

VICTORIA REGIONAL TRANSIT SYSTEM

WESTSHORE: LOCAL AREA TRANSIT PLAN

- Aligns transit investments with community development
- Better matches existing service to demand with service to new neighbourhoods and improved evening service availability
- Identifies future service and infrastructure improvement priorities to develop a rapid and frequent transit lines with regional connections
- Identifies future improvements to the local bus network within the Westshore



Victoria Regional
Transit Commission



January 2015

Table of Contents

1.0 PURPOSE OF DOCUMENT..... 2

2.0 BACKGROUND 4

3.0 PUBLIC CONSULTATION SUMMARY 6

4.0 SERVICE PRIORITIES..... 7

5.0 INFRASTRUCTURE & INFORMATION - PRIORITIES..... 9

6.0 MONITORING 10

7.0 CONCLUSION..... 10

8.0 RECOMMENDATIONS 11

9.0 DETAILED SERVICE CHANGE INFORMATION 12

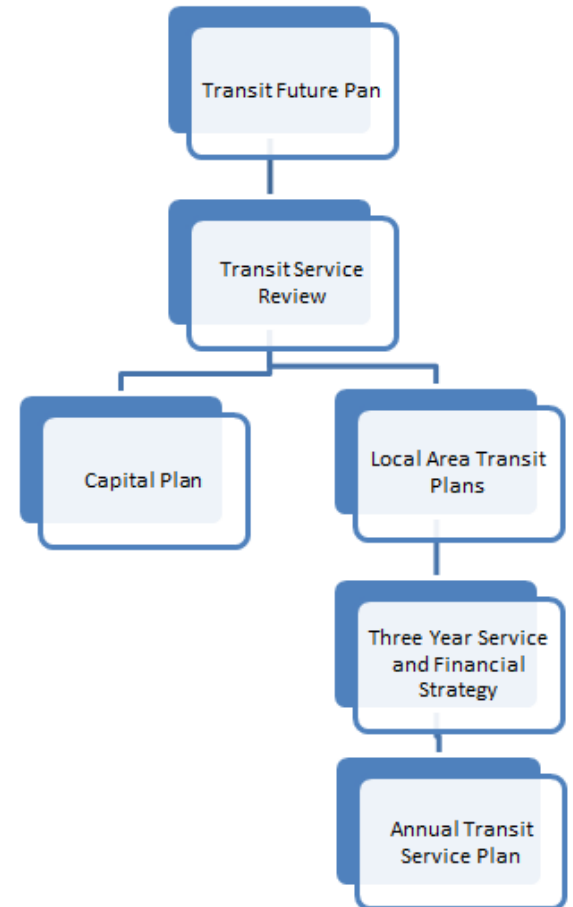
10.0 APPENDIX..... 25

1.0 PURPOSE OF DOCUMENT

The 2013/14 Victoria Regional Transit System Service Review recommended developing a number of Local Area Transit Plans based on the strategic direction of the Transit Future Plan and regional priorities identified in the Service Review.

The Local Area Transit Plans define the short to medium-term transit service and infrastructure strategies for specific areas, neighbourhoods or sub-regions served prioritizing future services investments in the plan area. These plans will provide further guidance to the development of the Three Year Service and Financial Strategy and future Annual Service Plans to the Victoria Regional Transit Commission.

The first local area plan to be finalized for presentation to the Commission is the Westshore Transit Plan. Each Local Area Transit Plan will include consultation with the public and local municipal partners. The level of consultation will vary depending on the scope of the plan.



The Westshore Local Area Transit Plan outlines short to medium-term improvements for transit service and infrastructure over the next 7-15 years. The study area includes City of Colwood, District of Highlands, City of Langford and District of Metchosin as well as some regional connections to/from the Westshore. The plan is intended to support local community development by aligning with the strategic direction of the Official Community Plans and transportation plans, such as the Colwood Master Transportation Plan and CRD Regional Transportation Plan.

Goals of the plan include:

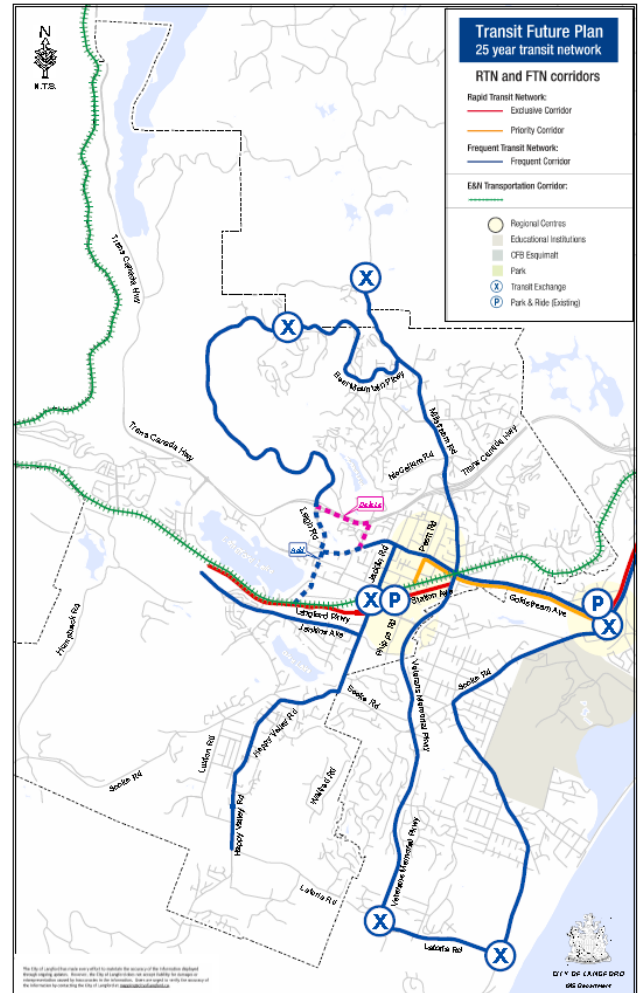
- To better match existing service to demand with service to new neighbourhoods and improved evening service availability.
- Highlighting future service and infrastructure improvement priorities intended to support the development of rapid and frequent transit lines with regional connections and an improved local bus network within the Westshore.

Service improvements build on the strategic direction of the [Transit Future Plan](#) and prioritized concepts identified in the [Victoria Regional Transit System Service Review](#). Phase 1 & 2 initiatives are short-term with proposed implementation dates in 2015. Medium-term initiatives do not have a specific implementation date and will require additional resources that are not included in the existing Three Year Service and Financial Strategy.

Links to Plans

Transit Future Plan - <http://bctransit.com/victoria/transit-future/victoria-transit-future-plan>

Transit System Service Review - <http://bctransit.com/victoria/transit-future/victoria-completed-plans>



Transit Future Network

The Transit Future Plan uses four layers of transit service to tailor transit to the community needs:

- **Rapid Transit** – To provide fast & direct regional connections
- **Frequent Transit** – To serve major corridors
- **Local Transit** – To serve neighbourhoods
- **Targeted Services** – For special commute trips to work or school

2.0 BACKGROUND

2.1 Community Development

The Capital Regional District forecasts indicate an expected 30 per cent growth in population by 2038 to an estimated 453,000 residents in the entire region. More than half of the projected population growth in the region is expected to occur in the Westshore, which will see an estimated 88 per cent increase in its population. Employment in the region is expected to grow more slowly than population, with the fastest percentage of employment growth in the Westshore. The Core area will, however, continue to account for the majority of the jobs in the region.

Key areas of development in the Westshore include:

- **Royal Bay**, located in the City of Colwood, is a proposed 419 acre mixed-use, master-planned community envisioned to have over 7,000 residents and numerous businesses, with a build out of up to 2,800 homes, as well as service retail, business, restaurants and cafes, and other public amenities. This new community includes a new high school scheduled for opening in September 2015.
- **Westhills** is a planned community encompassing over 500 acres and up to 6,000 homes adjacent to Langford Lake in the City of Langford. Plans call for 2,500 single-family houses, 1,000 to 1,500 townhouses, and 1,000 condo units with an estimated population of 25,000 people. The development will also include two retail centres one identified as a village centre that will offer shops, services, and an aquatic centre with a train station built to accommodate future commuter rail or light rail transit to and from Victoria. A new high school is also being constructed adjacent to the development scheduled for opening in September 2015.
- **Bear Mountain** is a planned residential and resort community with a commercial area, 36 hole golf course, single family homes and townhouse on 836 acres of land that straddles the District of the Highlands and the City of Langford.
- **South Skirt Mountain** Neighbourhood is another significant mixed use development area of 209 acres expected to be built in phases over many years.
- **Happy Valley** is another area of significant development with a number of proposals for multiple single family home developments.

2.2 Challenges/Opportunities

Major investments have been made over the last decade in transit in the Westshore to attempt to keep pace with population growth. These investments have resulted in higher ridership growth than the transit system average with a doubling of ridership in the Westshore. However, development of transportation infrastructure and the transit system has still lagged behind population growth resulting in traffic congestions and inadequate levels of transit service in

some areas of the Westshore.

The growth in the Westshore will potentially shift the region's travel patterns and place further demands on the transit system, the number of people commuting from the Westshore to the Core will continue to increase as the population grows, with travel between the Westshore and the Core expected to increase by 69 per cent. Local trips within the Westshore are expected to grow by 126 per cent by 2038. Specific challenges include:

- Increased traffic congestion on the Trans Canada and Island Highways has resulted in buses being stuck in traffic and delayed. The traffic congestion slows transit travel time for passengers, costs additional resources and impacts schedule reliability. **The opportunity to establish transit priority along these corridors is the best regional opportunity to increase transit mode share as the potential to improve transit travel times relative to auto travel time is very high.**
- Park & Rides in Westshore are oversubscribed with limited space available for existing customers. Creating more park & ride space in the Westshore will provide an opportunity for people that live in areas where transit service is infrequent to drive a car or cycle to and park in an area where frequent transit service is available. This could potentially increase transit ridership and reduce the number of vehicles on congested areas of the Trans-Canada Highway.
- In some new neighbourhoods such as Bear Mountain and Westhills community development has occurred ahead of investments in transit service leaving these areas without transit service. There is an opportunity to introduce new transit services to change established auto oriented travel patterns in these areas. There is also the opportunity to ensure that future coordination of land use development, such as the Royal Bay development, and transit investments are made in tandem to establish good transit travel habits, and integration of service into a community at the first stage of development.
- Residents often perceive local neighbourhood services to be too infrequent and transit connections to be poor to regional destinations outside of downtown Victoria such as the University of Victoria, Saanich, and the Victoria International Airport and Swartz Bay Ferry terminal. Investments in service to improve regional bus connections could support development of transit ridership to regional growth centres outside of downtown Victoria.
- Only 1.6 per cent of internal travel within the Westshore occurs on transit compared with 7.9 per cent of internal travel within the core municipalities. Investments in service levels of local transit in the Westshore could potentially increase transit travel mode share achieved in other areas of the region.

