

DISTRICT OF NANAIMO

MINUTES OF THE TRANSIT SELECT COMMITTEE MEETING HELD ON THURSDAY, JANUARY 17, 2013 AT 12:00 NOON IN THE COMMITTEE ROOM

Present:

Director D. Brennan	Chairperson
Director A. McPherson	Electoral Area 'A'
Director M. Young	Electoral Area 'C'
Director G. Holme	Electoral Area 'E'
Director J. Stanhope	Electoral Area 'G'
Director B. Veenhof	Electoral Area 'H'
Director M. Lefebvre	City of Parksville
Director D. Willie	Town of Qualicum Beach
Director B. Dempsey	District of Lantzville
Director B. Bestwick	City of Nanaimo
Director T. Greves	City of Nanaimo
Director G. Anderson	City of Nanaimo

Also in Attendance:

D. Trudeau	Gen. Mgr, Transportation & Solid Waste Services, RDN
D. Pearce	Manager, Transit Operations, RDN
J. Pope	Manager, Fleet & Custom Operations, RDN
M. Moore	Regional Transit Manager, BC Transit
M. Davis	Chief Operating Officer, BC Transit
P. Rantucci	Director Regional Transit Systems, BC Transit
J. Wadsworth	Senior Transit Planner, BC Transit
F. McFarlane	Recording Secretary, RDN

CALL TO ORDER

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

Director Brennan introduced the representatives from BC Transit to the meeting.

MINUTES

MOVED Director Holme, SECONDED Director Lefebvre that the minutes of the regular Transit Select Committee meeting held October 18, 2012 be adopted. CARRIED

CORRESPONDENCE

Correspondence from Peter Rantucci, BC Transit, re Cowichan Valley Regional Future Transit Plan.

D. Trudeau noted that staff have met with the Ladysmith Town Council regarding an inter-regional transit link between Ladysmith and Nanaimo. This is a key expansion issue and future planning will focus on at this connection.

MOVED Director Stanhope, SECONDED Director Veenhof, that the correspondence be received.

CARRIED

[12:05pm Director Anderson joined the meeting.]

REPORTS

BC Transit Updates.

Myrna Moore, Senior Regional Transit Manager, BC Transit, introduced James Wadsworth, Senior Transit Planner. Mr. Wadsworth provided a review of the RDN Transit Future Plan (PowerPoint presentation attached). He noted the events held between October 14-20, 2012 were well attended. The comments received reflected increased frequency of service, improved customer information, inter-regional services, rapid bus services, etc. A Stakeholders Advisory Group meeting was also held in November 2012. A second such meeting is scheduled for winter 2013 with a Phase II Community Engagement and Open House scheduled for the summer/fall of this year.

[12:10pm Director Bestwick joined the meeting.]

Director Lefebvre mentioned the need for smaller buses in the area. Director Greves asked about the correlation between service hour expansions and ridership. Mr. Wadsworth noted it takes a good transit plan, as well as a strong land use plan, to achieve the best outcome.

Director McPherson asked for any statistics available for Electoral 'A' attendance at the Open House and Mr. Wadsworth said he will make these available to D. Pearce. D. Pearce advised that prior to the next Stakeholders Advisory Group meeting and Open House all directors will be contacted to determine whether there is anyone within their electoral areas who is interested in attending. Director Lefebvre suggested that the next meeting be scheduled outside the City of Nanaimo.

MOVED Director Stanhope, SECONDED Director Lefebvre that the verbal report from BC Transit be received.

CARRIED

RDN Transit Future Plan – Progress Update.

D. Trudeau noted this report is an update from RDN staff on the RDN Transit Future Plan and contains information related to that provided by Mr. Wadsworth.

MOVED Director Stanhope, SECONDED Director Veenhof that this progress update for the *RDN Transit Future Plan* be received for information.

CARRIED

Greyhound Licensing Structure.

MOVED Director Lefebvre, SECONDED Director Veenhof, that the Board direct staff to send a letter to the BC Passenger Transportation Board about the RDN's concerns of reduced transit service connecting communities of Vancouver Island. CARRIED

Custom (handyDART) Service Update.

MOVED Director Veenhof, SECONDED Director Lefebvre, that the Board receive the handyDART service update for information. CARRIED






ADJOURNMENT

MOVED Director Holme, SECONDED Director Stanhope, that pursuant to Section 90(1) (g) of the *Community Charter* the Board proceed to an In Camera Committee meeting to consider items related to legal issues. CARRIED

NEXT MEETING

The next meeting of the Transit Select Committee is set tentatively for Thursday, February 21, 2013, in the RDN Committee Room.

