John Barsby Secondary School and NDSS by 8:30 am.
2. That the Board direct staff to not make changes to Route 7 Cinnabar/Cedar route times.

FINANCIAL IMPLICATIONS

BC Transit has declined providing funding towards an express Route 7 Cinnabar/Cedar. Therefore an express Route 7 Cinnabar/Cedar would cost the RDN an estimated \$71,775. Further, VIU and School District 68 have declined providing funding towards an express route.

Staff have looked at the transit schedule and 2016 transportation budget and would be able to accommodate time adjustments to Route 7 Cinnabar/Cedar without a budget increase.

STRATEGIC PLAN IMPLICATIONS

The Board Vision expresses our region being environmentally, socially, and economically healthy; resilient and adaptable to change. 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.

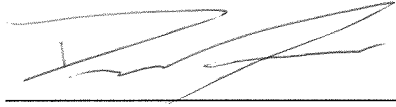
SUMMARY/CONCLUSIONS

At the direction of the Board, staff are bringing forward a report on options for the transit route 7 Cinnabar/Cedar.

Route 7 Cinnabar/Cedar operates from downtown Nanaimo through Cinnabar and Cedar (*Appendix A*). The route operates 21 trips Monday to Friday, 17 trips on Saturday and 12 trips on Sunday.

Staff have received feedback from BC Transit regarding an express Routes 7, and are recommending that the route should not be implemented.

Based on ridership, transit planning, and feedback from BC Transit, staff are recommending that time adjustments to Route 7 be made to ensure students in Cinnabar can get to school at John Barsby Secondary School and NDSS by 8:30 am.

