

# TRANSIT *future*



## VICTORIA REGIONAL TRANSIT SYSTEM Esquimalt-View Royal Local Area Transit Plan



Victoria Regional  
Transit Commission





## **ACKNOWLEDGEMENTS**

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## EXECUTIVE SUMMARY

The Esquimalt-View Royal Local Area Transit Plan builds upon the 25-year vision for development of the Victoria Regional Transit System identified in the 2011 Transit Future Plan. This Plan provides specific transit network modifications, service level changes and infrastructure improvements to support the development of the transit network within the Township of Esquimalt, the Songhees Nation, the Esquimalt Nation, and the Town of View Royal.

The tables below detail the proposed service (Table 1) and infrastructure changes (Table 2) that are discussed in greater detail in this Plan.

Route	Improvement	Implementation Timeline	Estimated Additional Hours (annual)	Vehicle Requirements
<b>40</b> UVic to Dockyard via Admirals-McKenzie	Provide direct access to UVic from Esquimalt and provide additional service on McKenzie, as well as more direct access along Admirals Road. Implementation would be phased, beginning with weekday-only service.	Short-term	14,700	7
<b>24</b> Admirals Walk/ Cedar Hill	Realign the existing Route 24, extending it to Tillicum Mall via Cowper Street and Obed Avenue.	Short-term	10,000	4
<b>53</b> Colwood Exchange/ Langford via Atkins	Improved access for residents of Atkins Road and area, as well for Langford residents accessing Victoria General Hospital.	Short-term	3,550	3
<b>10</b> James Bay/Royal Jubilee via Vic West	Extend the Route 10 service span to 10:00 p.m. on weekdays and one hour later on weekends.	Medium-term	2,200	1
<b>46</b> Dockyard/ Westhills	Introduce midday and weekend service to the existing peak-only service.	Medium-term	6,600	3
<b>40</b> UVic to Dockyard via Admirals-McKenzie	Once stable ridership is established, invest additional hours and develop the route into a Frequent Transit route.	Medium-term	30,000	12
<b>15</b> Esquimalt/ UVic RapidBus	Implement RapidBus service along this route, providing limited stop express service to downtown and UVic.	Long-term	TBD	TBD

<b>19/20</b>	Esquimalt	Introduce two new routes to provide coverage between north and south Esquimalt.	Long-term	TBD	TBD
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**Table 1:** Proposed service changes for the Esquimalt-View Royal area.

Proposal	Improvement	Implementation Timeline
Additional layover capacity	Develop additional operational recovery capacity at Dockyard and within the Esquimalt core, which will be required as the transit system grows.	Short-term
Six Mile Park and Ride	Work with the Town of View Royal and the Province of British Columbia to advance the objective of developing a Park and Ride in the vicinity of the Island Highway and Six Mile Road.	Medium-term
Island Highway transit priority	Work with the Town of View Royal and the Province of British Columbia to support transit priority upgrades to this stretch of the road network.	Medium-term
RapidBus stations and transit priority measures	Develop a corridor plan exploring potential design concepts and evaluating costs associated with implementing the RapidBus corridor along Esquimalt Road. Following this, work to convert the entirety of Route 15 to a RapidBus service.	Long-term

**Table 2:** Proposed infrastructure changes for the Esquimalt-View Royal area.

Service improvements will be integrated into the three year Transit Improvement Process (TIPs), which is updated on an annual basis. Infrastructure priorities will inform Capital plans for the Victoria Regional Transit System. Prior to implementation of service changes, BC Transit planning staff will work with Town of View Royal and Township of Esquimalt staff to ensure service improvements appropriately reflect local needs. Additional targeted engagement may be required.

While the Esquimalt-View Royal LATP was in development, the global COVID-19 pandemic began to take hold in Canada, causing significant and rapid changes to the transit landscape.

Due to the COVID-19 global pandemic, it is possible that the timelines laid out in this document will need to be revisited in the future, prior to implementation. The transit landscape is continuing to evolve rapidly due to COVID-19, and as community needs shift so will transit service.

# 1. INTRODUCTION

The [Victoria Region Transit Future Plan \(May 2011\)](#) established a 25-year vision of an integrated regional transit system to meet the transportation needs of the region. The [2013/14 Service Review](#) builds upon the Transit Future Plan by identifying specific transit priority measures, infrastructure needs and service improvement priorities to effectively implement the Transit Future Plan.

This Local Area Transit Plan builds upon the Transit Future Plan and the 2013/14 Service Review by establishing specific route improvements within the Township of Esquimalt, the Town of View Royal as well as the to the Songhees and Esquimalt First Nations. Local area transit plans provide specific infrastructure and route proposals that can inform the development of the three-year service expansion plan and the annual service plan for the entire Victoria Regional Transit System.

Each local area transit plan furthers community goals by supporting the strategic objectives of the respective municipal Official Community Plans (OCPs). Development of local area transit plans includes consultation with the public and local municipal partners.

The Esquimalt-View Royal Local Area Transit Plan details improvements for transit service and infrastructure over the next three to ten years. Additional public consultation may be required prior to implementing medium or long-term initiatives identified in this plan.

Additionally, the COVID-19 pandemic has had a significant impact on ridership and government budgets. In light of this, transit network expansions are likely to be delayed for some time. This plan, nonetheless, provides a number of proposals that have received positive feedback from public consultation and can support the development of a future transit network.

## 1.1 Objectives

**The objectives of the Esquimalt-View Royal Local Area Transit Plan are as follows:**

- To support the implementation of the Transit Future Plan and associated ridership targets as well as the goals of the Regional Growth Strategy (RGS);
- To examine future transit requirements based on community plans, demographic trends, proposed land development and road network changes, as well as public priorities expressed through consultation;
- To review existing transit facilities and identify future transit facility needs such as transit terminals and stops;
- To identify future transit service expansions to inform three year service and financial strategies;
- To identify measures to maximize transit system legibility and ridership through improved customer information;



**These objectives will be realized by:**

- Realignment of routes to ensure service levels are appropriate for the streets they serve;
- Identifying improvements to service levels and span of service; and
- Identifying infrastructure needs required to support transit.





## 2. BACKGROUND AND CONTEXT

### 2.1 Plan Area

The Esquimalt-View Royal Local Area discussed in this plan encapsulates the Township of Esquimalt, the Town of View Royal, as well as the Esquimalt and Songhees First Nations. A map of the plan area, showing the current transit network, is shown below.



Figure 1: Geographic area and existing transit network of Esquimalt-View Royal.

## 2.2 Community Context

The Capital Regional District's (CRD) 2019-2038 Population, Dwelling Units and Employment Projection Report forecasts growth of nearly 20 per cent over the next 20 years or a sustained 1 per cent annual growth rate – from 412,465 in 2019 to 493,975 in 2038. Sub-regional projections suggest that the core municipalities – Saanich, Victoria, Esquimalt, Oak Bay and View Royal – will grow slightly more than the regional average – by about 1.4 per cent annually.

### Key areas of development in the Esquimalt and View Royal areas include:

Township of  
Esquimalt

The Township of Esquimalt was incorporated in 1912 and is one of the core municipalities in the Victoria region. Esquimalt is bounded by the City of Victoria to the east, by the District of Saanich to the north, by the Songhees and Esquimalt reserves to the northwest and by more than 10 kilometres of marine shoreline to the south.

Esquimalt has an established housing stock, a commercial core currently undergoing some redevelopment, and a high degree of future redevelopment potential. Key corridors throughout the municipality are experiencing redevelopment and intensification of aging housing stock.

Esquimalt is home to Canadian Forces Base Esquimalt, which is the community's largest employer and makes up almost 30 percent of Esquimalt's land base. Additionally, Esquimalt's Graving Dock is the largest non-military site for shipbuilding and repair on the West Coast. Esquimalt's demographic composition skews younger than the region with a higher proportion of young children and young adults (20-40 years).