CHAIRPERSON



Regional District of Nanaimo Transit Future Plan – Plan Update

January 2013

RDN Transit Future Plan Process



Project Timeline

Fall 2012

Winter 2013

Summer 2013

Fall 2013



Stakeholder Engagement



Public Consultation Events (2012/13)



Project Update

- Transit Future Bus Consultation Events
- Transit Future Stakeholders Meeting
- Draft Vision & Goals
- Transit Mode Share Target



Transit Future Bus - Consultation

- Transit Future Bus events – October 14th- 20th
 - The Nanaimo Pumpkin Festival at Beban Park
 - Magnolia Court, Bowser
 - 49th Paralell Grocery Store, Cedar
 - Lantzville, Town Hall
 - Thrifty Foods, Parksville
 - Qualicum Foods, Qualicum
 - Vancouver Island University, Nanaimo
 - Port Place Mall, Downtown Nanaimo
 - Southgate Plaza, Nanaimo
 - Woodgrove Mall, Nanaimo



Transit Future Bus - Consultation

Visitors were able to provide feedback directly to BC Transit and RDN Transportation Services staff on-board or via an on-board survey and comment board.

- In total 1,390 visitors were welcomed on-board the bus
- Comment Board - 462 post-it comments
- Print Surveys – 112
- Web Surveys – 119



Transit Future Feedback Highlights

- Respondents believe transit would play an increasingly important role in the community
- More frequent service
- Improved connections
- Increased service span
- Inter-regional services
- Express/Rapid Bus service
- More direct routes
- Service to the Airport, Duke Point Ferries and rural areas such as Yellow Point, Gabriola
- Smaller vehicles
- Improved customer information
- Improved transit stop amenities



Stakeholder's Advisory Meeting

The meeting was held on November 14th at Coast Bastion Inn with 25 attendees. The groups invited to participate consisted of major institutions, community groups, business groups, residential associations, local government staff and Ministry of Transportation and Infrastructure staff.

- Discussion on planning process and reviewed context
- Group Discussions held to help formulate background material to develop a Plan Vision & Goals:
 - What are the existing system strengths and weaknesses?
 - Why is transit important to your community?
 - In the future what would the ideal transit system look like?
 - What are the key elements of the Regional Growth Strategy, Official Community Plans and Transit Business Plan that the Transit Future Plan should build on?
- Discuss Transit Mode Share Targets



Vision and Goals



Regional Growth Strategy Goals

4.1 Goals

1. **Prepare for Climate Change and Reduce Energy Consumption** – Reduce GHG emissions and energy consumption and promote adaptive measures to prepare for climate change impacts.
2. **Protect the Environment** – Protect and enhance the environment and avoid ecological damage related to human activity.
3. **Coordinate Land Use and Mobility** – Ensure land use patterns and mobility networks are mutually supportive and work together to reduce automobile dependency and provide for efficient goods movement.
4. **Concentrate Housing and Jobs in Rural Village and Urban Growth Centres** – Establish distinctive activity centres and corridors within growth containment boundaries that provide ready access to places to live, work, play and learn.
5. **Enhance Rural Integrity** – Protect and strengthen the region's rural economy and lifestyle.
6. **Facilitate the Provision of Affordable Housing** – Support and facilitate the provision of appropriate, adequate, attainable, affordable and adaptable housing.
7. **Enhance Economic Resiliency** – Support strategic economic development and link commercial and industrial strategies to the land use and rural and environmental protection priorities of the region.
8. **Enhance Food Security** – Protect and enhance the capacity of the region to produce and process food.
9. **Celebrate Pride of Place** – Celebrate the unique natural beauty, culture, history, and arts of the region.
10. **Provide Services Efficiently** – Provide efficient, cost-effective services and infrastructure.
11. **Enhance Cooperation Among Jurisdictions** – Facilitate an understanding of and commitment to the goals of growth management among all levels of government, the public, and key private and voluntary sector partners.

Draft Transit Future 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.”