Additional investments are required to improve all aspects of the quality and attractiveness of transit service and that will in turn support the aspirations of the Regional Sustainability Strategy and community development identified in the Official Community Plans.

3.0 PUBLIC CONSULTATION SUMMARY

BC Transit conducted public consultation through the recent Transit Service Review. The information received was used to ensure that the Transit Service Review recommendations and the Transit Local Area Plan reflect the needs and priorities of the community.

Public engagement initiatives included:

- Two public Transit Future Bus events in the Westshore.
- Project information was available on the Transit Future Website along with an online survey for the public to provide input.
- Stakeholder workshops in the WestShore.
- Presentations on the Draft Westshore Local Area Plan to Colwood and Langford Council.

Consultation Numbers	
Transit Future Bus Visitors	706
Regional Workshop Participants	50
Completed Online Surveys	500



Key public priorities include the development of rapid transit service with improved travel times between the Westshore and Saanich/Victoria on Highway 1 (bus lanes), additional park & ride capacity, transit service in unserved areas and general improvements to service frequency. Detailed information is available in the appendix of this document. Additional public consultation may be required prior to implementing future initiatives identified in the plan.



4.0 SERVICE PRIORITIES

4.1 Phase 1 Short-term Service Changes

The 2014/15 Annual Service Plan approved by the Victoria Regional Transit Commission identified a series of service changes in the Westshore based on “quick win” recommendations in the Transit Service Review. Improvements included new service to Bear Mountain and Westhills as well as changes to community bus schedules to better match service to demand. The changes are noted below in Phase 1A & 1B were identified.

Phase 1A Service Changes – Implemented September 2014

Route	Improvement	Benefit
50 Downtown/Langford	Late night service was introduced on Friday and Saturday evening with the last bus leaving downtown at approximately 1:15 am.	Improves evening service on weekend evenings

Phase 1B Service Changes – Implemented January 2015

Route	Improvement	Benefit
52 Colwood/Bear Mtn	Route extended to provide additional service to Millstream Rd. and new service to Bear Mountain. Commuter trips that serve downtown now extend to growing residential neighbourhoods on Happy Valley Rd. and Latoria Rd. and become the separate route 48 Happy Valley/Downtown .	Provides service to an unserved neighbourhood, develops Frequent Transit Network and better connects neighbourhoods to commercial areas
53 Atkins 54 Metchosin / 55 Happy Valley 58 Langford Meadows	Schedules have been adjusted on these routes to best match service to demand, more evenly distribute service between Westshore neighbourhoods and ensure connections to area secondary schools.	Allows for service to be more fairly distributed between similarly performing routes
56 Thetis Heights/ 57 Westhills	Restructured routing and schedules to make service easier to understand, plus new extension of service to the Westhills area.	Provides service to an unserved neighbourhood and simplifies routing
57x Downtown	Route renumbered to become the 47 Goldstream Meadows/ Downtown to better distinguish it from local bus service.	Simplifies customer information
59 Triangle Mountain / 60 Wishart	New schedule with extended evening service.	Allows for service to be more fairly distributed between similarly performing routes

Phase 2 improvements will be identified in the 2015/16 Annual Service Plan to align with the opening of the new secondary schools.

4.2 Phase 2 Service Changes – Proposed for Implementation September 2015

Route	Improvement/Benefit	Service Hours
New School Oriented Route	A special school routing is proposed to be added to serve the new Royal Bay and Belmont Schools.	1,000

4.3 Medium-term Westshore Service Priorities

Medium-term service changes support the development of the Rapid, Frequent and Local transit networks identified in the Transit Future Plan and VRTS Service Review. These changes should be considered for implementation as expansion resources become available prioritizations of implementation is subject to resources availability, community development and regional prioritization. More detailed information on routes changes is available in section 9.

Route	Improvement/Benefit	Service Hours
52 Colwood/Bear Mtn	Service is extended to Royal Bay, supports development of the Frequent Transit Network.	2,000
New Route Happy Valley	To provide service on Jenkins, Happy Valley & Latoria Roads, supports development of the Local Transit Network.	10,000
New Route Westshore-Interurban-UVic	Westshore-Interurban-UVic – Extend service and routing to better connect Langford Exchange/Langford Town Centre with Camosun College's Interurban campus, the Royal Oak Exchange and UVic, supports development of the Frequent Transit Network. Would ideally be implemented with the Dockyard/Esquimalt and Westshore service change.	10,000
New Route Dockyard/Esquimalt and Westshore	Improved connections between Dockyard/Esquimalt and Westshore with service extended to the Langford Exchange / Langford Town Centre, supports development of the Frequent Transit Network. Would ideally be implemented with the Westshore-Interurban-UVic.	10,000
Route 50 Downtown/Langford	Supports development of the Rapid Transit Network. Additional peak weekday service to meet demand on the route 50. Extend route 50 service to Westhills.	5,000 10,000
	Minor service increases on Sunday to the route 50 to meet the Frequent Transit Network service standards of 15 minutes from 7am to 7pm each day of the week.	1,000
All routes	General increases to service frequency and span of local routes within the Westshore, supports development of the Local Transit Network.	22,000

New Route Skirt Mountain	Service to new development areas including Skirt Mountain, supports development of the Local Transit Network	10,000
New Route Fort Rodd Hill/Lagoon	Service to Fort Rodd Hill, supports development of the Local Transit Network	2,500
Total		82,500

5.0 INFRASTRUCTURE & INFORMATION - PRIORITIES

Medium-term infrastructure and customer information priorities support the development of a Rapidbus line connecting the Westshore with the region as a whole, as well as the overall development of the transit system.

5.1 Medium-term Westshore Infrastructure - Priorities

Initiative	Benefit
Implement Transit Priority on the Trans Canada Hwy	Provides the best opportunity to increase transit mode share with improved transit travel times and on-time performance
Increase Park & Ride Capacity at the Colwood and Langford exchanges	Existing park & rides are full during peak times. Improves access to high quality transit and provide opportunity to reduce the number of vehicles on the Trans Canada Hwy
Upgrade bus shelters at the Langford Exchange	Existing bus shelters do not offer adequate protection from the weather
Implement Transit Priority Options for the Island Hwy	Provides an opportunity to increase transit mode share with improved transit travel times and on-time performance
Construct Rapid Transit Station Locations	Allows for the installation of higher capacity bus shelters, future real-time information and off board fare payment. Creates a higher quality perception that distinguishes rapid transit services from other types of transit service
Colwood Transit Exchange	Relocate exchange to Town Centre to align transit hub with development of the Colwood Town Centre.
Royal Bay Transit Terminal	Establish a transit terminal in Royal Bay in concert with future development to support future increases to service levels and provide a location for local transit connections. The terminal may include future Park & Ride opportunities
Westhills Transit Terminal	Establish a transit terminal in Westhills to support future increases to service levels, provide connections to future commuter rail and provide a location for local transit connections

4.2 Medium-term Westshore & System Wide Information - Priorities

Initiative	Benefit
Brand Westshore Rapid Transit Line	Identifies and differentiates high quality transit service from regular services
Introduce a new Westshore Network Map	Improves customer information on how to use and understand the transit network
Improve on-street signage	Improves schedule and way-finding information at bus stops
Introduce real-time information	Improves accuracy of bus arrival time information

6.0 MONITORING

The Phase 1 & 2 service changes will be monitored closely in post-implementation to ensure that the schedules and route alignments are meeting the needs of the customers. If any changes are required, they will be made at the regular 2015 Summer and Fall seasonal schedule changes.

Route performance will be measured using the Route Performance Guidelines approved by the Victoria Regional Transit Commission. Route performance information will be reported in the Planning Reports to the Commission.

7.0 CONCLUSION

The service changes planned for 2015 include a reallocation and restructuring of community bus services in the core, Westshore and Saanich Peninsula areas to better match service to demand, and improve service coverage and evening service availability. The majority of the service changes were achieved by reallocating services within the winter period, as well as allocating savings from the regular seasonal service adjustments in the spring and summer with no new vehicles and a modest increase of off peak service.

Medium-term service changes identified in the Westshore Plan describe a series of service and infrastructure improvements to develop a transit network that aligns with the expected growth of the community. The service changes are intended to move towards the vision of the Transit Future Plan to develop a Rapid and Frequent transit lines connecting the Westshore with the region as a whole as well as a local bus network for circulation within the Westshore. The priorities identified in this plan will be used to develop Capital Plans, the Three Year Service and Financial Strategy and Annual Service Plans. The success of this plan requires new

investments in transit from local partners and the province. It is also vital that the local partners continue to support transit growth by integrating transit plans other local planning initiatives as well as making transit supportive land-use decisions.

8.0 RECOMMENDATIONS

It is recommended that the Victoria Regional Transit Commission:

- Receive this report as information
- Use the information in this report to inform the development of future Capital Plans, the Three Year Service and Financial Strategy and Annual Service Plans

9.0 DETAILED SERVICE CHANGE INFORMATION

9.1 Phase 1 Service Changes

Short-term service improvements are identified in detail in the Fall 2014 and Winter 2015 Service Change Summary documents.

8.2 Phase 2 Service Changes – Proposed for September 2015

Route 52 Juan De Fuca/Millstream/Bear Mtn –School Special

Change Overview:

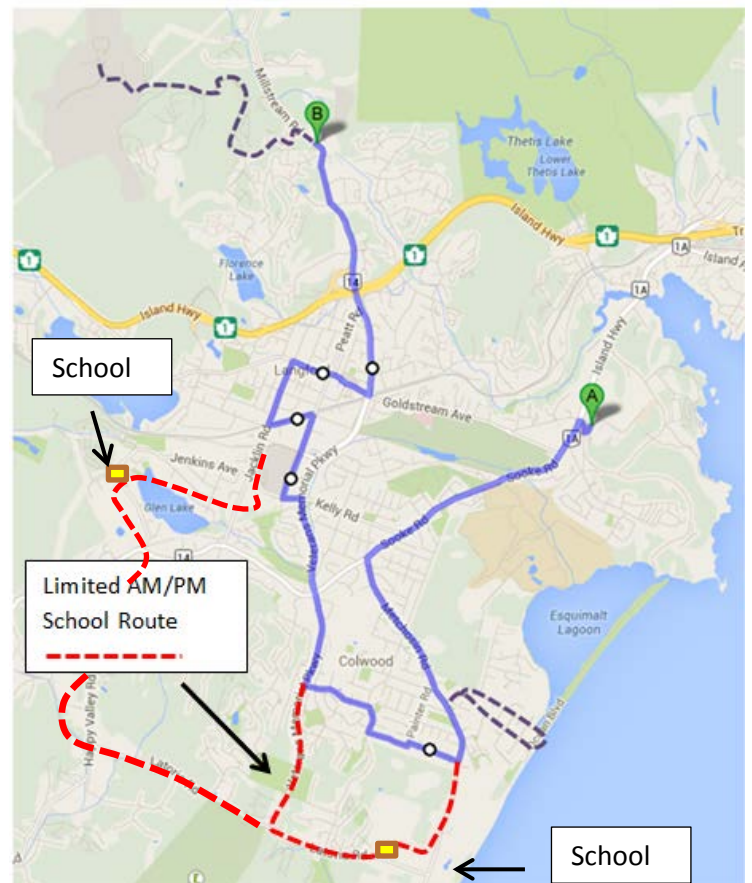
- Service on the route 52 Colwood/Bear Mtn is extended at school bell times to the new Royal Bay and Belmont Secondary schools.