The Township of Esquimalt Official Community Plan provides the following description of the community:

*The Township of Esquimalt is a closely-knit caring community whose citizens represent a wide socioeconomic and demographic spectrum. It is also a community that embraces newcomers to Canada and strives to be more diverse and inclusive by providing a range of multicultural services and programs. A key goal of the OCP is to put into place a land use policy framework that will promote a vibrant community for all of its residents.*

2016 Population: 17,655

Area: 7.08 km<sup>2</sup>

Population density per square kilometre: 2,497

View Royal

The Town of View Royal was incorporated only in 1988 and has experienced significant growth and development while maintaining much of its small town character. View Royal functions as a gateway between Victoria's urban core and the West Shore municipalities. View Royal's main employer is Victoria General Hospital – the largest hospital on southern Vancouver Island.

The Town is bordered by the Esquimalt and Songhees reserves to the southeast, by the District of Saanich to the east, by the District of Highlands to the north and by the City of Langford and Colwood to the west.

Key corridors include the Island Highway, Helmcken Road, Burnside Road, and Watkiss Way. A number of commercial hubs provide commercial amenities for the community including, most notably, Admiral's Walk Shopping Centre and Eagle Creek Village.

2016 Population: 10,408

Area: 14.36 km<sup>2</sup>

Population density per square kilometre: 725

Esquimalt Indian Reserve

The Esquimalt Nation is a small nation on the water of Esquimalt Harbour. Their connection with the land and the resources of their large territory goes back thousands of years.

The Esquimalt Nation Land Use Plan (2018) provides the following statement about the current and future community context:

*The Esquimalt Nation is experiencing population growth and demographic changes. Like many other First Nation communities, they are seeing a characteristically young, growing membership with unique needs. Most importantly, the Nation's residents are suffering from the critical shortage of housing on the Nation's land. In addition to community growth, the Nation would like to create opportunities for off-reserve members to return to Esquimalt Nation.*

*It is likely that the current housing shortage plays a large role in regulating the number of members that currently live on the Nation's reserve. Thus, the Nation can anticipate that future growth will correspond with the development of housing.*

2016 Population: Approximately 150

Area: 0.18 km<sup>2</sup>

Population density per square kilometre: 833

#### New Songhees Indian Reserve

The Songhees Nation is a high-density urban reserve with a large population of both members of the Songhees nation and settlers living on reserve. The Songhees originally resided on the west side of the Victoria Harbour, but were relocated to the reserve in 1912.

The Songhees Nation have been effective in building partnerships to support economic development and have a number of affordable housing complexes within their reserve lands as well as some commercial tenants, such as Slegg's Lumber on Admirals Road.

2016 Population: 1,842

Area: 0.64 km<sup>2</sup>

Population density per square kilometre: 2,896

## 2.3 Existing Transit Service

There are nine routes that service the Esquimalt and View Royal areas. These routes provide over 700 daily trips and account for approximately 30,000 boardings per average weekday, which represents close to 30 per cent of all ridership in the Victoria Regional Transit System. See figure 3 in Section 1.2 for a map of the routes within this local plan area.

The plan area has several key corridors: Esquimalt Road, Admirals Road and Craigflower Road in Esquimalt; and the Trans-Canada Highway (Hwy 1) and the Island Highway in View Royal. The plan area has two existing minor transit exchanges: Victoria General Hospital and Dockyard.

The 2014 Victoria Regional Transit System Service Review identified a hierarchy of transit services to support the implementation of the long-term transit strategy and satisfy various market segments, including existing transit rider and potential transit riders. Below are definitions for these types of transit service:

**Rapid Transit:** Rapid Transit routes are designed to move large volumes of passengers between major destinations with very frequent service and a limited number of transit stops or stations.

**Frequent Transit:** Frequent routes that operate at a minimum 15-minute frequency over a specific span of service. Routes generally operate on arterial roads, serve corridors with mixed land use and provide connections between urban centres.

**Local Transit - Ridership:** Local ridership routes generally serve less densely populated suburban areas with a focus on providing connections to local centres and to rapid and frequent transit routes, but has ridership that generally merits a reasonable service level.

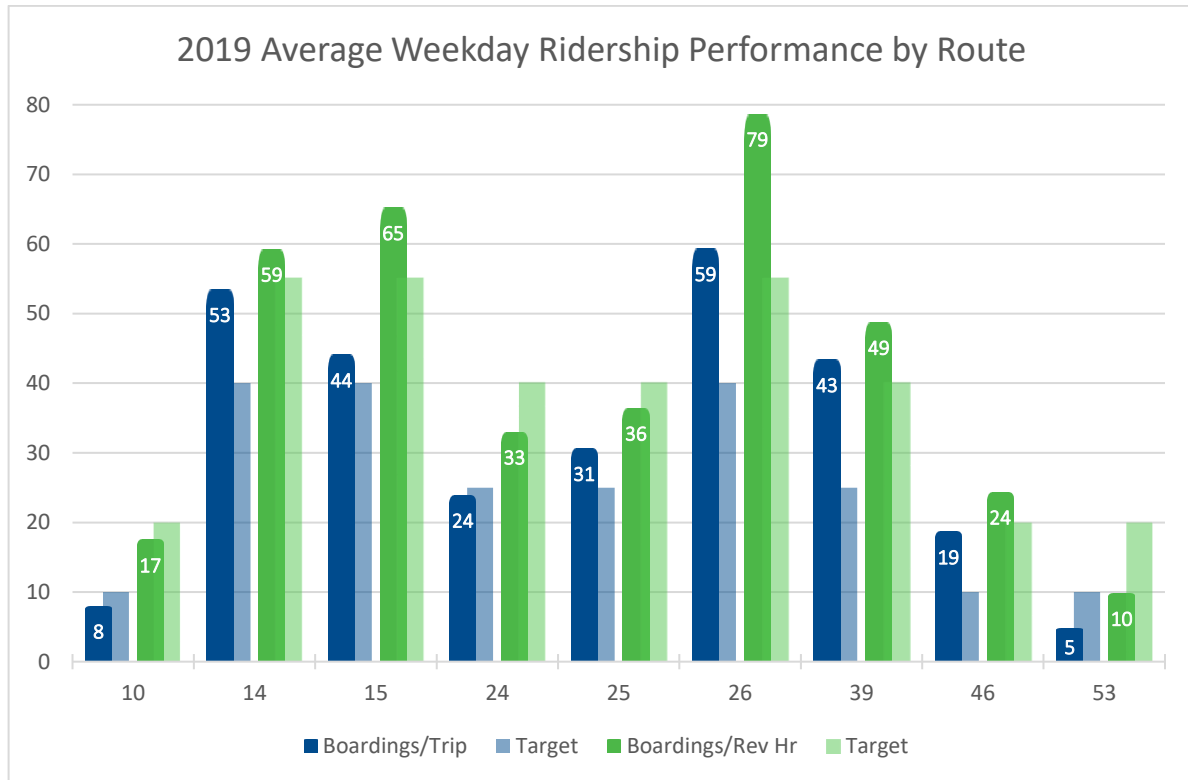
**Local Transit Coverage:** Local coverage routes generally serve less densely populated suburban and rural areas at a basic service level with a focus on providing connections to local centres and to rapid and frequent transit routes.

In accordance with these types of transit service, service levels and resources are allocated to meet ridership demand. At the time of this report, the routes 14, 15, and 26, provide a frequent transit service from 7 am to 7 pm, 7 days a week with additional evening and Friday and Saturday late night service. The route 39, as well as the routes 24 and 25 provide a reasonable level of service throughout the day, while the routes 10, 46 and 53 provide a basic level of service to connect those low density area with nearby destinations and connections to other routes.

Route	Route Type	Daily Trips Operated	Avg Daily Boardings
10 James Bay/Royal Jubilee via Vic West	Local Transit - Coverage	54	374
14 Vic General/UVic	Frequent Transit	160	6,441
15 Esquimalt/UVic	Rapid Transit	167	6,052
24 Cedar Hill/Admirals Walk	Local Transit - High Demand	37	780
25 Maplewood/Admirals Walk	Local Transit - High Demand	35	926
26 Dockyard/UVic	Frequent Transit	126	5,069
39 Westhills Exchange/Interurban/Royal Oak/UVic	Local Transit - High Demand	66	2,223
46 Dockyard/Westhills Exch.	Local Transit - Coverage	16	252
53 Colwood Exch./Langford Exchange via Atkins	Local Transit - Coverage	24	91

**Table 3:** Weekday service levels of routes serving Esquimalt and View Royal.

Pre-COVID 2019 actual ridership exceeded ridership performance targets on all three key rapid and frequent routes (14, 15 and 26). The route 39 is out performing its targets while the routes 24 and 25 are falling slightly short. For local coverage routes, the 46 is performing well, while the 10 and the 53 are performing poorly.