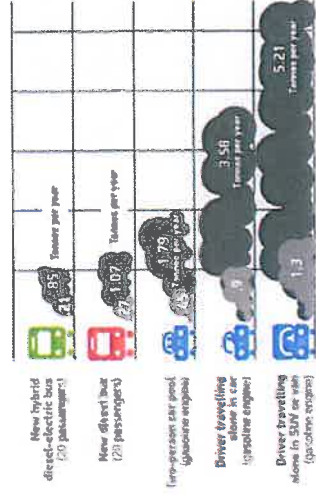
Draft Transit Future Goals

1. The Transit System connects the regions urban and rural communities and links these communities with their downtowns and neighborhoods centres with transit services that offer an attractive alternative to driving, with routes and schedules that are frequent, direct, safe, and convenient
2. The Transit System supports sustainable land use patterns and mobility networks that support reduced automobile dependency and provide for the efficient movement of goods and people



Draft Transit Future Goals

3. The Transit System reduces the regions impact on the environment by providing residents a transportation choice that will lower their GHG emissions and energy consumption

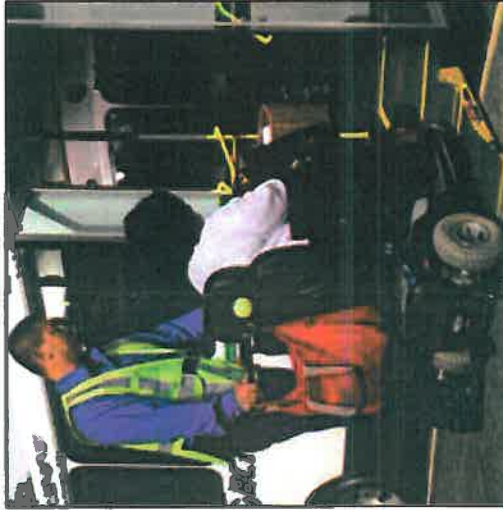


The transportation modes we choose and the distances we travel affect the amount of greenhouse gases emitted yearly.