Key Benefits to Change:

- Provides local transit connections to the school.
- Creates the foundation for later service improvements such as extending service to Royal Bay.

Considerations:

- During the school trips there will be no service on Dressler but it is within walking distance of the route 59/60 Triangle Mtn.



Service Design

Frequency: In minutes								Span	Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening			
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM			
Weekday	-	2 trips		2 trips	-	-	School bells	4	
Saturday	-	-	-	-	-	-			
Sunday	-	-	-	-	-	-			

*One eastbound and one westbound trip in the both the morning and afternoon

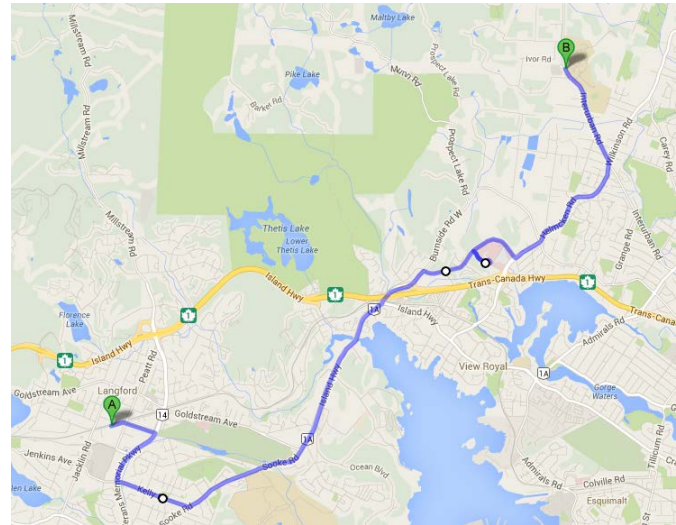
9.3 Medium-term Service Changes

Medium-term initiatives do not have a specific implementation date and require additional resources.

Route 40 Langford – Interurban/Royal Oak

Change Overview:

- The existing 39 Royal Rds/UVic route will be restructured and extended to the Langford Exchange. The new route name will be the 40 Langford/Interurban Royal Oak. The route will operate on Watkiss Way and be removed from Royal Rds. Service will meet the service standard for local transit service with service frequency ranging from 30 minutes to 60 minutes.
- Service improvements would need to be implemented in a series of steps to ensure service availability as the existing 39 route is the only route that provides midday service on the Island Hwy between Helmcken and the Colwood interchange.



Key Benefits to Change:

- Improves connections between the local Westshore bus network and services to the Victoria General Hospital, Camosun- Interurban, Royal Oak and UVic.
- Improves service levels and destination choices for people residing on Watkiss Way
- Improves destination choices for residents of both Colwood and Langford
- Supports development of the Frequent Transit Network. The long-term goal is to meet the service standard with service 15 minutes or better from 7:00 am to 10:00 pm seven days a week.
- Creates the foundation for later service improvements.

Considerations:

- Existing route 39 service on portions of the Island Hwy in View Royal and Helmcken south of the Trans Canada would need to be replaced at the same time.
- Existing route 39 service on Belmont Rd and College Dr would be provided by community bus service on route 53 Atkins.

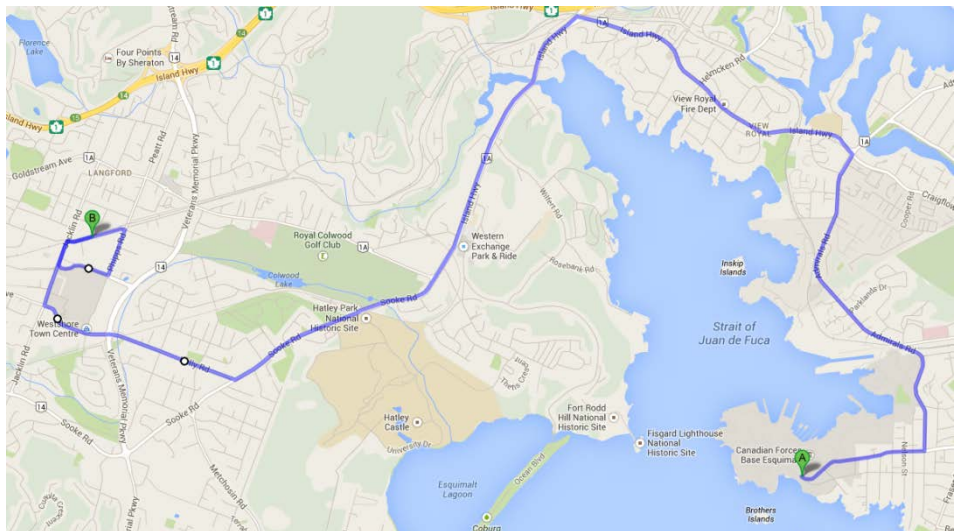
Service Design

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	60	20	40	20	60	60	6:00 am- 11:00 pm	51.4
Saturday	60	40	60	40	60	60	7:00 am – 11:00 pm	32.7
Sunday	60	60	60	60	60	-	7:00 am – 10:00 pm	24.5

Route 41 Dockyard/ Westshore

Change Overview:

- Existing service between the Dockyard and Westshore is provided on the route 25 Maplewood/Colwood Exchange. This existing service would be incorporated into a new route named the 41 Dockyard/Westshore.
- The route is extended from Colwood Exchange to Langford Exchange and service levels are increased.



Key Benefits to Change:

- The change would provide better connections between the new route to Esquimalt and the Westshore routes
- This proposal would make the service easier to understand for customers as it would be a distinct standalone route.
- Allows for future marketing/branding of service
- Improves the linkage between the local community bus network and service to a major employment zone
- Supports development of the frequent transit network. The long-term goal is to meet the service standard with service 15 minutes or better from 7:00 am to 10:00 pm seven days a week.
- Creates the foundation for later service improvements.

Considerations:

- Existing customers may need to be aware of the new route numbering and service information.

Service Specs

Frequency: In minutes								
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	Daily Hours
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	60	20	40	20	60	60	6:00 am- 11:00 pm	34.7
Saturday	60	40	60	40	60	60	7:00 am – 11:00 pm	22.1
Sunday	60	60	60	60	60	-	7:00 am – 10:00 pm	16.8

Route – Westshore Line

Change Overview:

- Rebrand the existing 50/50x Langford/Downtown as a Rapid Transit line called the Westshore Line in tandem with the implementation of bus lanes on the Trans-Canada Highway. Service will meet the service standard with service 15 minutes or better from 7:00 am to 10:00 pm seven days a week.
- Introduce an express limited stopping policy on alternating route 50 Westshore trips from 6:30 am to 6:30 pm Monday-Friday
- Standardize the stopping policy for all regional transit services to/from the Peninsula and Westshore on Douglas Street



Key Benefits to Change:

- Improves transit travel times during peak travel times when traffic congestion occurs
- Branding and customer information differentiates the Westshore Line as a higher quality transit service from Frequent and Local routes
- Improvements will support the meeting the Transit Future Plan ridership targets
- Allows for future marketing/branding of a future Rapid Transit Line
- This change will improve transit speeds and aligns with transit priority strategies
- Creates the foundation for later service improvements.

Considerations:

- Increases in ridership may exceed bus capacity and require additional resources
- Passengers at non express stops would have to wait for a local service version of the route.

Service Specs

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	15	5	15	5	15	15	5:00 am- 1:30 am	
Saturday	15	15	15	15	15	15	6:00 am –1:30 am	
Sunday	30	15	15	15	15	-	6:00 am – 12:00 am	

*Operates until 1:30 am on Friday and Saturday nights only

Route - Westshore Line Phase 2

Change Overview:

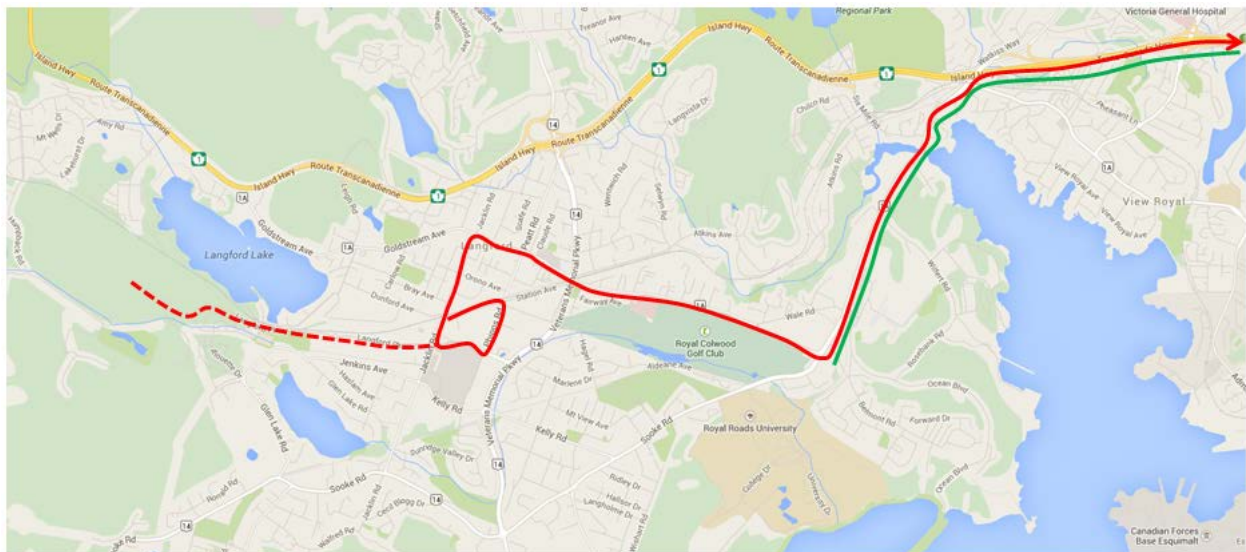
- Extend service to Westhills along Langford Parkway Service will meet the service standard with service 15 minutes or better from 7:00 am to 10:00 pm seven days a week.

Key Benefits to Change:

- Provides service to an area identified as a Village Centre in the Langford
- Creates the foundation for later service improvements.