**Figure 2:** Ridership during the COVID-19 pandemic shown as average weekday boardings for 2019 and 2020.

## 2.4 Challenges and Opportunities

### 2.4.1 ROAD CLASSIFICATIONS AND TRANSIT

Frequent transit is supported on higher capacity roads, including arterials, secondary arterials and collectors, while local transit is supported on secondary collectors and local streets. Heavy-duty 12-metre buses, typical for most frequent transit routes, are similar to large trucks in their spatial requirements for turning. As such, they are frequently limited to arterial and collector streets where such turns can be accommodated. As arterials and collectors form a small portion of the total road network, preserving sufficient road space for transit vehicles within the area of this local area transit plan is critical for the long-term development of the transit network.

### 2.4.2 ACTIVE TRANSPORTATION AND TRANSIT

A key policy direction identified by both municipalities is the development of active transportation amenities, including bike lanes and pedestrian amenities. The implementation of bike lanes often involves the reduction of lane travel widths, the alteration of bus stop design and the redesign of intersections. Such changes can have adverse

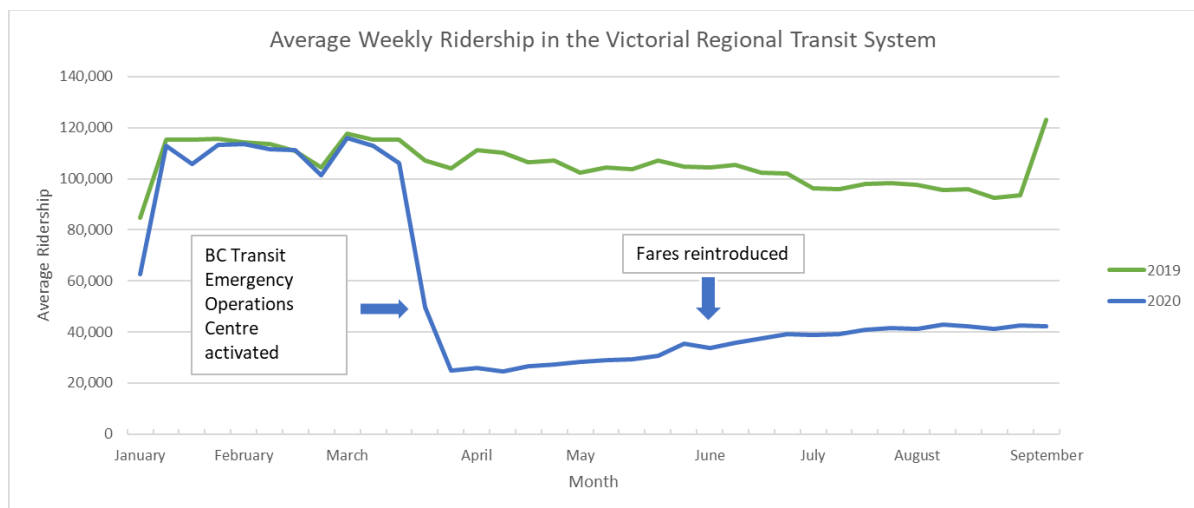


impacts on transit speeds, reliability and ability to navigate constrained roads. Therefore, in developing such infrastructure, the needs of transit need to be carefully considered so that transit such impacts can be effectively mitigated and avoided. In addition, the three municipalities within the plan area will need to work together to ensure consistency between infrastructure.

### 2.4.3 COVID-19 IMPACT ON SERVICE AND PLANNING

In March 2020, the World Health Organization officially declared the novel coronavirus (COVID-19) global outbreak a pandemic. In response, the Province of British Columbia declared a State of Emergency. Within this, Emergency Management BC declared public transit to be an essential service. To mitigate the spread of the virus, the Office of the Provincial Health Officer (PHO) ordered the indefinite limitation of all travel and transportation (except for essential purposes) and to suspend all mass gatherings to encourage physical distancing. This included the suspension of in-person classes at all schools, the closing of most service industry establishments, the transition of most office and administrative jobs to work remotely and the introduction of new strict protective health measures.

These orders had an immediate and profound impact on BC Transit services across the province. Figure 3 below shows that transit usage in Victoria decreased sharply in mid-March 2020 and remained low through the summer, as COVID-19 cases rose and the curve of infections flattened. Ridership fell by up to 78 per cent compared to 2019 levels, but has begun to return as services and some businesses opened in mid-June. This ridership response is typical of other large to medium size transit systems across the province, though the drop was the most dramatic in the Victoria system.



**Figure 3:** Ridership during the COVID-19 pandemic shown as average weekday boardings for 2019 and 2020. Note that the spike in ridership in September 2019 reflects the return to school, which was delayed in September 2020.

This LAMP sets out a number of service expansions and transit network modifications for the Esquimalt and View Royal area. Due to the ongoing pandemic, the timelines and

priorities established in this plan and through community engagement may need to be re-evaluated as the Victoria Regional system transitions through the recovery phases of the pandemic, and ridership demand returns.

### 3. PUBLIC ENGAGEMENT

Public consultation for the Esquimalt-View Royal Local Area Transit Plan was carried out in two phases. Phase 1 was conducted in September through to November 2018 and Phase 2 was carried out in February 2020. Each phase included open house events and an on-line survey. The open house events were located and scheduled to solicit feedback from a broad cross section of the community and facilitated to provide ample opportunity for one-on-one conversations with staff.

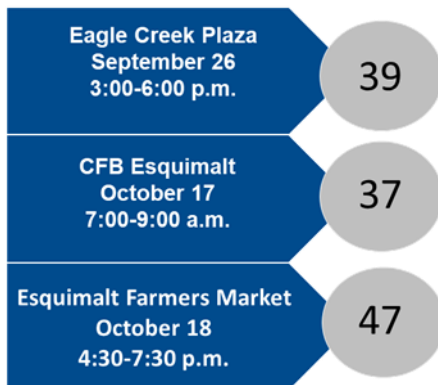
Public consultation was critical in providing transit staff with insights into community priorities and needs to enable the further shaping of service.

#### 3.1 Phase 1: Open Engagement



The first phase of engagement provided an opportunity for open-ended conversations on how transit currently functions and what improvements are needed to build a future transit network. This phase consisted of three open house events, an online survey, and a workshop for key stakeholders. The open house events provided an opportunity for in-person dialogue with transit planners and invited written comments on poster boards. Open houses were carried out on the Transit Future bus – a decommissioned BC Transit bus. A total of 123 individuals provided input at these events. An online survey was held concurrent with the open houses and received nearly 400 responses.

##### Open House Events



##### Online Survey



Sept. 25, 2018  
- Nov. 10, 2018

399 respondents

The following themes were identified at these open houses and through the online survey:

- 1. Desire for direct service between key destinations – village centres, employment hubs, recreation centres and hospitals**
  - Desire for a local service to connect to Esquimalt Town Centre

- Desire for a local connection to Tillicum Mall
- 2. Desire for more frequent service**
- Improve frequency on route 24 Cedar Hill / Admirals Walk and route 25 Maplewood / Admirals Walk
  - Address pass ups on 14 UVic / Vic Gen and 15 Esquimalt / UVic
  - Provide midday and weekend service on 46 Westhills / Dockyard along the Old Island Highway
- 3. Support for further crosstown route development**
- Desire for more choices to travel to destinations without going downtown
  - Preference to transfer to more direct service rather than travel on circuitous routes

Following this phase – and drawing heavily on input received during the workshop for key stakeholders, staff developed a number of transit network and service change proposals to better meet evolving community transit needs. The second phase of engagement then displayed those specific proposals in a second series of open houses and through a second online survey.