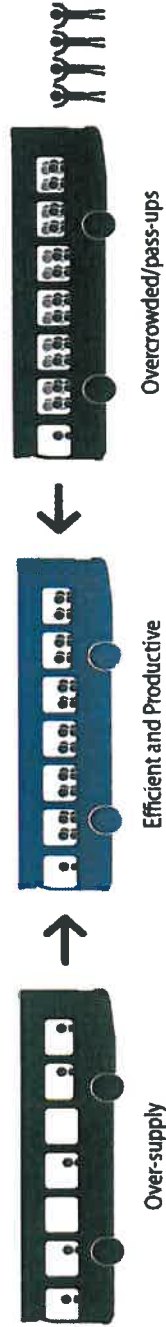
Draft Transit Future Goals

4. The Transit System provides the majority of the region with a basic level of mobility for people of all abilities



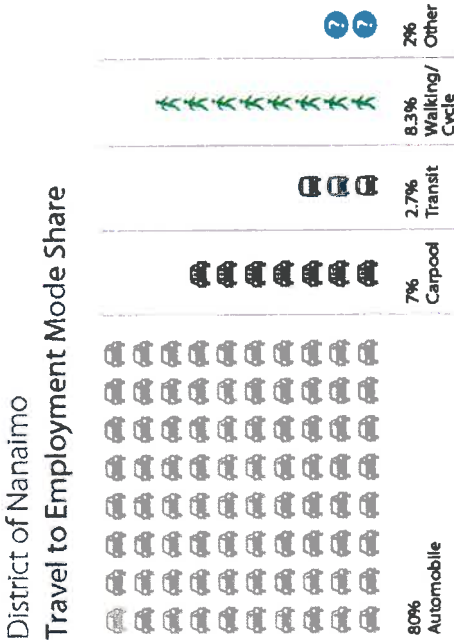
Draft Transit Future Goals

5. The Transit System is operated in a fiscally responsible manner providing efficient cost-effective services



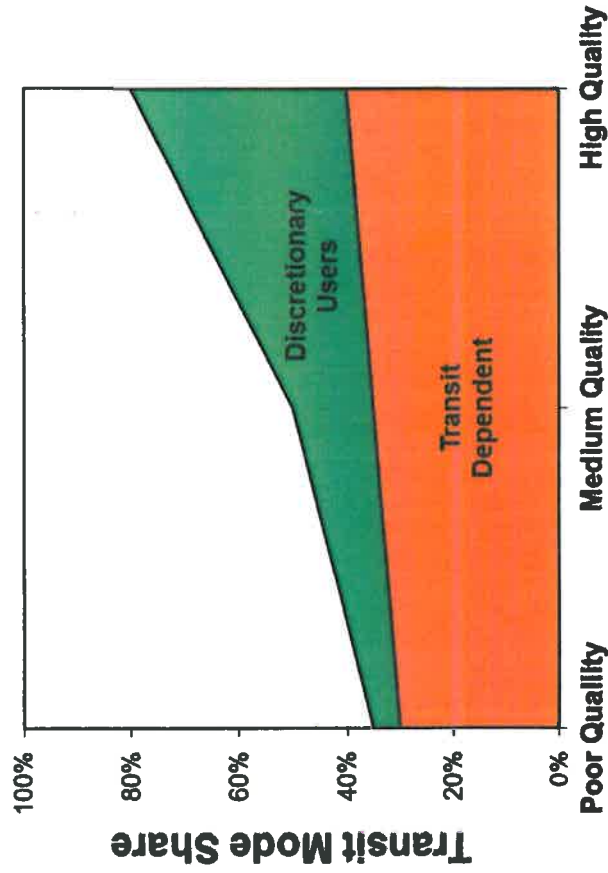
Transit Mode Share

Modal share is a transportation term which describes the percentage of travelers using a particular type of transportation such as walking, cycling, transit or automobile.



Source: Statistics Canada, 2006 Census

Transit Mode Share



A portion of the population is *transit dependent* and will use transit services even if poor quality.

As public transit service quality improves it will attract an increasing portion of *discretionary travelers* (people who can travel by automobile).

What are other communities' mode share targets for transit?

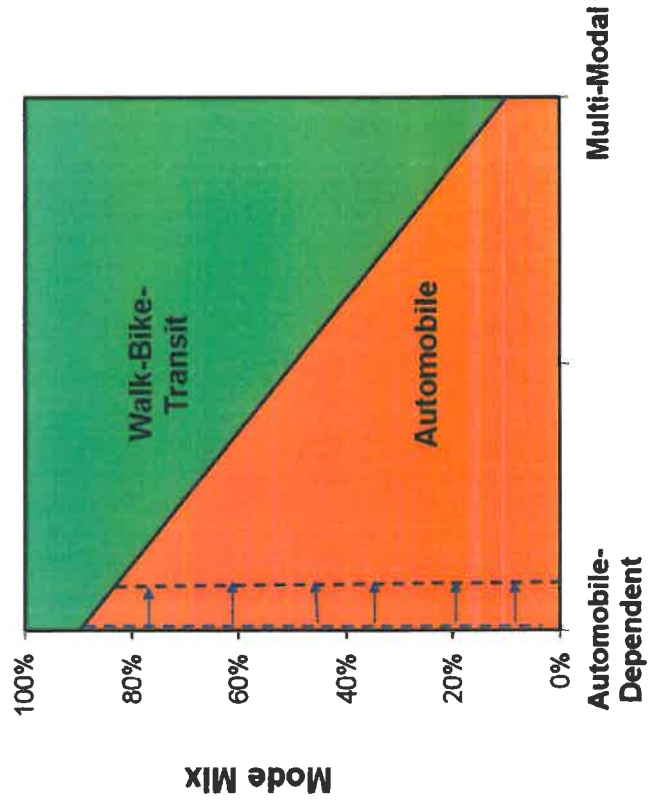
- Abbotsford-Mission 7%
- Campbell River 5%
- Chilliwack 2%
- Kamloops 5.6%
- Kelowna 8%
- Victoria 12%
- Prince George 4%
- **Regional District of Nanaimo ?**



Existing Transit System - Comparables

	Population Served	Hours of Service	Revenue Passengers	Hours/ Capita	Rides/ Hour
Prince George	60,100	66,740	2,200,200	1.11	30.0
Central Fraser Valley	124,700	96,031	2,090,000	0.77	21.8
Kamloops	76,000	101,471	3,290,000	1.34	32.4
Kelowna Regional	125,300	177,206	4,300,000	1.41	24.3
Regional District Nanaimo	98,500	101,404	2,750,000	1.03	24.5
Total - Tier 1	510,500	628,767	17,280,715	1.23	27.5

Modal Shifts



Small shifts from automobile to alternative modes causes large increases in walking, cycling and public transit demand.

For example, a 10-point shift doubles demand for alternative modes.



