

# Three Year Expansion Initiatives 2018/19 Comox Valley Regional District

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# Purpose

1. Identify transit expansion funding for the next three years (2018-21)
2. Identify preferred conventional service changes for Sept. 2018

# Agenda

- Background
- Conventional Service Option Analysis
- Recommendation
- Next Steps

# Transit Improvement Plan 2016/17

## Expansion Initiatives Agreement

The following outlines expansion initiatives identified for your transit system along with a high level annual costing based on the hourly rates of your system. Please confirm these initiatives are aligned with the expectations of your local government. Upon confirmation of your local government's intent to commit to the expansion and budget, we will proceed with the request to secure funding from the Province on your behalf.

PROPOSED CONVENTIONAL EXPANSION INITIATIVES						
AOA Period	In Service Date	Annual Hours	Vehicle Requirements	Revenue	Total Costs*	Net Municipal Share
2018/19	Mar 2018	4,000	2	\$56,543	\$460,518	\$225,399
		Description	TFP recommendation: Development of the Frequent Transit Network. These proposed service expansions require expansion of the primary downtown Courtenay Exchange and improvements to the North Island College and Driftwood Mall/ Anfield Centre secondary exchanges			
2019/20	Mar 2019	2,000	1	\$22,617	\$239,188	\$123,711
		Description	Transit Future Plan Recommendations including: <ul style="list-style-type: none"> <li>• Improved Structure and Frequency to the route 12 North Valley Connector</li> <li>• Improved Structure and Frequency to the Route 7 Arden</li> <li>• Expansion of services to route 6 Uplands</li> </ul>			

18/19 & 19/20 expansion to be considered upon review of:

- FTN Study
- Fare Review
- Service Discussion Doc.

\* Vehicle costs do not reflect Standardized Lease Fees

# Background

## Local Plans

- Comox Valley Regional Growth Strategy
- Courtenay, Comox, & Cumberland Official Community Plans
- CVRD Transportation Road Network Plan, Courtenay Transportation Plan, Comox Transportation Study, & Cumberland Roads Master Plan

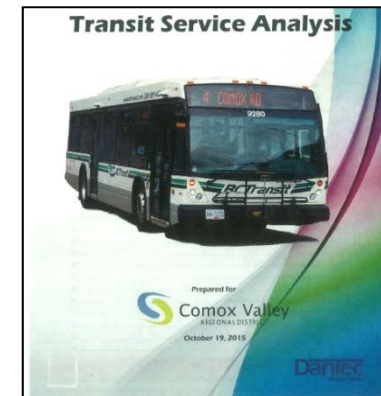
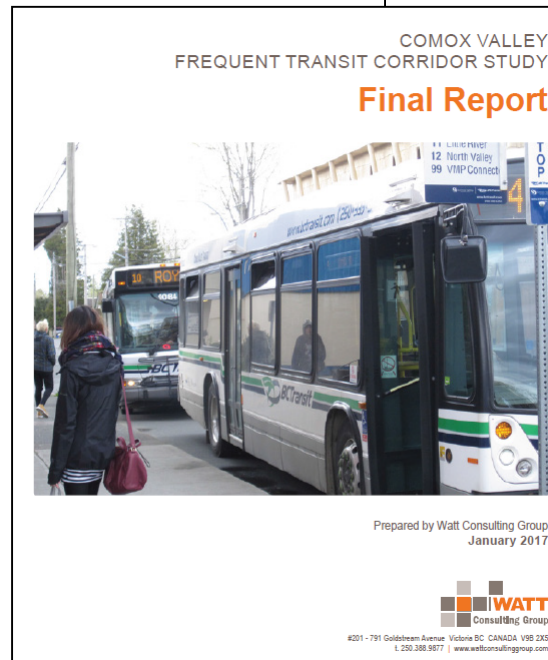
## Transit Plans