### 3.2 Targeted Stakeholder Workshops

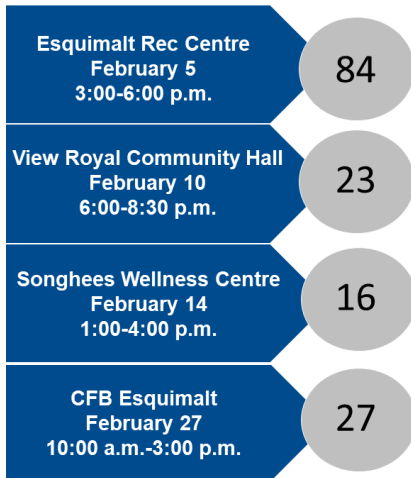
Stakeholder workshops were subsequently held to refine feedback received during the first phase of engagement. The workshops were comprised of local community group members, staff from the Township of Esquimalt and the Town of View Royal and a handful of transit riders that had previously expressed interest in continued engagement.

A second workshop was held for BC Transit operators familiar with the routes in the Esquimalt-View Royal area. During the workshops participants are asked to review transit priorities communicated to BC Transit during Phase 1, conduct a community mapping exercise, and lastly work to develop routing ideas that that will help address priorities heard in the plan.

### 3.3 Phase 2

The second phase of engagement sought to evaluate specific service proposals that had been developed from priorities identified during the first phase. Four open house events were carried out as well as a second online survey. The open house events were again tailored to solicit feedback from a diverse cross-section of community members, provided an opportunity for in-person dialogue with transit planners, and invited written comment on mini-surveys. Open houses were carried out on at key community locations and received feedback from a total of 150 individuals. The online survey, held concurrent with the open houses, received over 1500 responses.

## Open House Events



## Online Survey



February 1, 2020  
- February 29, 2020

1,589 respondents

The online survey clearly identified that there was a high level of general support for the transit network changes and service change proposals. Five of the eight proposals had strong support (more than 80 per cent of respondents indicated support for the proposed change), while the other three had moderate support (between 50 and 80 per cent of respondents indicated support of the proposed change).



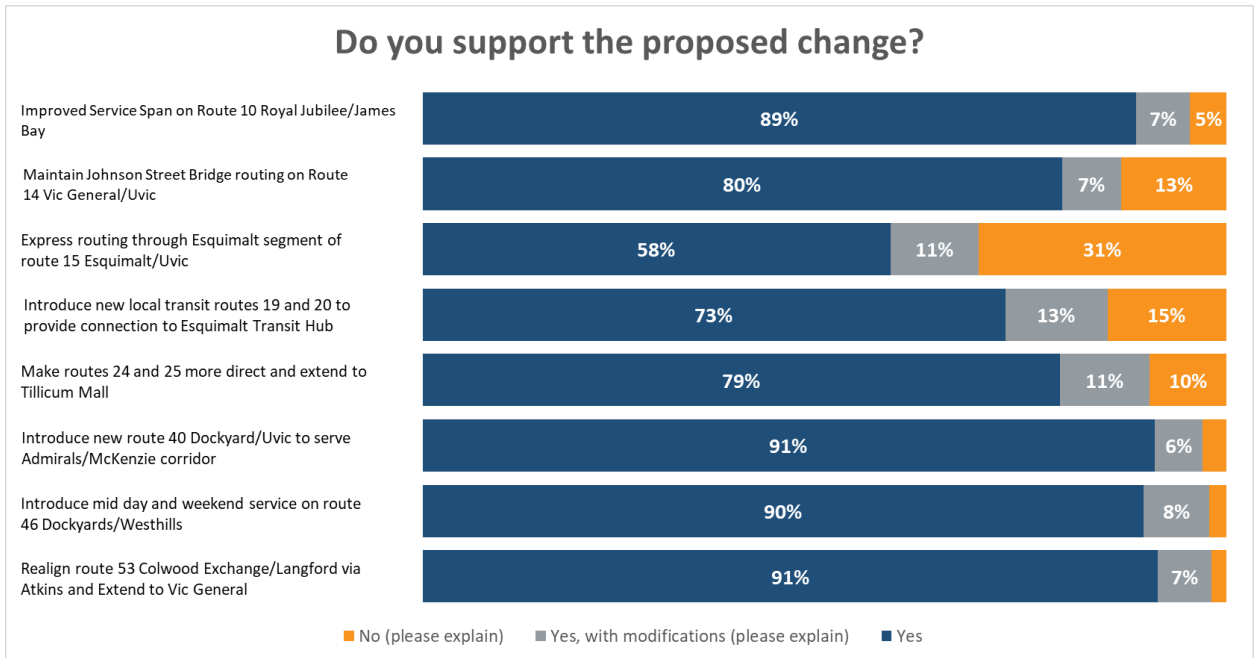


Figure 4: Support for transit network and service changes indicated in online survey.

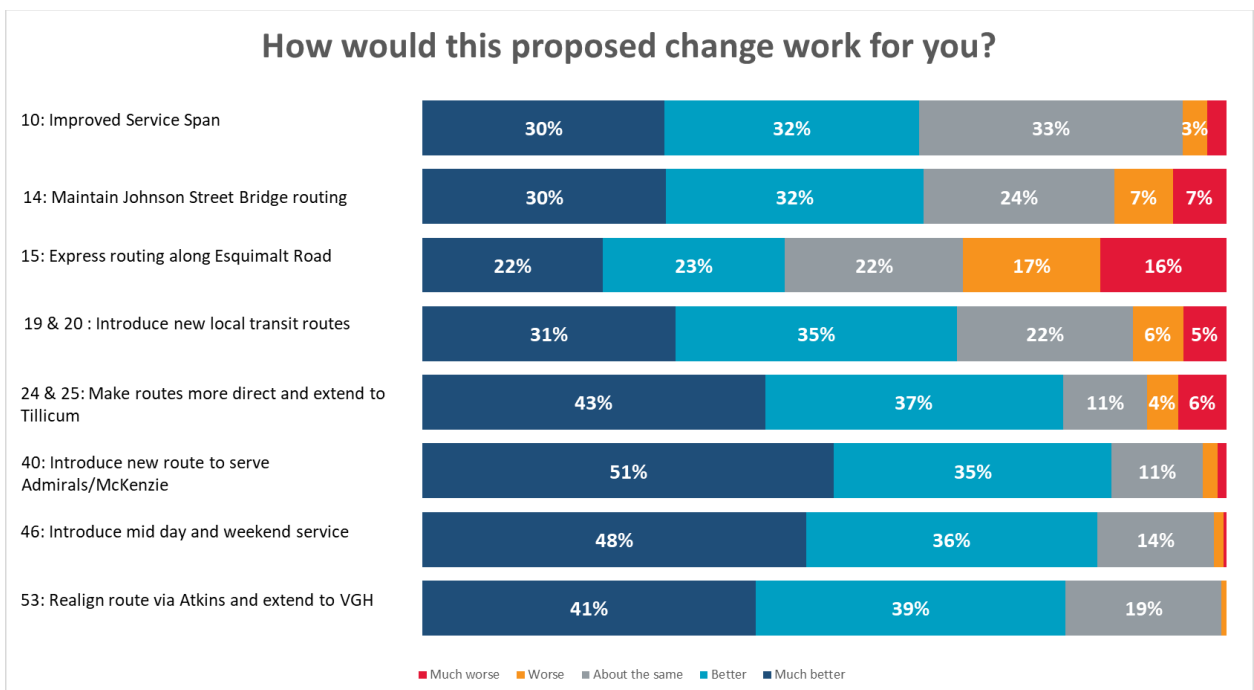


Figure 5: Impact of transit network and service changes indicated in online survey.



## 4. SERVICE PRIORITIES

The following section details a number of transit network changes that have been developed by BC Transit planning staff through engagement with the public, municipal staff and drivers as outlined in Section 2 of this plan. The network changes are detailed in the following pages according to an implementation schedule of short-term, medium term and long-term priorities. Each priority includes the proposed routing, service levels and associated service hour and vehicle requirements.