Considerations:

- May require modifications to the Langford Exchange to prevent circuitous routing.
- Replaces 57 Westhills route



Service Specs

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	15	5	15	5	15	15	5:00 am- 1:30 am	
Saturday	15	15	15	15	15	15	6:00 am – 1:30 am	
Sunday	30	15	15	15	15	-	6:00 am – 12:00 am	

*Operates until 1:30 am on Friday and Saturday nights only

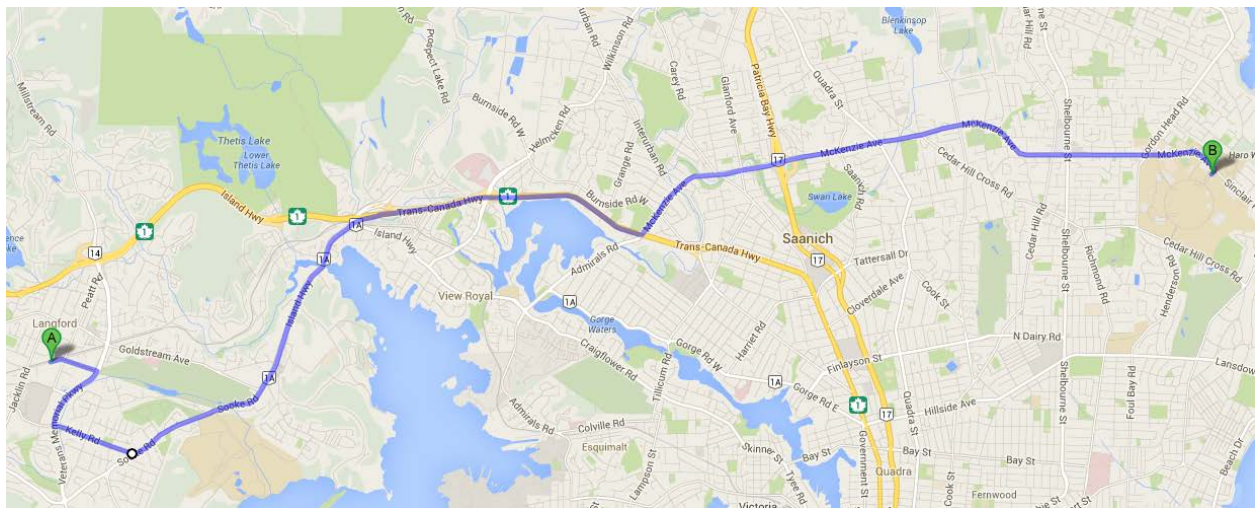
Route 51 UVic/Langford

Change Overview:

- No changes are planned for this service

Considerations:

- Service improvements will be considered if ridership exceeds bus capacity. The bus route meets the existing performance targets for a targeted service.



Service Specs

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	-	6 trips	-	6 trips	-	-	Peak Only	
Saturday	-	-	-	-	-	-		
Sunday	-	-	-	-	-	-		

Route 52 Juan De Fuca/Millstream/Bear Mtn

Change Overview:

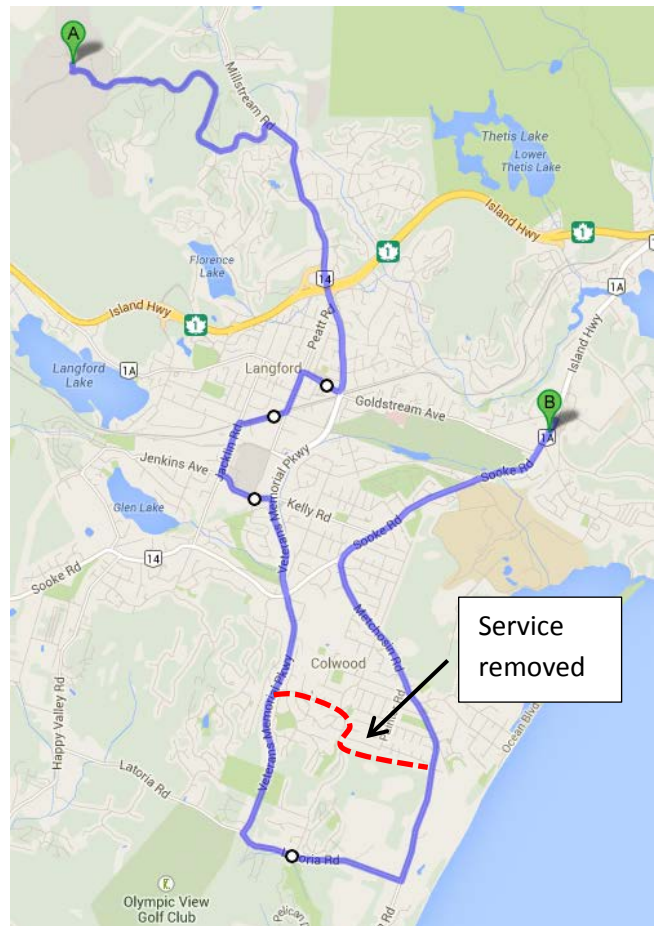
- Service on the route 52 Colwood/Bear Mtn is extended to Royal Bay throughout the day.
- Service levels will be increased with the intent of reaching the long-term goal of the Frequent Transit service standard of service 15 minutes or better from 7:00 am to 10:00 pm seven days a week.

Key Benefits to Change:

- Transit service expansion is aligned with community development
- Allows for future marketing/branding of the Frequent Transit Network
- Creates the foundation for later service improvements.

Considerations:

- Service will be removed from Dressler but it is within walking distance of the route 59/60 Triangle Mtn.



Service Design

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	30	15	30	15	30	30	6:00 am- 12:00 am	90
Saturday	60	20	30	20	30	30	7:00 am – 12:00 am	78
Sunday	30	30	30	30	30	-	7:00 am – 11:00 am	57

Route 53/58 Langford Meadows/Atkins

Change Overview:

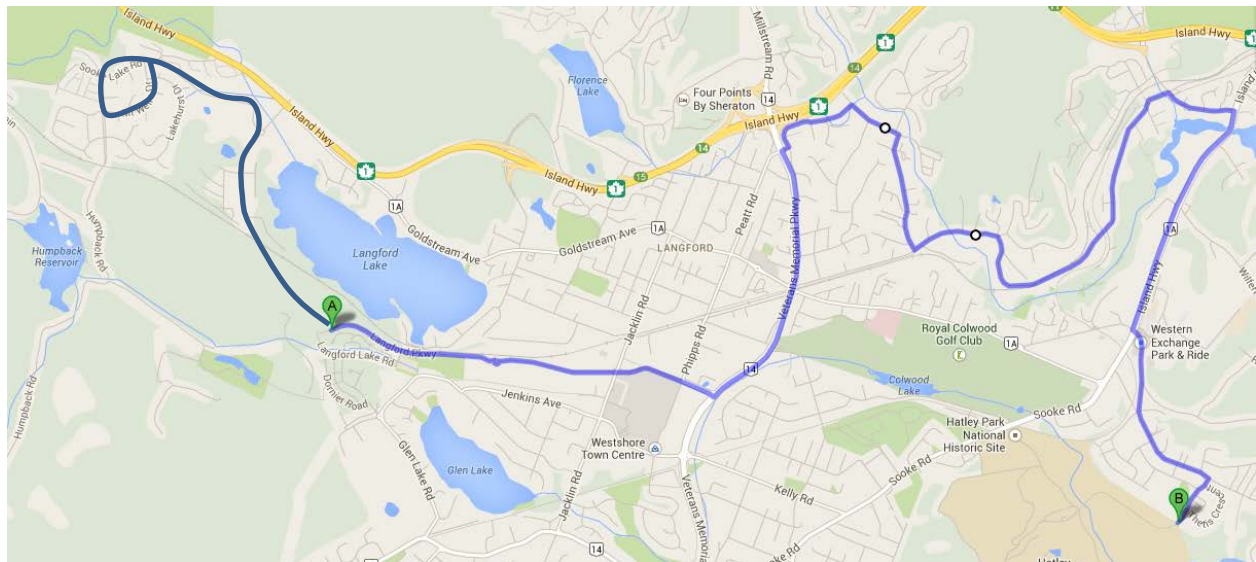
- The route will be extended to operate from the Langford Meadows to the Langford Transit exchange via Westshore & Langford Parkway as well as an extension from Colwood to Royal Rds in tandem with changes to the route 40 Langford/Interurban/Royal Oak. Service levels will be increased.

Key Benefits to Change:

- Improve travel times and service area coverage
- Transit service expansion is aligned with community development

Considerations:

- Service on Goldstream west of Leigh Rd will be operated on the 56/57 route.



Service Specs

Frequency: In minutes								
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	Daily Hours
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	60	40	60	40	60	60	6:00 am- 11:00 pm	21.5
Saturday		40	60	40	60	60	7:00 am – 11:00 pm	20.4
Sunday		60	60	60	60		8:00 am – 10:00 pm	15.1

Route 54 Metchosin/Happy Valley

Change Overview:

- Evening service is expanded and midday service is increased to better match future demand.

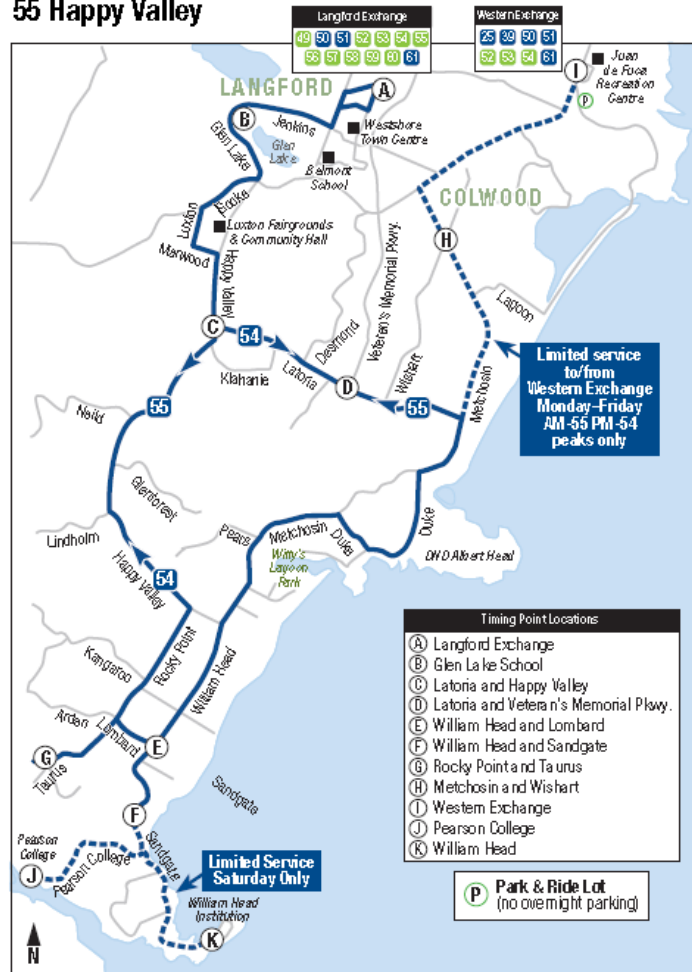
Key Benefits to Change:

- Improve access to transit

Considerations:

- None.