- Transit Future Plan
- Dantec Report
- FTN Corridor Study



## Transit Future Plan

COMOX VALLEY | 2014





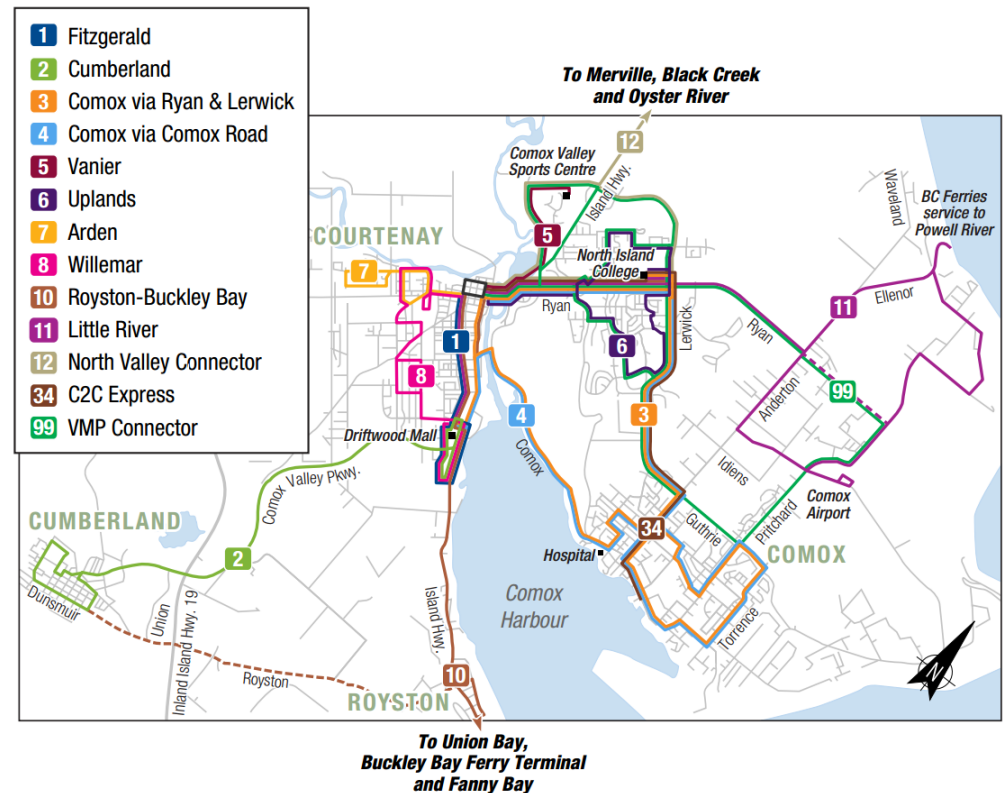
# Background

## Conventional System

- 28,500 annual service hours
- Last expansion January 2015
- Ridership leveled off at approximately 590,000/year

## Proposed Expansion/Improvement

- Required in order to increase ridership
- Address objectives of local transportation/transit plans.
- Helps address recommendations of Dantec study and recent delegations.
- Key feature is frequent transit network



# Reasons for Improved Transit

## Frequent Transit Network

### Improved community accessibility:

- Student population (NIC)
- Aging population
- Greater convenience
- Affordable travel option

### Integrating land use and improved transit:

- Higher ridership potential
- Reduced congestion
- Reduced emissions and improved air quality
- Reduced infrastructure construction and maintenance costs



# Conventional Service Options

## Expansion Service Options

### Option B

- Implementation of Frequent Transit Network
- **Increase to peak service**
- Restructure and improvements to local routes
- Provides regular service to North Island Hospital

### Options B1 and B2

- Vary regarding service to North Island Hospital and local route improvements

## No Expansion Service Options

### Status Quo

- Provides regular service to North Island Hospital (Lerwick Road, 100m)
- No need to cut peak service or change schedules