### 4.1 Short Term Service Priorities

During the second phase of engagement, three service proposals were clearly identified as almost universal wins for the communities within the plan areas. These proposals effectively address gaps in service and enhance the integrity of the transit network serving the Esquimalt and View Royal area.

#### Proposal 1: New Route 40 UVic to Dockyard via Admirals-McKenzie

This proposed route services the entire length of the east-west Admirals and McKenzie corridor from CFB Esquimalt - Dockyard to the University of Victoria. This route is ultimately identified for development into a Frequent Transit Network route, but would initially be introduced with a basic level of service – perhaps only at peak commute times.

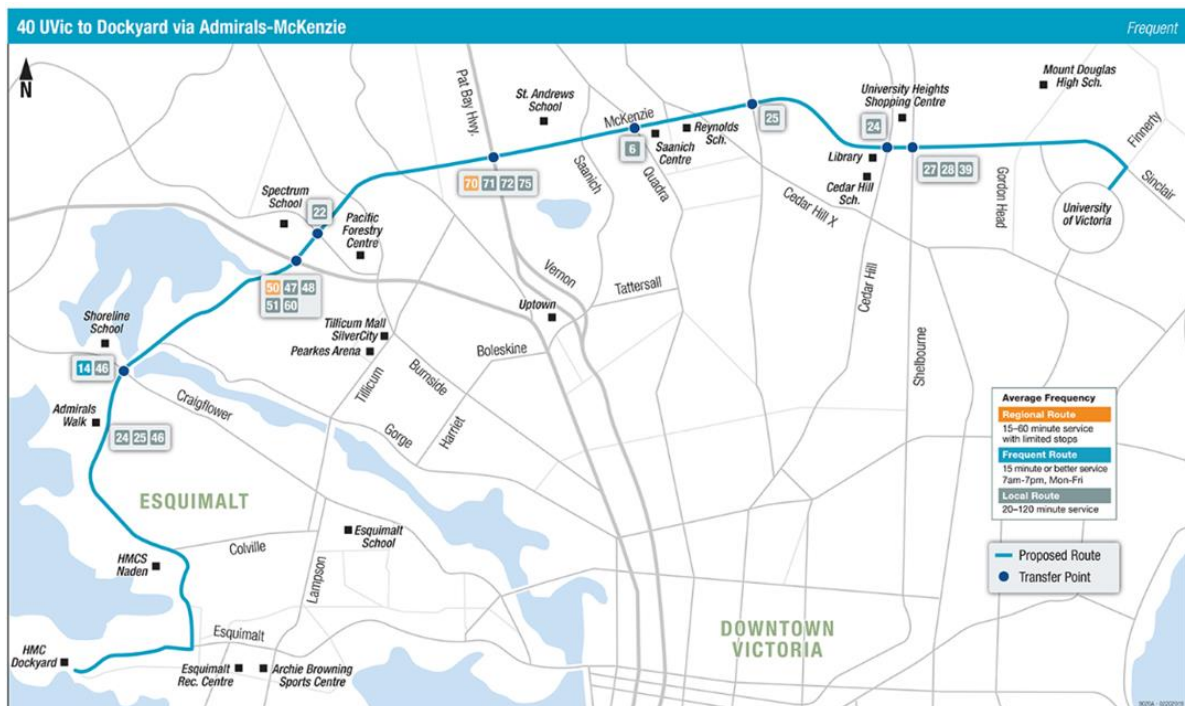


Figure 6: Proposed routing for new service along Admirals and McKenzie from Dockyard to UVic.

Target Service Frequency							
Service Day	Early AM	AM Peak	Midday	PM Peak	Evening	Late Night	Service Span
	Before 7 am	6:00 am to 8:30 am	8:30 am to 3:00 pm	3:00 pm to 5:30 pm	5:30 pm to 9:00pm	After 9 pm	
Weekday	-	30	50	30	50	-	6 am - 9 pm
Saturday	-	45	50	45	50	-	7 am - 10 pm
Sunday	-	90	50	90	90	-	7 am - 10 pm

### Benefits

- The route would provide direct access to UVic from Esquimalt and provide additional service on McKenzie – a high volume transit corridor.
- The route would provide more direct and convenient access along Admirals Road to popular destinations including CFB Esquimalt and Admirals Walk Shopping Centre.
- The route would provide more direct connections for passengers traveling from the West Shore to either UVic or CFB Esquimalt.

### Considerations

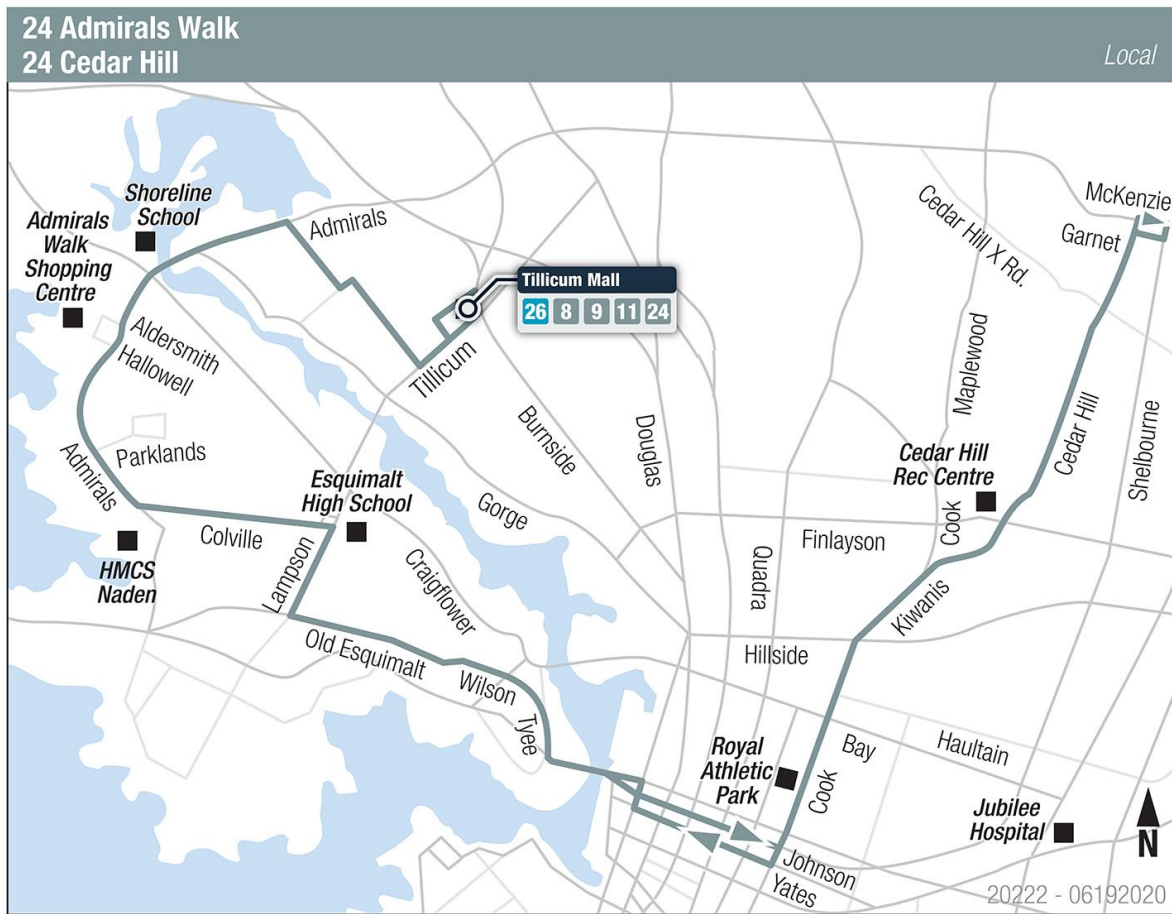
- Congestion at Craigflower Road, Highway 1, Pay Bay Highway and Shelbourne Street may impact reliability and on-time performance.
- Investment is required to construct bus stops along the Saanich portion of Admirals Road from Craigflower Road to Burnside Road.
- This rerouting can coincide with terminating the route 25 Admirals Walk at Dockyard to reduce duplication of service along Admirals Road.