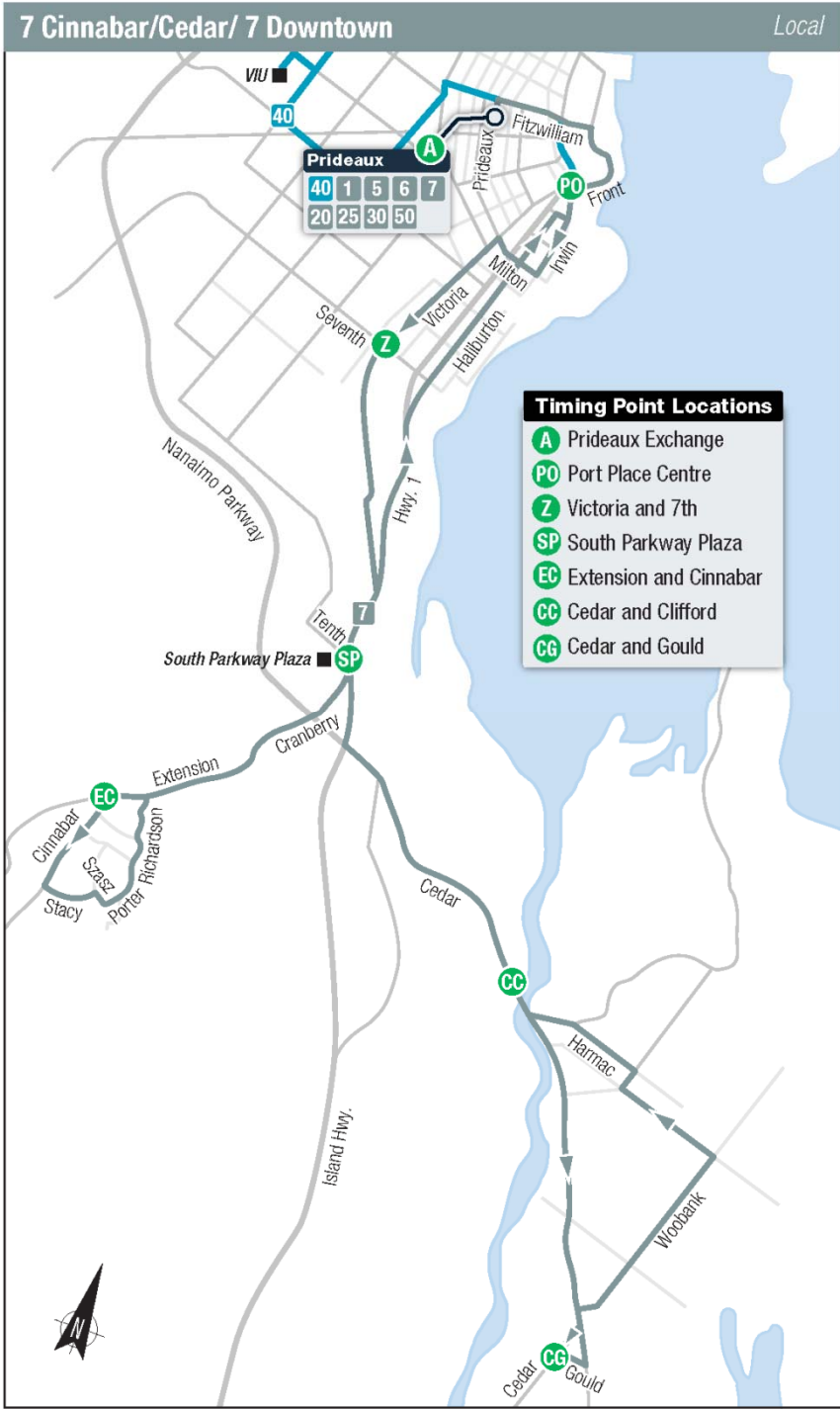


Report Writer



C.A.O. Concurrence

APPENDIX A



APPENDIX B

Community for Transit Change Coalition Proposal Wednesday April 6, 2016

RDN Transit:

Vision Statement

“The Regional District of Nanaimo Transit System supports the region’s high quality of urban and rural life by connecting the region’s rural village centres, neighbourhoods and urban areas with high quality transit services that will encourage more people to choose transit as their preferred choice of travel. Integration with other modes of transportation affords people of all abilities a basic level of mobility throughout the region. Transit service is tailored to the needs of the region’s population to be safe, convenient, cost effective and environmentally responsible.”

Goals

1. The Transit System connects the region’s urban and rural communities with their downtowns and neighbourhood centres with transit services that offer an attractive alternative to driving. This is accomplished with routes and schedules that are frequent, direct, safe and convenient.
2. The Transit System supports sustainable land use patterns and mobility networks that encourage a reduced automobile dependency and provides access to services and employment.
3. The Transit System reduces the region’s impact on the environment by providing residents a transportation choice that will lower their GHG emissions and energy consumption.
4. The Transit System provides the majority of the residents in the region access to their communities.
5. The Transit System is operated in a fiscally responsible manner providing efficient cost effective services

Community for Transit Change Coalition Proposal Wednesday April 6, 2016

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- 4.The Transit System provides the majority of the residents in the region access to their communities.
- 5.The Transit System is operated in a fiscally responsible manner providing efficient cost effective services

Our community has come together for a common goal- the safe and timely transportation of our children to their educational institutions. The three main stakeholders of our group are families with: Vancouver Island University students (international and domestic), NDSS students and John Barsby students. In addition, access to the recreational center – Nanaimo Aquatic and Nanaimo Ice Center. This route is a part of our transportation corridor and main hub for the community.

Why we are requesting to meet with you? We believe that the potential for a win-win scenario exists for BC Transit and the communities of South Nanaimo by aligning the existing need for transit options in the community with BC Transit's goal of providing attractive alternatives to driving in an environmentally friendly and cost effective manner.

We as a community believe that there is great potential for increased ridership at little or no cost to the transit system and would like to discuss the role the RDN can play in delivering a transportation schedule that allows more members of our community to utilize the transit system in a manner that is convenient for them and cost effective for BC Transit.

We as a community have been trying to come up with some alternate solutions that we would like the RDN Management to review as we believe that there is a need alternate or augmented busing service with alternate timing points in Cinnabar Valley and alternate routing to support the development of our community and to make transit a more viable option for many of our community members.