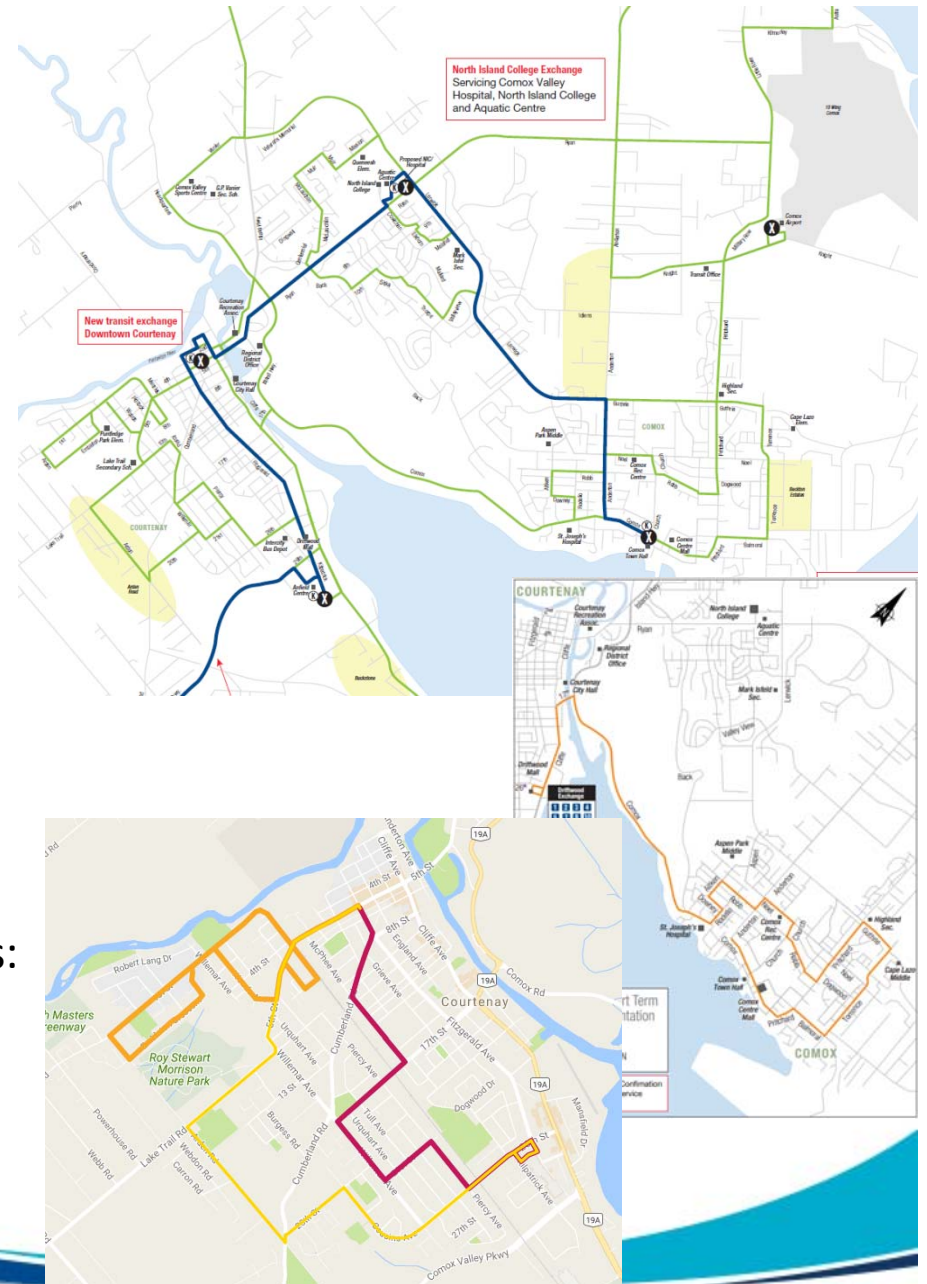
### Option A (*reallocation*)