### Estimated Resources

Introduce Route 40 at base service level		
Service Day	Service Hours	Additional Buses
Phase 1: Weekday only	11,500	5
Phase 2: Introduce weekend service	3,200	2
Terminate 25 Admirals Walk at Dockyard	0	0

### Proposal 2: Route 24 Admirals Walk/Cedar Hill Realignment

Route 24 provides a basic level of local coverage service between Esquimalt and downtown and on to Cedar Hill to McKenzie. At present, the route services Old Esquimalt, Lampson, Colville to Admirals Walk Shopping Centre. This change would extend the route 24 to Tillicum Mall via Cowper Street and Obed Avenue.



**Figure 7:** Proposed modification of route 24 to terminate at Tillicum Mall via Cowper and Obed.

Target Service Frequency							
Service Day	Early AM	AM Peak	Midday	PM Peak	Evening	Late Night	Service Span
	Before 7 am	6:00 am to 8:30 am	8:30 am to 3:00 pm	3:00 pm to 5:30 pm	5:30 pm to 9:00pm	After 9 pm	
Weekday	-	30	40	30	55	55	6 am - 12 am
Saturday	-	40	30	30	60	-	7 am - 10 pm
Sunday	-	60	40	40	60	-	7 am - 10 pm

**Benefits**

- Provides access across Admirals Bridge, not currently served, and additional access to Tillicum Mall.
- Provides access from the Gorge-Tillicum area to employment and shopping destinations at Admirals Walk, CFB Esquimalt - Dockyard, Naden and Esquimalt High School.
- New access for View Royal residents living near Admirals Walk to local services and employment in the Tillicum Mall area, in addition to transfer opportunities to access

Spectrum High School, Victoria General Hospital, and the Camosun Interurban campus.

- Minor service level improvements.

**Considerations**

- Routing at Tillicum Mall may require additional realignment of other routes and wayfinding signage due to volume of routes and capacity.
- Implementation may need to be phased with changes to service on route 11.

**Estimated Resources**

Reroute 24 to terminate at Tillicum Mall		
Proposal	Service Hours	Additional Buses
Reroute 24 to Tillicum Mall	10,000	4

**Proposal 3: Route 53 Colwood Exchange/Langford via Atkins**

This network realignment proposes to realign the route 53 from turning south at Six Mile to travel on the Island Highway to terminate at Colwood Corners to instead travel north to Burnside to terminate at Victoria General Hospital.

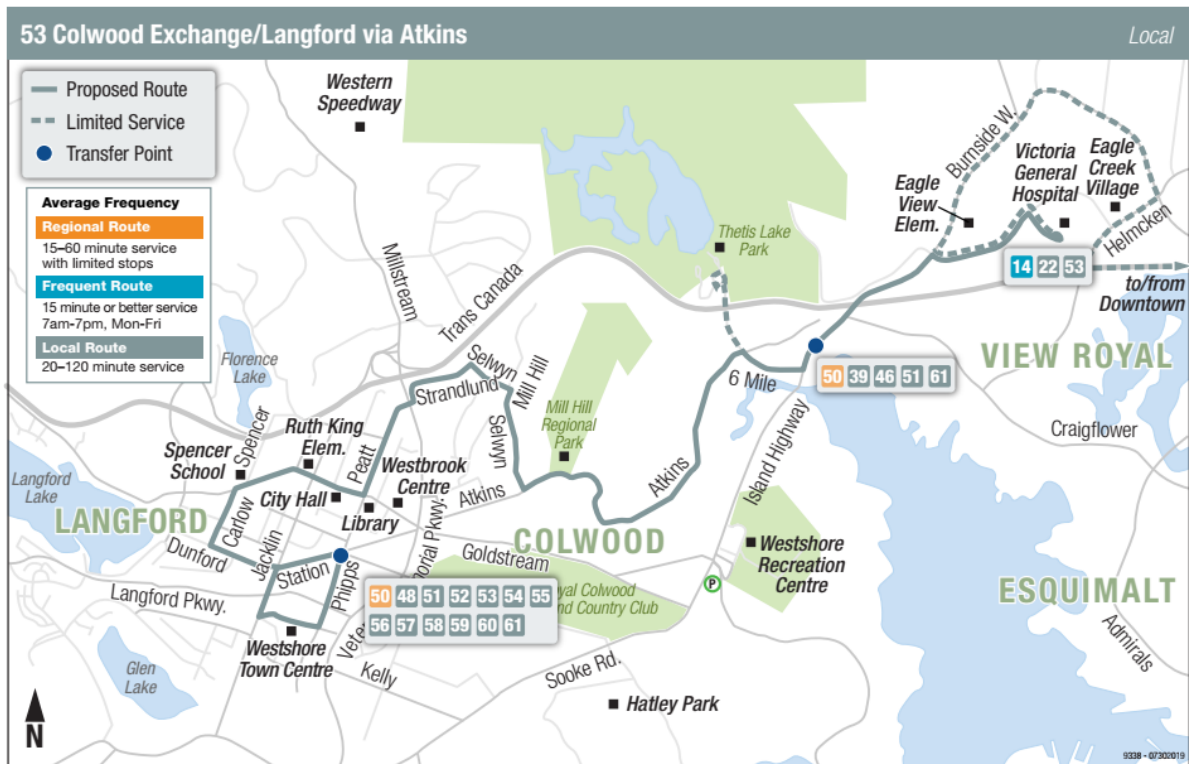


Figure 8: Proposed modifications of route 53.

Target Service Frequency							
Service Day	Early AM	AM Peak	Midday	PM Peak	Evening	Late Night	Service Span
	Before 7 am	7 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 10 pm	After 10 pm	
Weekday	35	35	70	35	70	-	6 am - 9 pm
Saturday	-	70	70	70	70	-	7 am - 10 pm
Sunday	-	70	70	70	70	-	7 am - 7 pm

### Benefits

- Residents of Atkins Road and area will have improved access to local services and employment at Eagle Creek.
- Langford residents will have improved access to Victoria General Hospital.
- Transfer options to routes along the Old Island Highway (46 Dockyard, 39 UVic, 50 Downtown, etc.) are maintained.

### Considerations

- Service may need to be improved on weekends to facilitate better alignment with hospital shifts.
- A commuter trip providing direct service to/from downtown at peak travel times is also recommended.
- Service to the Chilco neighbourhood has been identified as a future priority.

### Estimated Resources

Reroute 53 Colwood Exchange/Langford via Atikins		
Proposal	Service Hours	Additional Buses
Reroute 53 Colwood Exchange to terminate at Vic. Gen. Hospital	2,000	1
Develop commuter service to downtown Victoria at peak time in peak direction	750	1
Introduce year round service to Thetis Lake	800	1

## 4.2 Medium Term Service Priorities

The following three proposals received strong support from public engagement, but require continued ridership growth prior to making these investments.

### Proposal 4: Route 10 James Bay/Royal Jubilee via Vic West Expansion

Route 10 provides a basic coverage level of service connecting Vic West with Royal Jubilee Hospital, downtown and James Bay. This proposal simply extends the span of service later into the evening from 7:30 pm to 10:00 pm on weekdays and 1 hour later on weekends.