54 Metchosin 55 Happy Valley



Service Specs

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	60	30	40	30	60	-	6:00 am- 9:00 pm	24.6
Saturday		40	60	40	60	-	7:00 am – 9:00 pm	17.9
Sunday	-	60	120	60	-	-	8:00 am – 7:00 pm	8.2

Route 56/57 Thetis Heights

Change Overview:

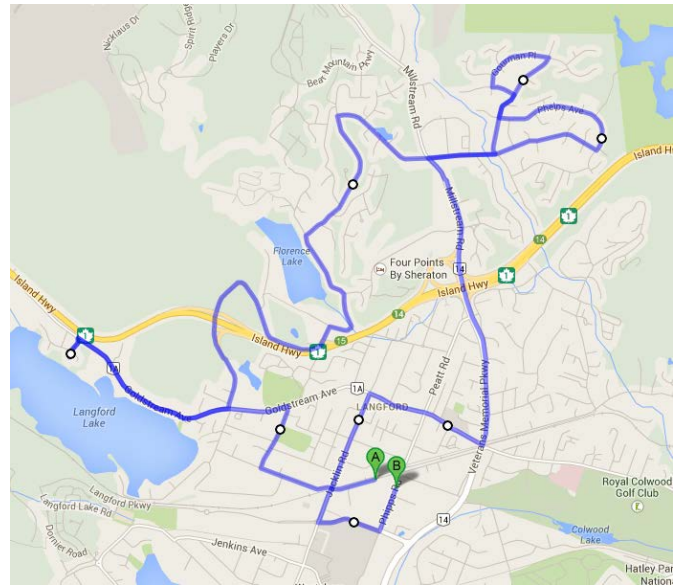
- The route will serve Goldstream east of Leigh Rd and will not serve the Westhills area and service levels will be increased to match demand.

Key Benefits to Change:

- Transit service expansion is aligned with community development

Considerations:

- Service changes will be made in tandem to changes on the route 53/58 to maintain appropriate service levels.



Service Design

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	60	40	60	40	60	60	6:00 am- 11:00 pm	38.3
Saturday	-	40	60	40	60	60	7:00 am – 11:00 pm	36.4
Sunday	-	60	60	60	60	-	8:00 am – 10:00 pm	26.8

Route 59/60 Triangle Mtn/Wishart

Change Overview:

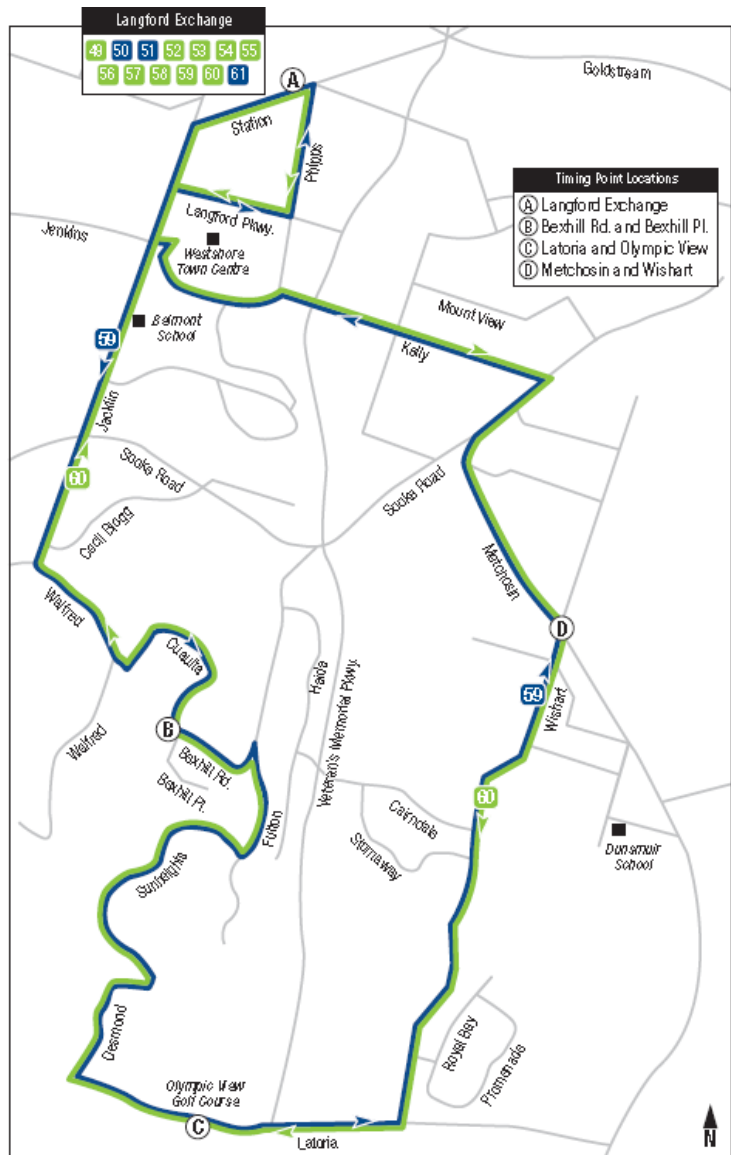
- Service is increased to better match future demand.

Key Benefits to Change:

- Improves access to transit

Considerations:

- None.



Service Design

Frequency: In minutes								Span	Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening			
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM			
Weekday	60	40	60	40	60	60	6:00 am- 11:00 pm	14.2	
Saturday	-	40	60	40	60	60	7:00 am – 11:00 pm	11.8	
Sunday	-	60	60	60	60	-	8:00 am – 10:00 pm	8.7	

New Service Areas/Routes

Happy Valley & Shirt Mountain

Change Overview:

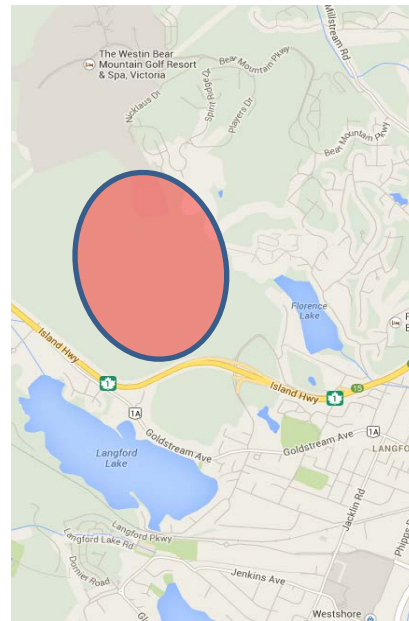
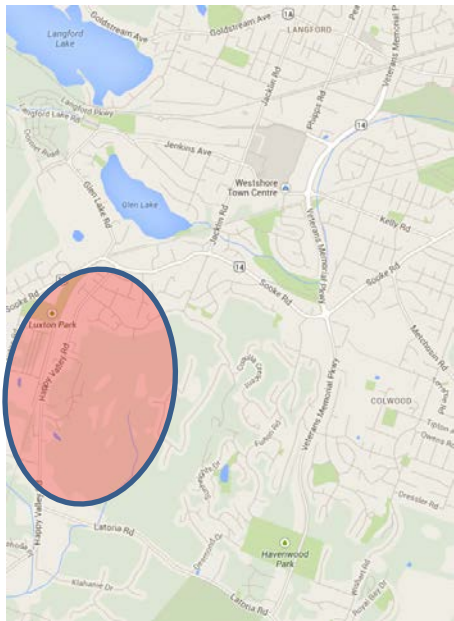
- Service is introduced.

Key Benefits to Change:

- Improves access to transit and future service expansions are aligned with community development
- Both areas are identified as part of the Frequent Transit Network
- Creates the foundation for later service improvements.

Considerations:

- Detailed routing and service levels to be confirmed closer to implementation.



Service Design

Frequency: In minutes								
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	Daily Hours
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday	60	40	60	40	60	60	6:00 am- 11:00 pm	10,000 – 20,000
Saturday	-	40	60	40	60	60	7:00 am – 11:00 pm	
Sunday	-	60	60	60	60	-	8:00 am – 10:00 pm	

New Service Areas/Routes

Fort Rodd Hill/Esquimalt Lagoon

Change Overview:

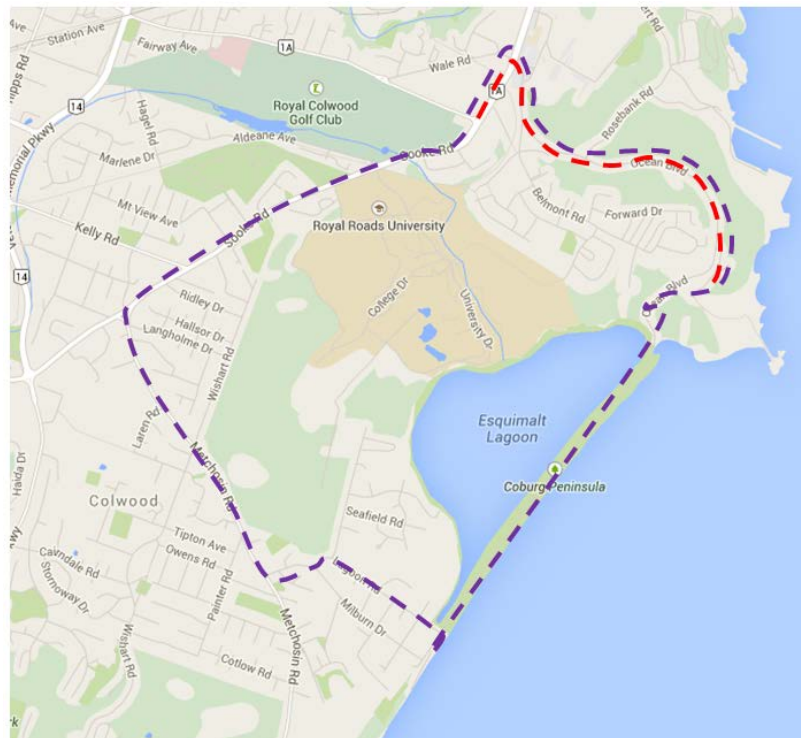
- Service is introduced to Fort Rodd Hill and the Esquimalt Lagoon

Key Benefits to Change:

- Improves transit access to a local tourist destination
- Identified as a priority by Colwood Council
- Creates the foundation for later service improvements.

Considerations:

- Detailed routing and service levels to be confirmed closer to implementation.
- Service could be seasonal in nature.