- Provides regular service to North Island Hospital (Hospital stop, 20m)
- Requires **removal of peak service** and **changed schedule**
- Loss of Route 1, changes to Routes 7 Arden and 8 Willemar

# Service Option B1

## Key Characteristics

- **Frequent Transit Network (FTN)**
  - Restructure of current network
  - 15-20 minute peak service, 30-60 min off-peak service
- Local route improvements to integrate with FTN
- Aligns with local Transportation Plans
- Expansion Required (4000 Hours and 2 Buses: total \$450,300; local share \$229,200)



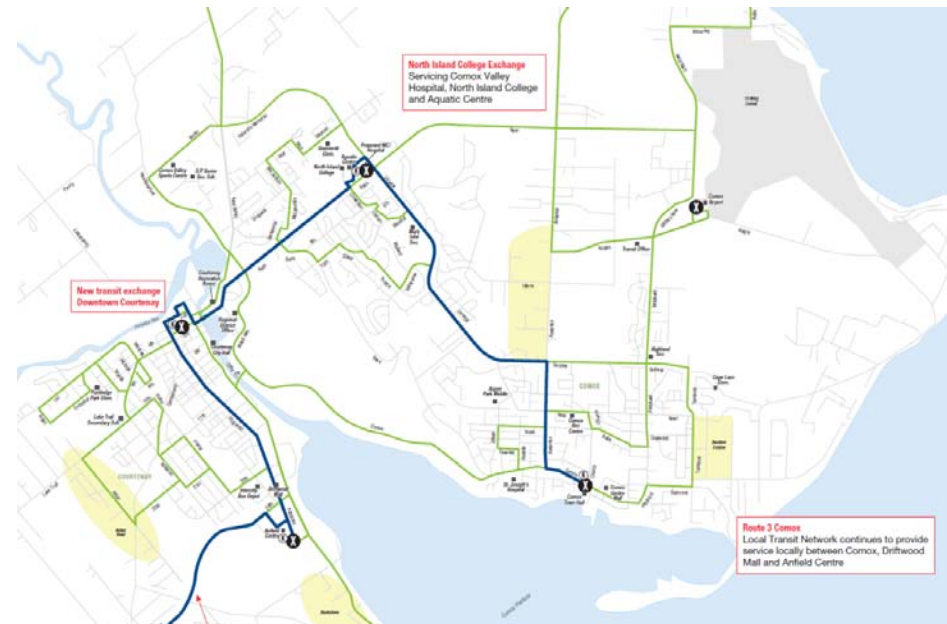


# Service Option B1

## Frequent Transit Network Benefits

### Key Characteristics

- Makes system easier to understand
- Provides direct connection between key destinations
- Increases service frequency between key destinations
- Reduces impact of transfers
- Increases ridership
- Streamlines service through Downtown Courtenay [removes service through Old Orchard Area (2<sup>nd</sup> and 1<sup>st</sup> St)]