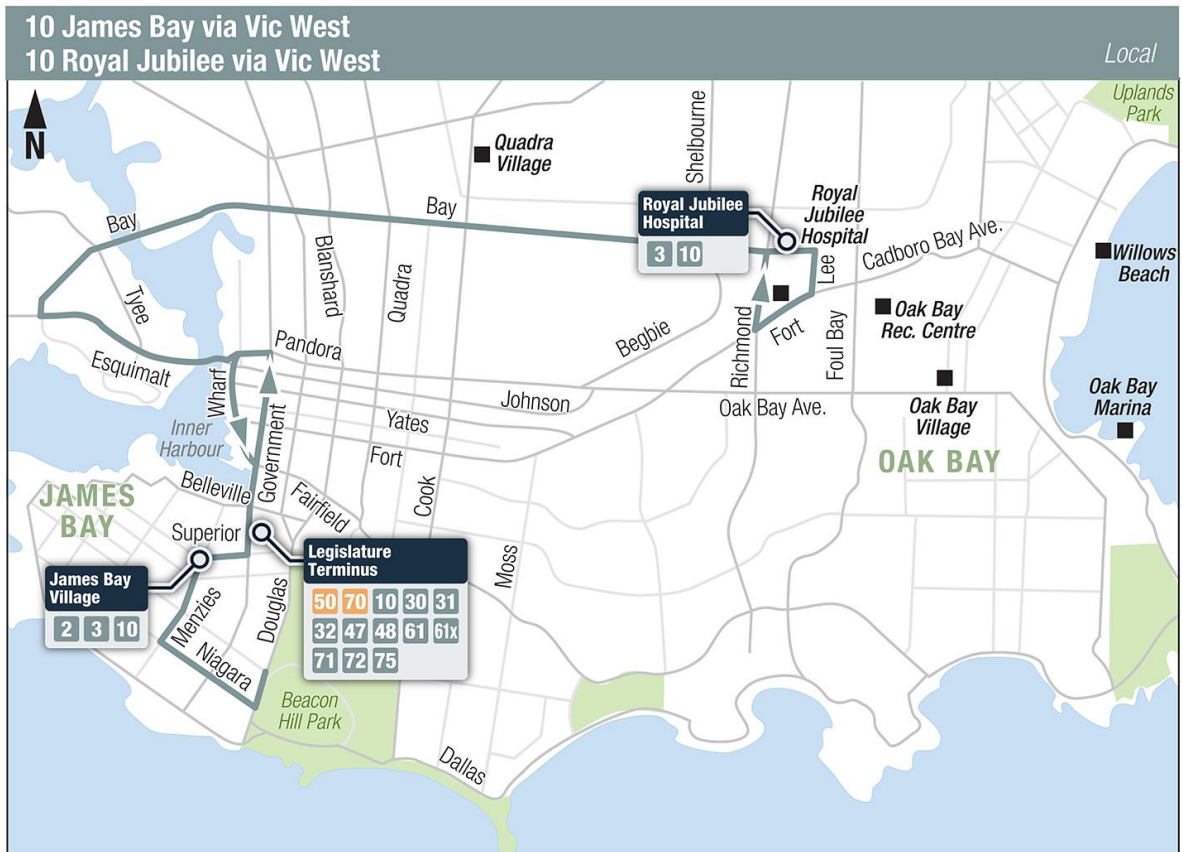


Figure 9: Map of existing service on route 10.

Target Service Frequency							
Service Day	Early AM	AM Peak	Midday	PM Peak	Evening	Late Night	Service Span
	Before 7 am	7 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 10 pm	After 10 pm	
Weekday	20	20	35	30	35	-	6 am - 10 pm
Saturday	-	40	35	35	35	-	7 am - 9 pm
Sunday	-	70	35	35	70	-	7 am - 8 pm



### Benefits

- Provides additional evening service between Vic West, James Bay and Jubilee.

### Considerations

- Route is currently interlined with route 3 James Bay/Royal Jubilee via Cook Street Village; service level increase would either require expansion on both routes or the elimination of the interlining.

### Estimated Resources

Route 10 Service Extension		
Service Day	Service Hours	Additional Buses
Extend span of service later into evening	2,200	1

### Proposal 5: Route 46 Dockyard/Westhills Expansion

Route 46 connects Langford’s Westhills Exchange to CFB Esquimalt - Dockyard. The plan proposes to introduce midday service and weekend service to the existing weekday peak-only service.

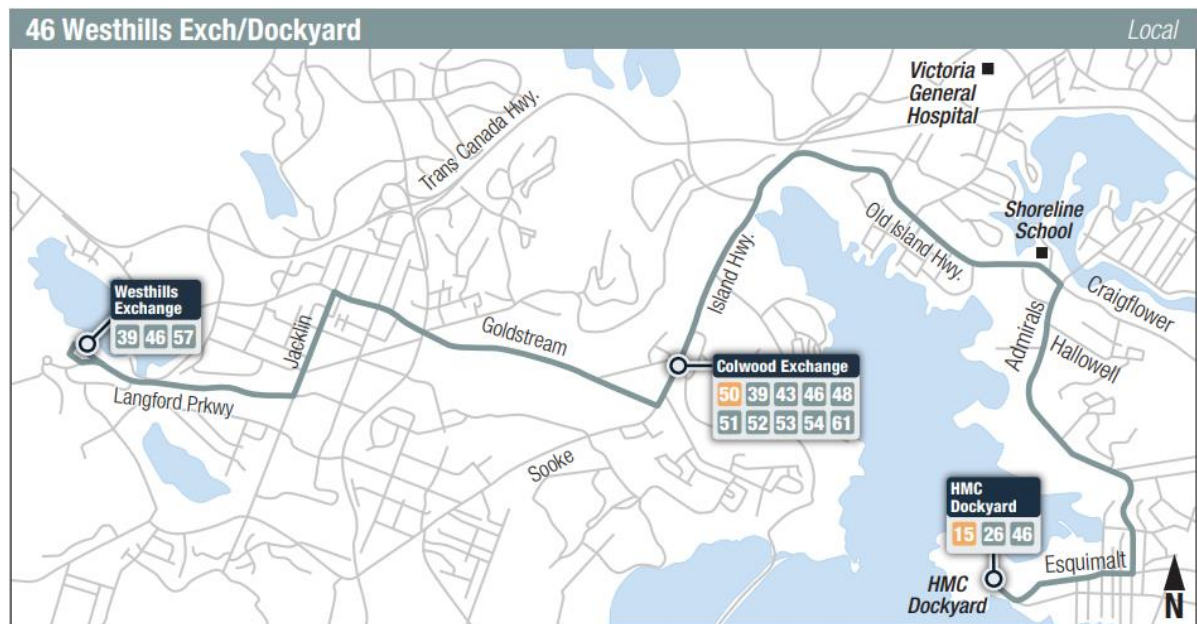


Figure 10: Map of existing service on route 46.

Target Service Frequency							
Service Day	Early AM	AM Peak	Midday	PM Peak	Evening	Late Night	Service Span
	Before 7 am	7 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 10 pm	After 10 pm	
Weekday	-	35	60	30	60	-	6 am - 7 pm
Saturday	-	45	45	45	45	-	7 am - 7 pm
Sunday	-	60	60	60	60	-	7 am - 7 pm

### Benefits

- Provides additional service along Goldstream Avenue.
- Fills midday and weekend service gap along Old Island Highway.

### Considerations

- With more service along the Old Island Highway, there may be a need for Transit Signal Priority to maintain on-time performance and reliability.

### Estimated Resources

Extend route 46 Service		
Service Day	Service Hours	Additional Buses
Extend span of service later into evening	4,500	2
Introduce weekend service	2,100	1

### Proposal 6: Route 40 UVic to Dockyard via Admirals-McKenzie Expansion

This proposed route services the entire length of the east-west Admirals and McKenzie corridor from CFB Esquimalt - Dockyard to the University of Victoria. Once this route develops a stable ridership, additional hours can be invested to develop the route into a Frequent Transit route. Since significant investment is required to develop this route to Frequent Transit service levels, it will likely be phased over time.