Our research has shown that there are currently a large number of students who would benefit greatly from an alternate transit option from our community to the area surrounding Vancouver Island University. Here is a snapshot of how many students are involved:

NDSS-conversations with community members show that there are going to be between 10-20 students who need to get to the different sports academies and French Immersion located at NDSS.

VIU- numbers given to us from VIU: 226 domestic students live in the Cinnabar Valley/ Chase River area. Over 100 international students have lived in Cinnabar Valley in the last year

John Barsby – A transit study performed by SD68 recently indicated that currently an average of 80 students per day were transported from the area between Cassidy and Cinnabar and John Barsby Community School on the District busing system. Due to changes in school catchment areas these bus services will not be available in September of 2016 and while busing to Cedar Secondary will be provided a majority of these students have indicated a desire to continue attending Barsby and need an effective transit option to get there.

In summary, we believe that there is great potential for targeted transit options that provide effective service for the corridor between the Cinnabar area and the areas surrounding Vancouver Island University that would result in increased average ridership at little or no cost to the system.

Our Proposal

We propose that adjustments be made to the existing schedule that provide for a direct, express route between the Cinnabar area and the area surrounding VIU with potential stops on Extension Rd, Cranberry Ave, Bruce St. at John Barsby, and on Wakesiah Avenue. This route would only need to be run at select times in the morning and afternoon and we believe that the relatively short length of the route combined with the high ridership will provide a transit option that is very convenient for our community and very cost effective for transit.

School Special
 Deadhead to Country Hills & Extension

SHIFT # ???

EFFECTIVE: September 5, 2016

REPORT:	706
OFF:	840

Lv. NRTS via @Calinda, @Hammond Bay, Aulds @left onto Parkway, left off Hwy 19A (Cedar exit) , left on Cranberry Ave, Extension Ave to:

SIGN CODE	Country	Rich	10th	John	VIU	NDSS
<i>undetermined</i>	Hills	Porter	Lawlor	Barsby	ARRV	ARRV
	745	750	800	807	813	816

*BARSBY
 VIU
 NDSS.*

Report / Pretrip	Travel time	Run Time	Return time inc put away
15	24	31	24

2016 Operating			
Time	Days	Total Hrs.	Costs
1.57	198	310.86	\$38,857.50

School Special
 Deadhead to NDSS (PM portion - Mon - Thur ONLY)

SHIFT # ???

EFFECTIVE: September 5, 2016

REPORT:	1514
OFF:	1634

Lv. NRTS via @Calinda, @Hammond Bay, Aulds @left onto Parkway, left on Jingle Pot, 3rd St. connector, Right on Wakesiah to NDSS to bus stop in front of NDSS

SIGN CODE	NDSS	VIU	Barsby	10th	Country	Rich
<i>undetermined</i>	DPRT	DPRT	DPRT	Lawlor	Hills	Porter
	15:36	15:41	15:50	15:55	15:59	16:04

Report / Pretrip	Travel time	Run Time	Return time inc put away
5	17	28	30

2016 Operating			
Time	Days	Total Hrs.	Costs
1.33	159	211.47	\$26,433.75

School Special
 Deadhead to NDSS (PM portion - FRIDAY ONLY)

SHIFT # ???

EFFECTIVE: September 5, 2016

REPORT:	1334
OFF:	1454

Lv. NRTS via @Calinda, @Hammond Bay, Aulds @left onto Parkway, left on Jingle Pot, 3rd St. connector, Right on Wakesiah to NDSS to bus stop in front of NDSS

SIGN CODE	NDSS	VIU	Barsby	10th	Country	Rich
<i>undetermined</i>	DPRT	DPRT	DPRT	Lawlor	Hills	Porter
	13:56	14:01	14:10	14:15	14:19	14:24

Report / Pretrip	Travel time	Run Time	Return time inc put away
5	17	28	30

2016 Operating			
Time	Days	Total Hrs.	Costs
1.33	39	51.87	\$6,483.75

TOTAL \$71,775.00