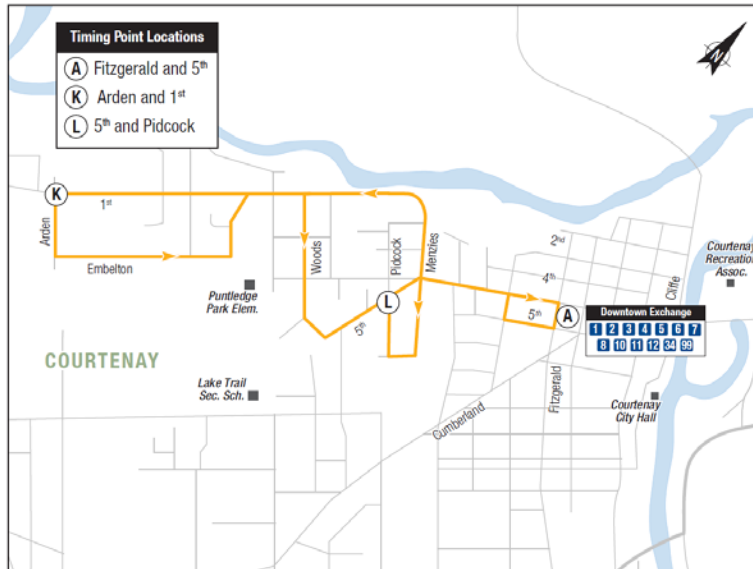
# Service Option B1

## Local Route Improvements – West Courtenay

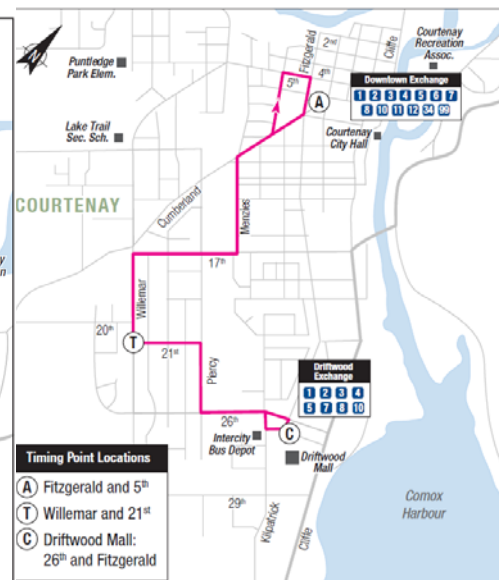
### Key Characteristics

- Improved route structure for 7 Arden and 8 Willemar
- Removal of large, one-way loop on 7 Arden
- New route 9 Lake Trail (bi-directional service)
- New Sunday service
- Integrated with Frequent Transit Network