Service Design

Frequency: In minutes								Daily Hours
	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Span	
	Before 7am	7AM – 9AM	9AM – 3PM	3PM - 7PM	7PM – 10PM	After 10 PM		
Weekday		60	60	60			7:00 am- 7:00 pm	
Saturday	-	60	60	60			8:00 am – 5:00 pm	
Sunday	-	60	60	60			8:00 am – 5:00 pm	

10.0 APPENDIX

Appendix A – Service Standards

Minimum Service Standard

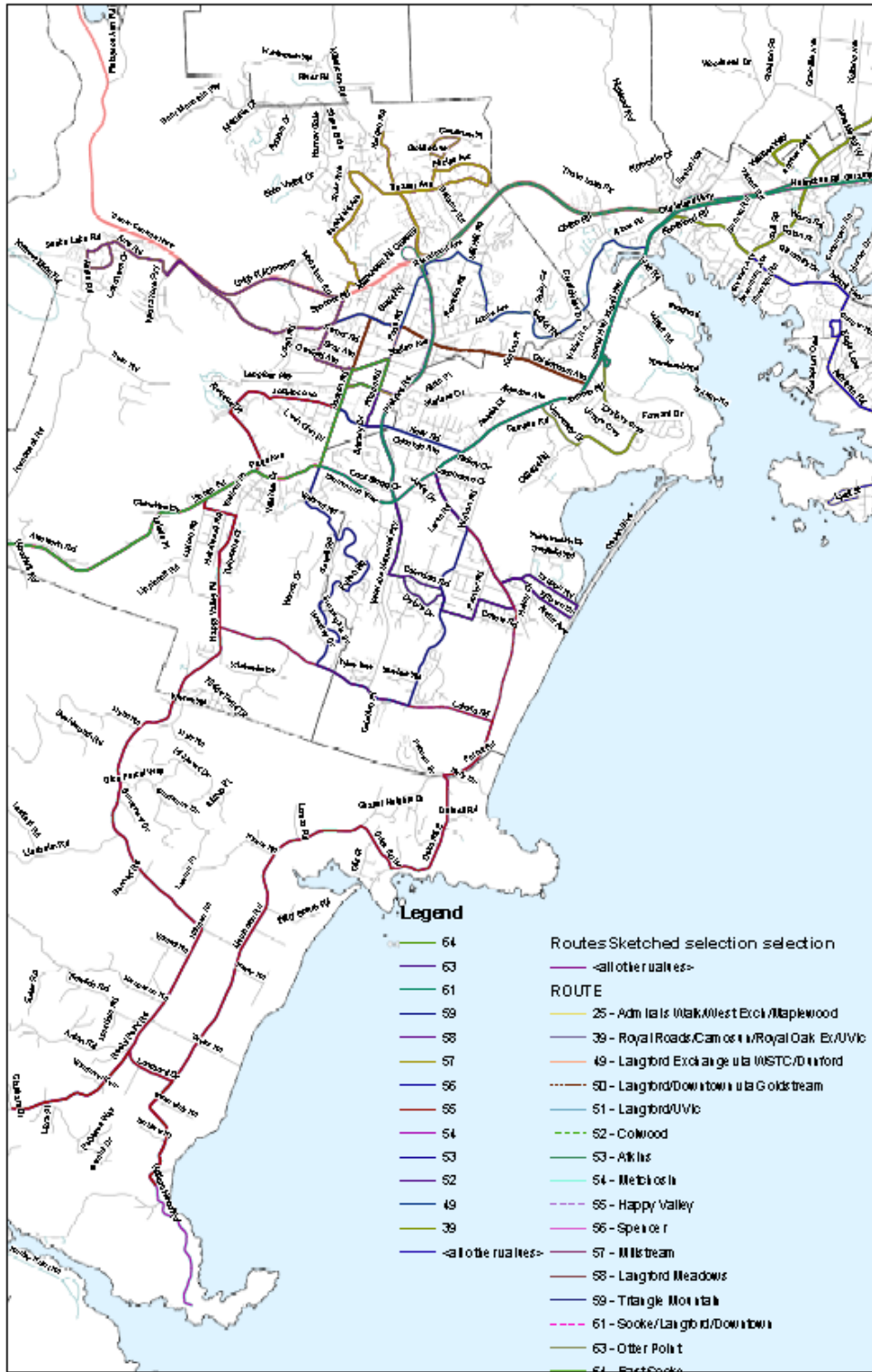
Service frequency defines the minimum frequency at which a route operates, subject to meeting the Performance Guidelines. Investments to increase service levels will be considered to strategically develop the network or when route performance indicates the route is performing 25% above the target for the routes class.

Type	Minimum Service Frequency				Latest Arrival Time of First Transit Trip in Morning	Evening Service (Last Trip Leaving Route Terminus Outbound) Should be Provided at Least Until
	Day Type	Peak	Off-Peak (midday/evening)	Hours of Operation of Minimum Service Frequency		
Rapid Transit Network	Weekday	15	15	7:00am to 10:00pm	7:00am	Midnight
	Saturday	15	15	7:00am to 10:00pm	7:00am	Midnight
	Sunday	15	15	7:00am to 10:00pm	7:00am	Midnight
	With additional frequency based on demand					
Frequent Transit Network	Weekday	15	15	7:00am to 10:00pm	7:00am	Midnight
	Saturday	15	15	7:00am to 10:00pm	7:00am	Midnight
	Sunday	15	15	7:00am to 10:00pm	7:00am	11:00pm
	With additional frequency based on demand					
High Demand Local Transit Network	Weekday	30	60	7:00am to 7:00pm	7:00am	7:00pm
	Saturday	30	60	7:00am to 7:00pm	7:00am	7:00pm
	Sunday	60	60	7:00am to 7:00pm	7:00am	7:00pm
	With additional frequency based on demand					
Coverage Based Local Transit Network	Weekday	120		7:00am to 6:00pm	7:00am	7:00pm
	Saturday	120		8:00am to 6:00pm	8:00am	6:00pm
	Sunday	120		9:00am to 6:00pm	9:00am	5:00pm
	With additional frequency based on demand					With additional service depending on demand
Targeted Transit	Will vary depending on service required and market served					
Custom Transit	Weekday	N/A		7:00am to 10:00am		10:00pm (Midnight on Fridays)
	Saturday	N/A		8:00am to 10:00pm		Midnight
	Sunday	N/A		8:00am to 10:00pm		10:00pm

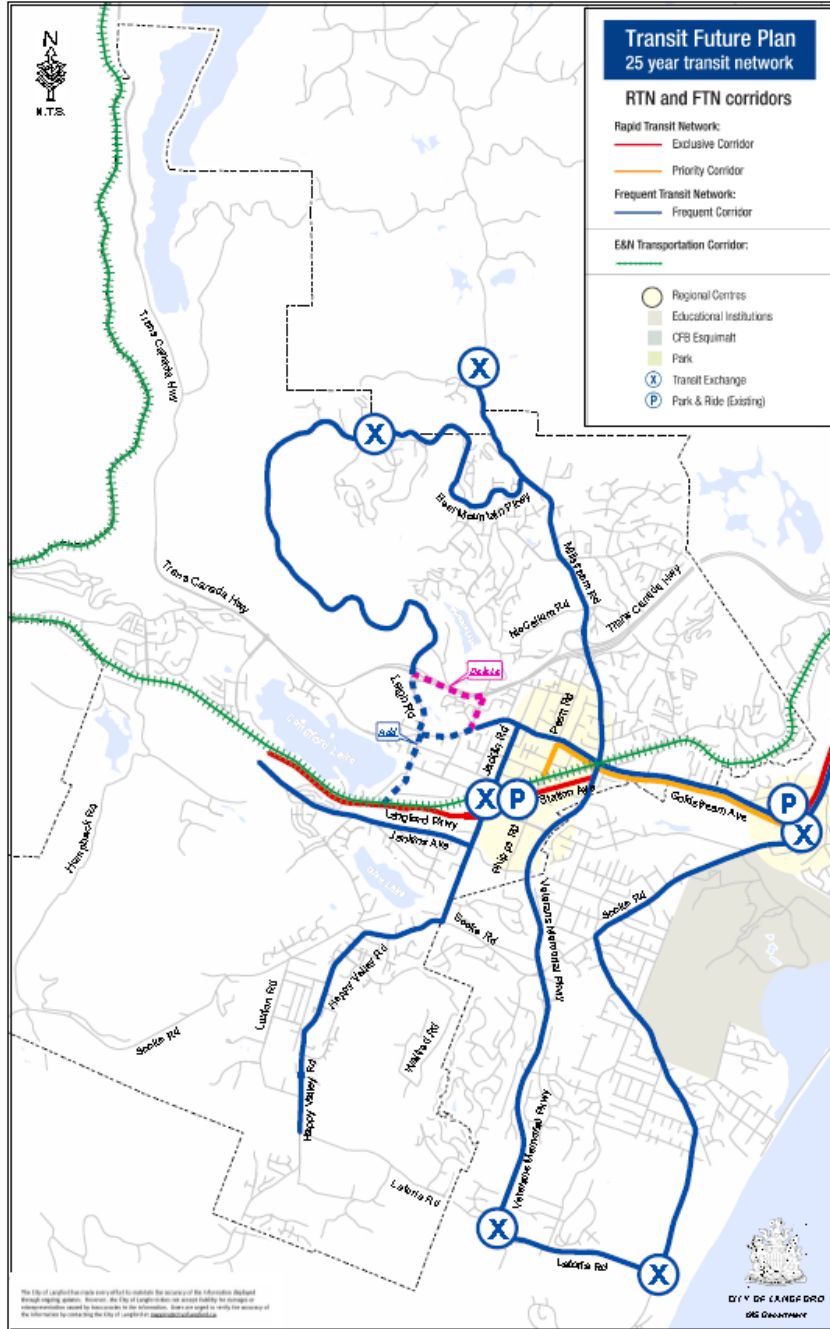
Span of service defines the operating hours for each service type, as described in *Table 2*. Extension to the span of service shall be considered when the first and last hour of service has productivity greater than the average productivity on the route.

Appendix B – Transit Networks

2014 Westshore Transit Network



Approved Transit Future Network



Appendix C – Public Consultation

Public Consultation Summary

In the fall of 2013, BC Transit conducted public consultation for the Transit Service Review to gather feedback on the proposed Service Design Standards and service change concepts. The information received was used to ensure that the Transit Service Review recommendations reflect the needs and priorities of the community.

The fall 2013 public engagement initiatives included:

- Nine public Transit Future Bus events were held across the region as well as two internal events for front line staff;
- Project information was available on the Transit Future Website along with an online survey for the public to provide input; and
- Three stakeholder workshops: one in each of the WestShore, Core Area and Saanich Peninsula.

Consultation Numbers	
Transit Future Bus Visitors	706
Regional Workshop Participants	50
Completed Online Surveys	500

TRANSIT FUTURE BUS TOUR

The Transit Future Bus is a mobile ‘open house’ used to engage community members to help determine service improvement priorities. On the bus, participants were able to provide feedback through discussion with BC Transit staff to help prioritize service change concepts. The Transit Future Bus was brought to nine events throughout the region and in total over 700 hundred people visited the bus at the following locations:



Table 1: Transit Future Bus Engagement Dates and Locations

Location	Date	Time
Downtown Victoria (Fort @ Douglas)	October 1, 2013	12:00 pm – 4:00 pm
Royal Oak Transit Exchange	October 2, 2013	7:00 am - 9:00 pm
Camosun – Interurban Campus	October 2, 2013	10:00 am – 12:00 pm
Camosun – Lansdowne Campus	October 3, 2013	10:00 am – 12:00 pm
University of Victoria	October 3, 2013	1:00 pm – 3:00 pm
Downtown Victoria (Fort @ Douglas)	October 4, 2013	10:00 am – 12:00 pm
Sidney (5 th @ Beacon)	October 4, 2013	1:00 pm – 3:00 pm
Sooke (Farmer's Market)	October 5, 2013	10:00 am – 12:00 pm
Langford (Goldstream)	October 5, 2013	2:00 pm – 5:00 pm

REGIONAL WORKSHOPS

BC Transit hosted a series of regional stakeholder workshops in the WestShore, Core Area and Saanich Peninsula. An invitation to attend the regional workshops was sent to local municipalities, institutions, neighbourhood groups and other key stakeholders (including interested transit customers).