Mode share/ Ridership Range

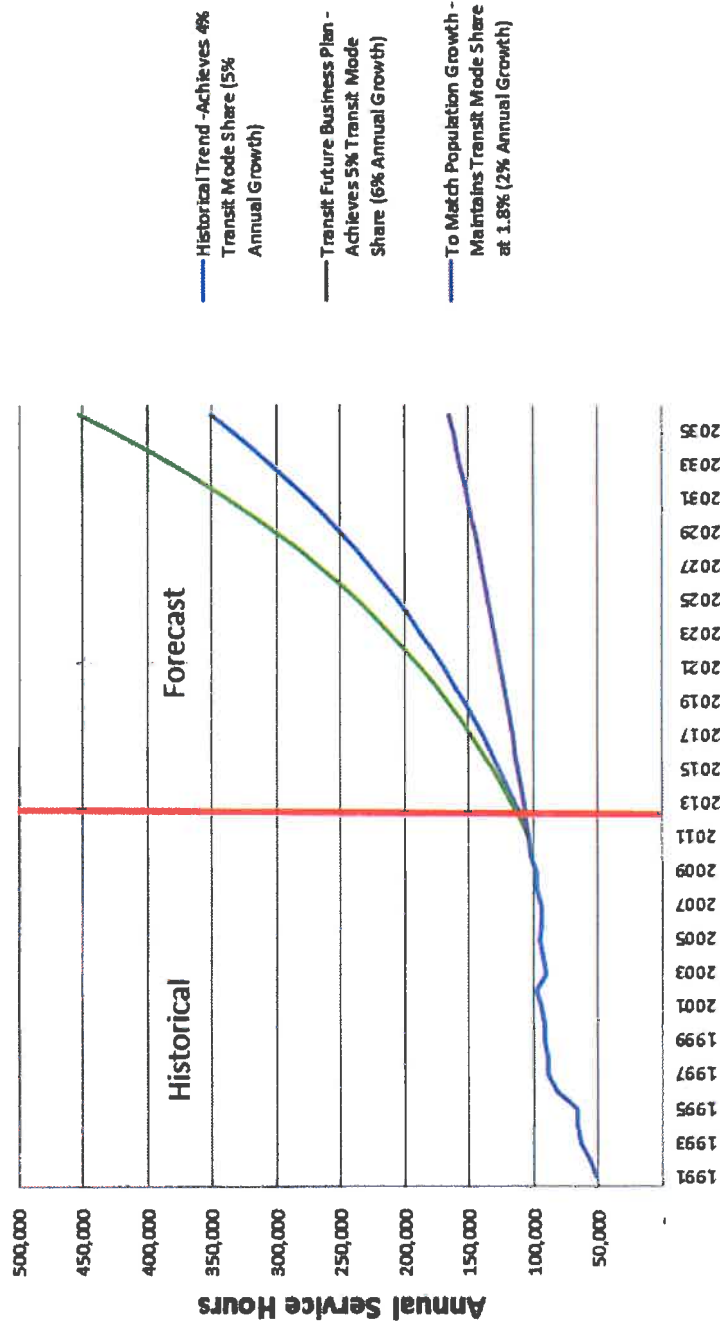
Mode Share	Annual Ridership	Service Hour Range	Vehicles Range
6%	16.2 million	465,000 - 650,000	186 - 260
5%	13.5 million	386,000 - 540,000	155 - 216
4%	10.8 million	309,000 - 432,000	124 - 173
3%	8.1 million	231,000 - 324,000	93 - 130
2%	5.4 million	154,000 - 216,000	62 - 87

- Better than 10-minute peak period service frequencies on major routes
- 15-minute midday, Saturday, and early evening service frequencies on major routes
- 15- to 30-minute service frequencies on Sundays
- Early morning commuter service (beginning 6:00 AM) on major routes
- Late evening service (to midnight) on major routes
- Improved service coverage in less urban parts of the region (such as the Airport, Yellow Point, Bowser and Gabriola)

Comparable Future Transit System Targets

	Population Served	Hours of Service	Revenue Passengers	Hours/ Capita	Rides/ Hour	Target
Kamloops	120,000	204,000	7,125,000	1.70	35	5.6%
Kelowna Regional	264,000	600,000	16,000,000	2.27	27	8%
Victoria Regional (1982)	247,000	408,000	14,175,000	1.65	35	5%
RDN Future?	231,184	450,000	13,500,000	1.95	30	5%

RDN Transit System Growth Scenarios of Annual Service Hours



Moving Forward Next Steps

1. Stakeholder Advisory Committee Meeting 2 – Winter 2013
 - Review draft vision & goals
 - Review draft transit network
 - Identify implementation priorities
2. Phase Two Community Engagement and Open House – Summer/Fall 2013
 - Public input on the draft transit network and implementation priorities