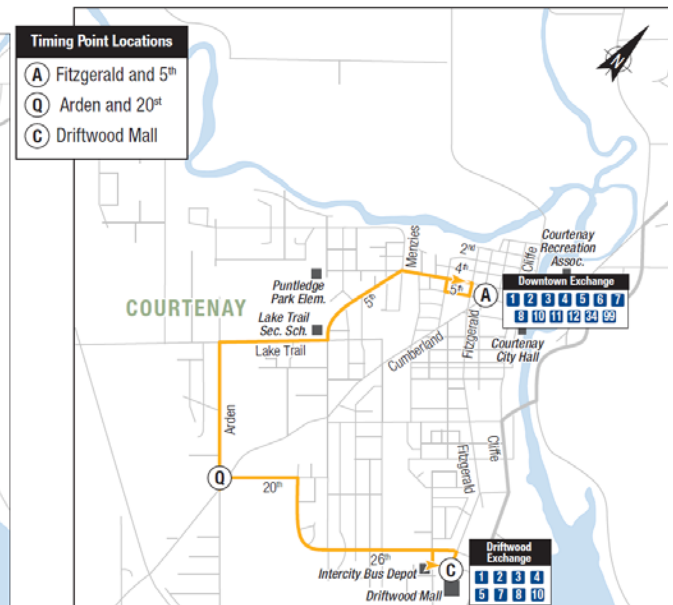
7 Arden



8 Willemar



9 Lake Trail



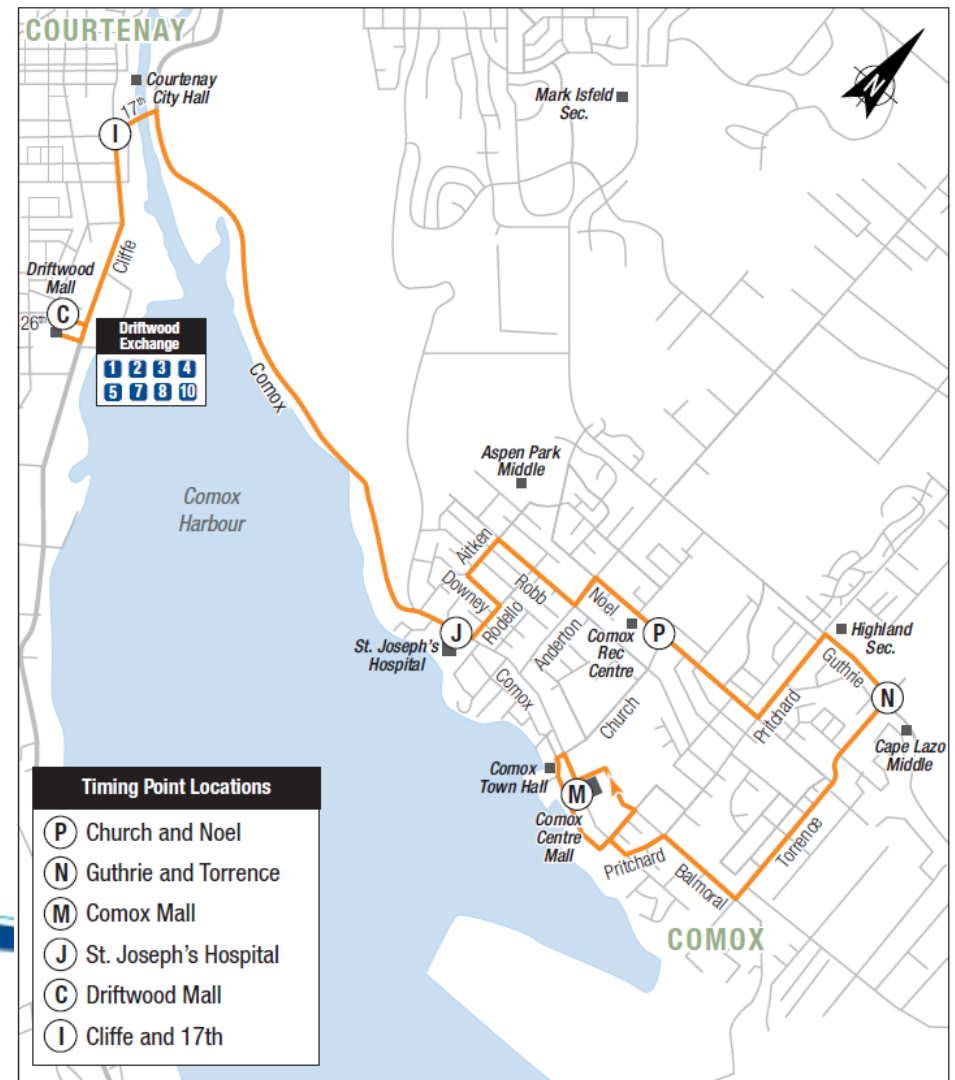
# Service Option B1

## Local Route Improvements – Comox

### Key Characteristics

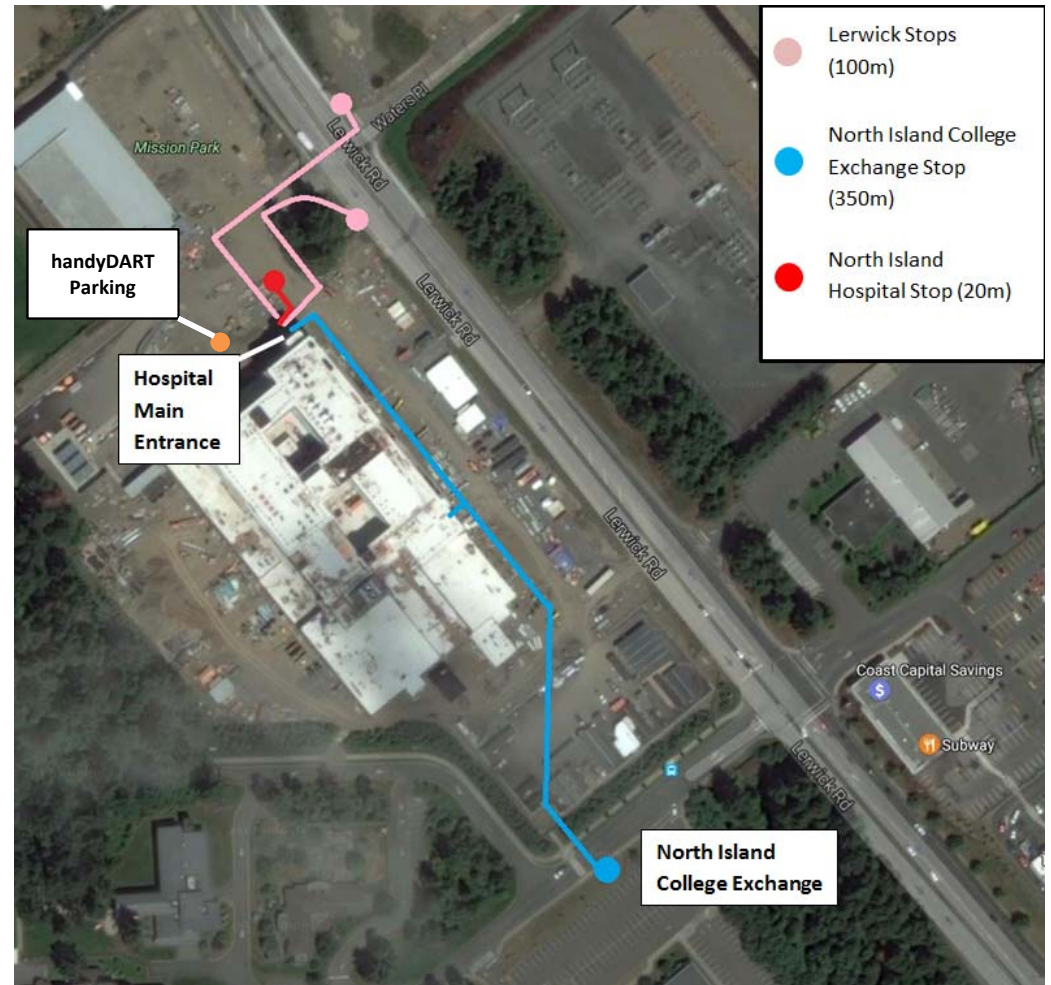
- Provides local service to Comox
- Provides new, requested service to Beaufort Avenue (Library etc.)
- Integrates with Frequent Transit Network
- Provides more direct connection to Driftwood Mall and South Courtenay

3 Comox/Driftwood



# North Island Hospital Recommendations

- **Install bus stops at Lerwick and Waters intersection**
- 100m accessibility from Lerwick stops, and 250m-350m accessibility from North Island College Exchange
- Front door service by handyDART (riders with mobility challenges)
- No negative impacts to current transit users
- **Saves 650 Annual Service Hours** (~\$50,000 Local Cost Savings)
- BC Transit varies by community regarding hospital service approach
  - BC Transit generally recommends not routing on internal Hospital roads
  - Safety and travel time concerns





# Recommendation

BC Transit recommends that the CVRD Committee of the Whole:

- Receive attached Service Discussion Document;
- Approve local staff to work with BC Transit to implement Conventional Service Option B1 for September 2018.

# Next Steps

Date	Action
July 2017	Sign Expansion Memorandum of Understanding (MOU)
Nov. – Dec. 2017	Public consultation
Jan. – Feb. 2018	Finalize service details
March 2018	<ul style="list-style-type: none"><li>• Presentation to CVRD Board</li><li>• Sign Implementation MOU</li></ul>
April – Aug. 2018	Scheduling and Rider's Guide Reprint
September 2018	Service Implementation

# Questions?



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