The purpose of the workshops was to engage people in a structured environment to provide input on the proposed service changes, customer information improvements and the Service Design Standards that will guide the development of the Victoria Regional Transit System over the next few years. The workshop was run in a café style format with four tables where specific topics were covered. Round table discussions included the following topic areas:



Round Table Discussions

- Service Design Standards and Performance Guidelines;
- Rapid Transit Network service and infrastructure improvement priorities;
- Frequent and Local Transit Network improvement priorities; and
- Service branding and customer ease of use.

PUBLIC CONSULTATION RESULTS SUMMARY

Table 2 highlights the key themes heard during the public engagement for the Transit Service Review. A detailed tabulation of feedback from the Transit Future Bus open houses, Public Survey Report and Regional Workshops is attached as Appendices.

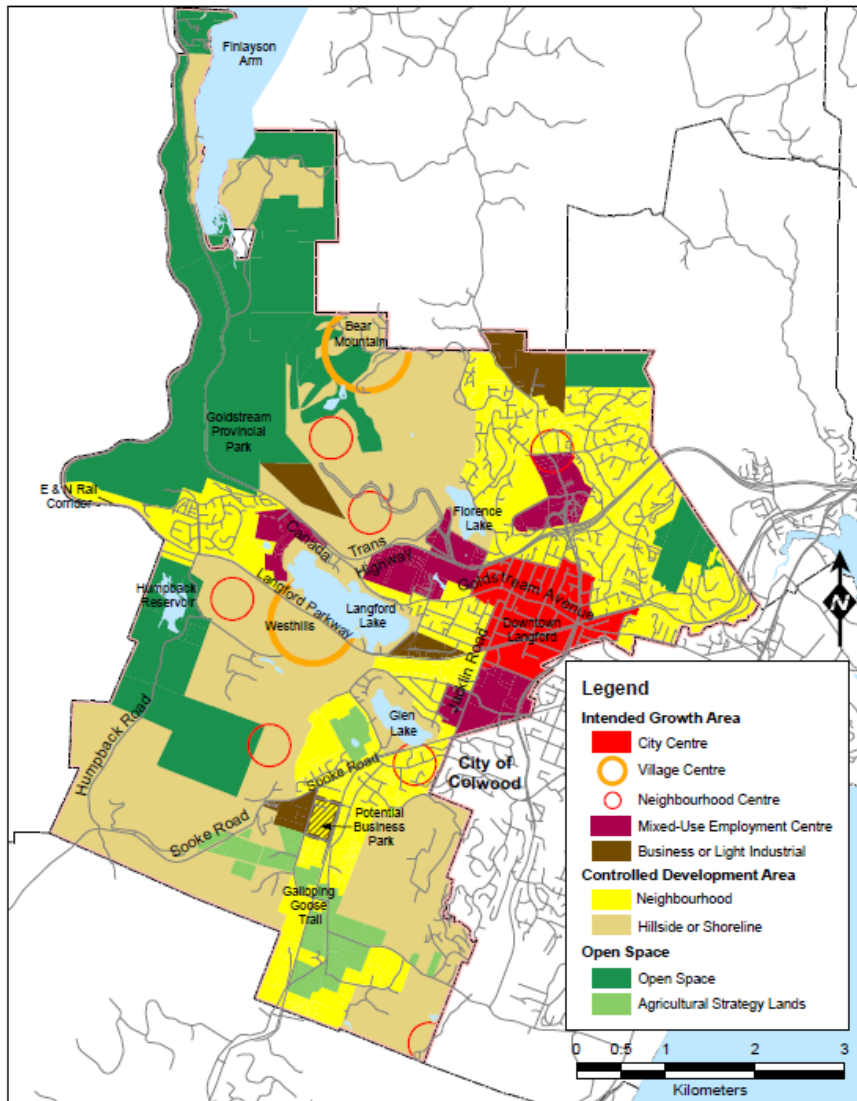
Table 2: Transit Future Bus Feedback

Key Theme	Suggestions
Rapid Transit	<p>Strong support for the development of Rapid Transit Lines with service to the WestShore, Peninsula, UVic via McKenzie and related initiatives to better facilitate the movement of people throughout the region:</p> <ul style="list-style-type: none"> • Short term increases to service frequency and span of service • Implementation of an express/limited stop route to the WestShore (Route 50 with less stops) • Short term implementation of transit priority measures on Douglas, McKenzie and Island Hwy and support for the medium term implementation of transit priority on Hwy 1 and Hwy 17 • Rerouting Peninsula buses to use the Douglas bus lanes to Uptown

	<ul style="list-style-type: none"> • Additional Park & Ride capacity in the WestShore • The establishment of rapid transit stations on Douglas, McKenzie, Hwy 17, Island Hwy and Goldstream • Development service brands for rapid transit, improvements to the signage and maps
<p>Frequent Transit</p>	<p>Strong support for the development of a Frequent Transit Network and the following initiatives:</p> <ul style="list-style-type: none"> • Short term priorities included a minimum of 15 minute frequency on routes 4, 14, 26, 27/ 28 and 30/31 on all service days from 7:00 am to 10:00 pm on weekdays • Meeting the minimum 15 minute frequency service standard on weekends for the following routes 4, 14, 26, 27/ 28 and 30/31 • Improvements to service at peak times to reduce passenger pass ups • A Hillside-Gorge crosstown route • An expanded UVic Transit Exchange • Transit Priority on Yates, Pandora, Johnson, Fort, Quadra and Esquimalt • Additional bus shelters at bus stops with high numbers of passenger boardings • Improvements to customer information at bus stops
<p>Local Transit</p>	<p>Strong support for the following Local Transit Network initiatives:</p> <ul style="list-style-type: none"> • Increasing service levels to the Camosun Interurban Campus on the 8, 21 and 39 • Support for restructuring local transit service in the WestShore to better match demand, providing service to areas without transit service, improvements with connections between the route 50 and local routes • Improvements to service at peak times to reduce passenger pass ups
<p>Service Design Standards</p>	<ul style="list-style-type: none"> • General support for the Service Design Standards • Some concern that the minimum level of 2 hour service on local transit services is too infrequent and concerns about losing existing service on low demand routes • Discussion on what the appropriate thresholds are for introducing service to new areas and how it is prioritized with other service improvements

Appendix D – Local Government Maps & Data

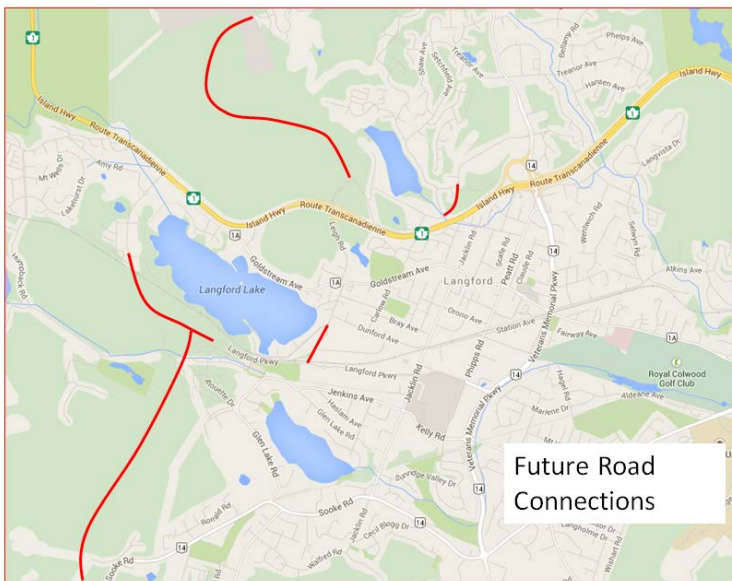
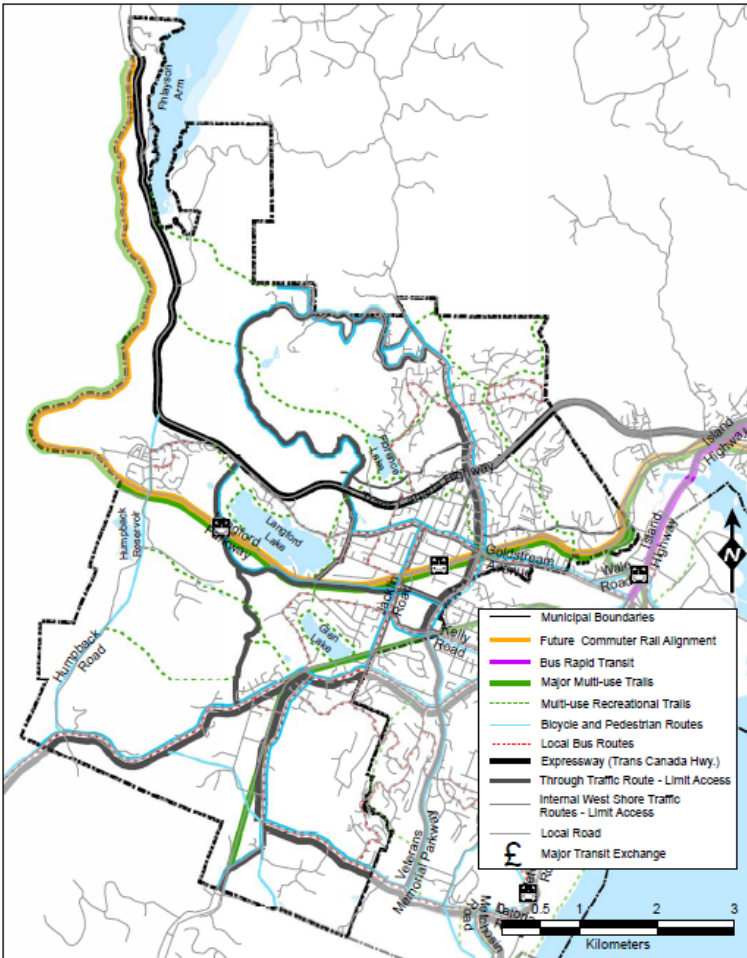
Map 2: City of Langford - Growth Management & Land Use Strategy



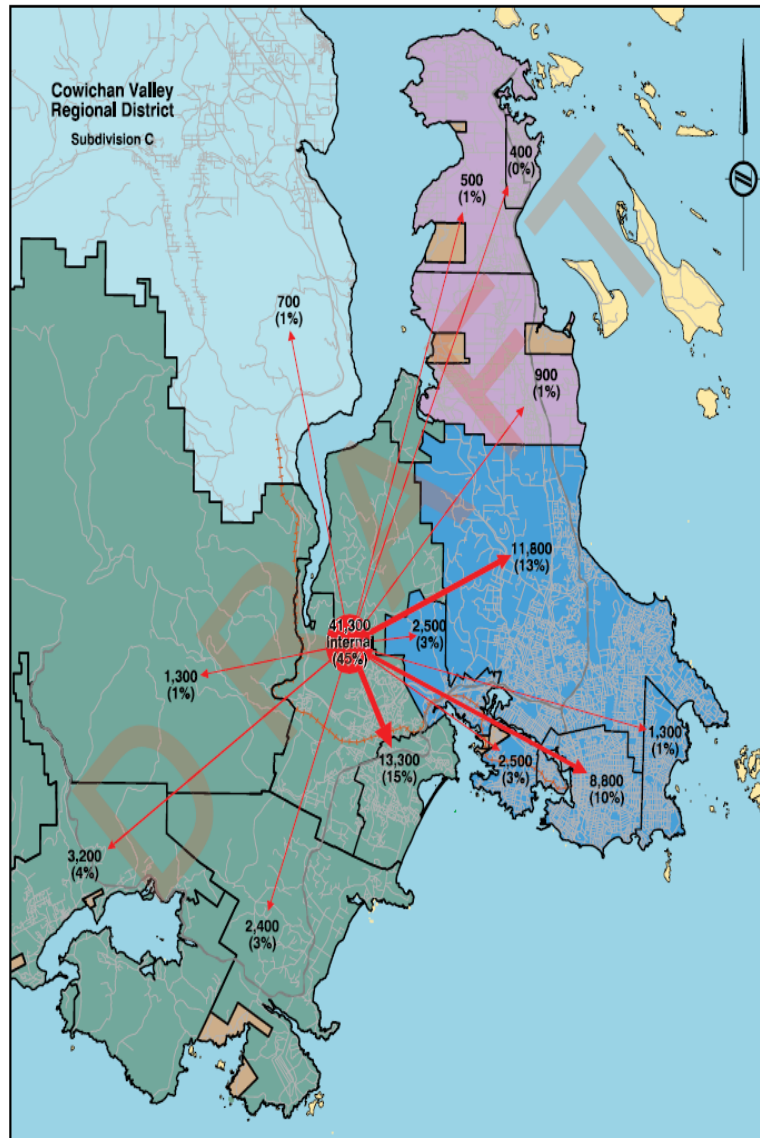
Policy 8.1.7 Work with BC Transit to develop and promote high quality and frequent bus service between major development nodes within the combined municipalities of Colwood and Langford by:

- i. Designating bus corridors on high volume routes.
- ii. Providing, over time, as funding and development opportunities arise, properties required for the bus corridors.
- iii. Working with BC Transit to implement transit service in a proactive manner between high density development nodes.
- iv. Working with BC Transit to implement transit priority measures to provide quick and efficient service. Measures may include bus bulges, queue jumpers and bus priority at traffic signals. Bus-only lanes will be provided on selected routes if and when they become warranted by the increase in vehicle traffic.

Map 9: Multi-Modal Transportation Strategy



2006 ORIGIN / DESTINATION BY MUNICIPALITY - HIGHLANDS / LANGFORD

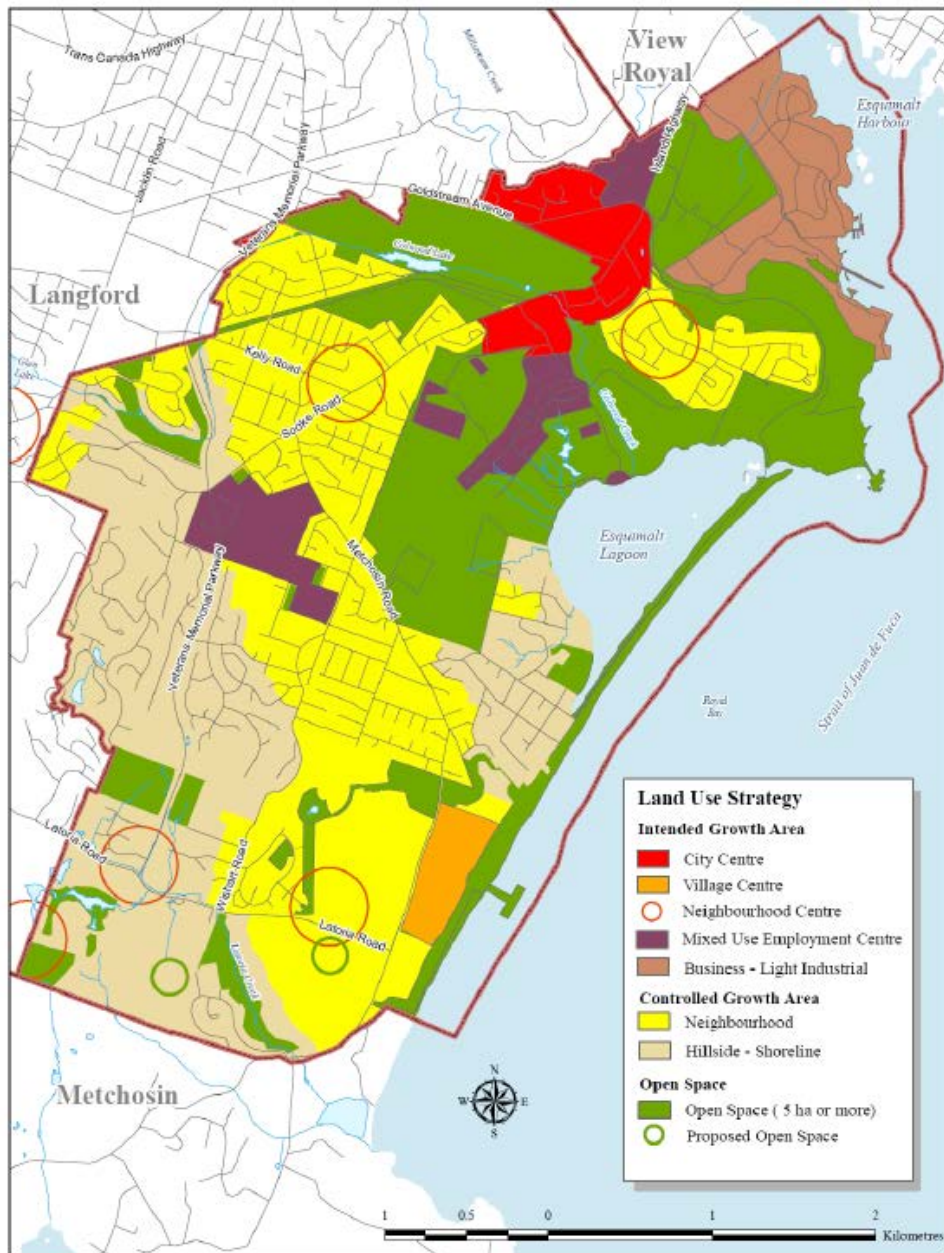


Langford Travel Data

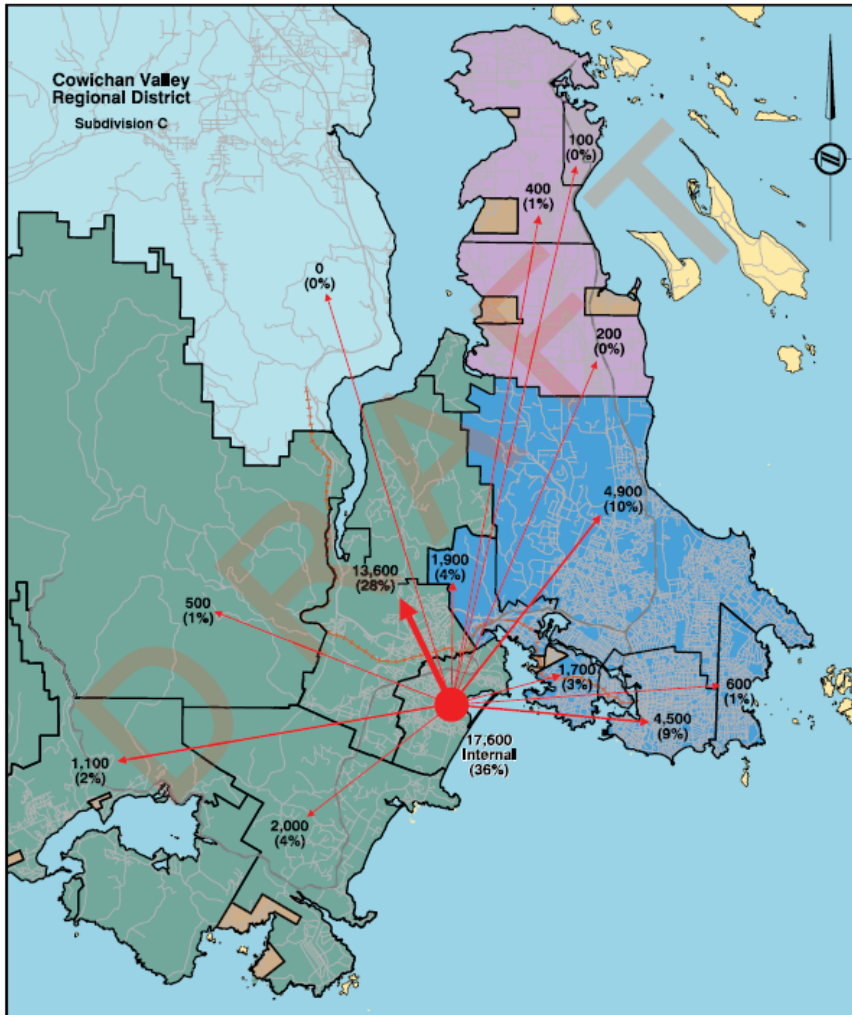
- 45% of trips are within Langford
- 23% of trips are to Victoria and Saanich
- 15% of trips are to Colwood

Colwood Transportation Master Plan Strategic Direction

1. Create More Attractive Transit Services <ul style="list-style-type: none">• Implement the Rapid Transit Network• Establish the Frequent Transit Network• Enhance the Local Transit Network	3. Implement Transit Priority Treatments
2. Improve Transit Facilities <ul style="list-style-type: none">• Western Exchange – review potential options to relocate facility• Royal Bay & Latoria Walk exchanges/terminals• Bus stops, improve accessibility and customer amenities	4. Enhance the Transit Customer Experience <ul style="list-style-type: none">• Improve bus stop signage• Improve transit information• Online trip planner• Realtime transit information• Develop vehicle and corridor branding standards



2006 ORIGIN / DESTINATION BY MUNICIPALITY - COLWOOD



Colwood Travel Data

- 36% of trips are within Colwood
- 28% of trips are to Langford
- 19% of trips are to Saanich and Victoria