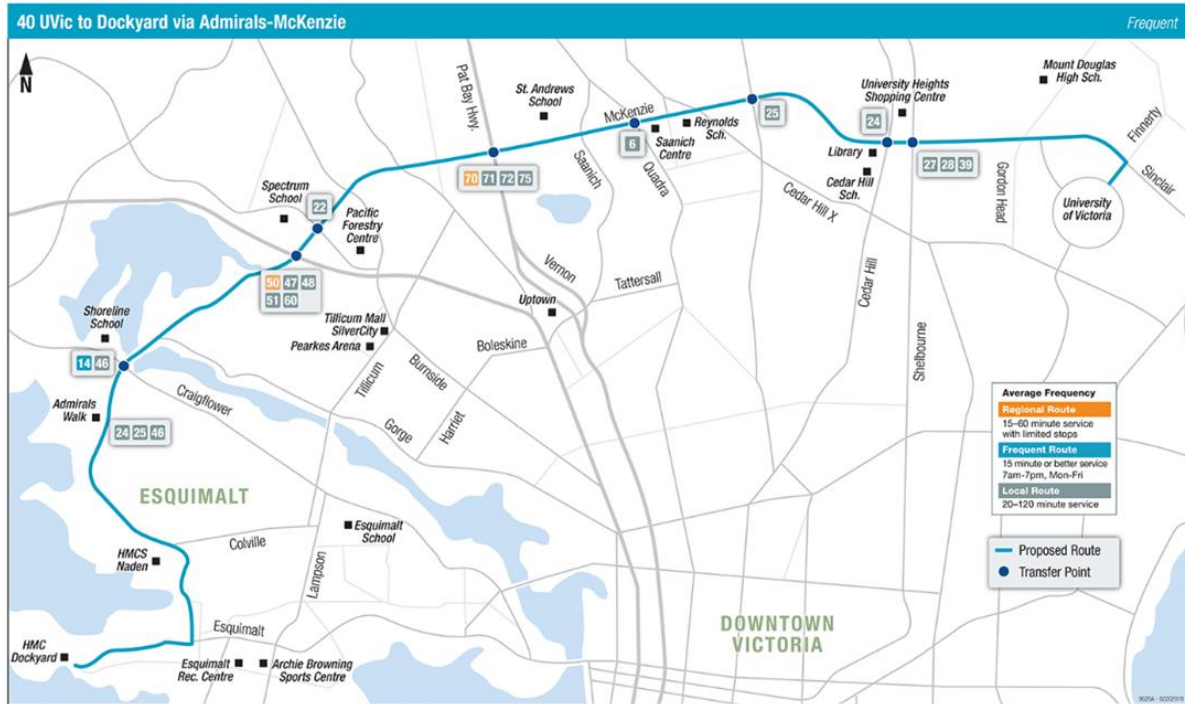


Figure 11: Proposed routing for new service along Admirals and McKenzie from Dockyard to UVic.

Target Service Frequency							Service Span
Service Day	Early AM	AM Peak	Midday	PM Peak	Evening	Late Night	
	Before 7 am	7 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 10 pm	After 10 pm	
Weekday	30	15	15	15	15	-	6 am - 10 pm
Saturday	-	15	15	15	15	-	7 am - 10 pm
Sunday	-	15	15	15	15	-	7 am - 10 pm

### Benefits

- The route would provide direct access to UVic from Esquimalt and provide additional service on McKenzie – a high volume transit corridor.
- The route would provide more direct and convenient access along Admirals Road to popular destinations including CFB Esquimalt and Admirals Walk Shopping Centre.

- The route would provide connections that are more direct for passengers traveling from the West Shore to either UVic or CFB Esquimalt.

### Considerations

- Congestion at Craigflower Road, Highway 1, Pay Bay Highway and Shelbourne Street may limit reliability and on-time performance.
- Since significant investment is required to develop this route to Frequent Transit service levels, it will likely be phased over time as ridership grows.

### Estimated Resources

Route 40 Service Level Improvement		
Service Day	Service Hours	Additional Buses
Increase to frequent transit service levels	30,000	12

## 4.3 Long Term Service Priorities

The following two proposals provide long-term options for development of the core transit structure serving Esquimalt.

### Proposal 7: Route 15 Esquimalt/UVic RapidBus

Route 15 connects the CFB Esquimalt - Dockyard to UVic through Esquimalt along Esquimalt Road. The 2011 Transit Future Plan identifies the Route 15 Esquimalt/UVIC corridor as a priority Rapid Transit Network corridor, and the 2020 RapidBus Implementation Strategy identifies the corridor as a potential future RapidBus corridor. One critical element of RapidBus includes transitioning to a limited stop service, which decreases dwell time and increases the speed and reliability of service along a corridor.

The plan initially proposed to dramatically reduce the number of stops within Esquimalt from 16 in each direction to five. This proposal received an unfavourable reception from Esquimalt residents through both online and in-person engagement. To address this concern, three additional stop pairs have been added to reduce the distance between stops and to ensure that the stops with the highest ridership continue to be served.

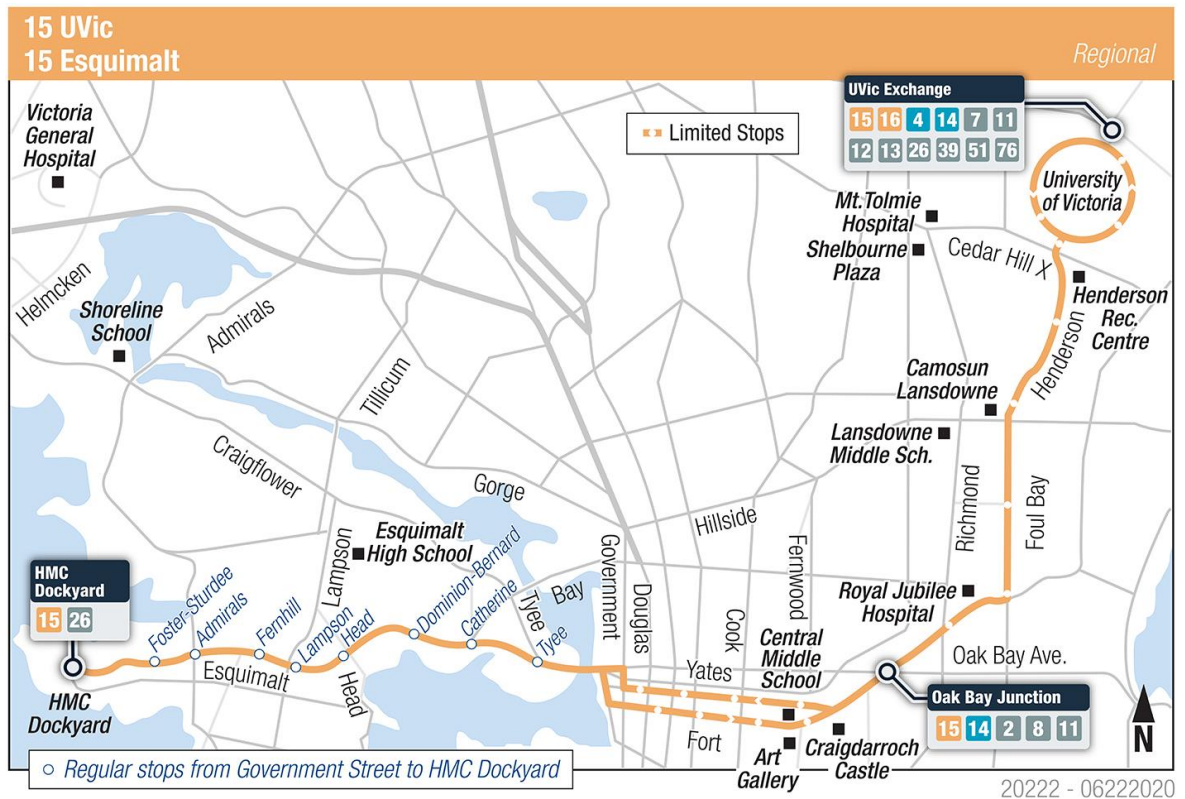


Figure 12: Proposed limited stop service for route 15

### Benefits

- Provides limited stop express service to downtown and UVic – providing a fast and comfortable single-seat ride.
- To further improve the speed and reliability of this service, there may be the potential to explore transit signal priority opportunities along the corridor in alignment with the introduction of limited-stop service.

### Considerations

- Will require maintenance of frequent transit service levels on other routes on Esquimalt Road (15 minutes or better; 7 am – 10 pm, 7 days a week), which can be provided by service proposal 8.
- Additional planning and engagement is required to finalize the service levels, stop locations, transit priority opportunities, station improvements, and broader associated network changes.

### Proposal 8: New Routes 19/20 Esquimalt

Two new Local Transit routes to provide coverage between north and south Esquimalt to the Esquimalt core. These routes would replace a portion of the area currently serviced by the routes 24 and 25.

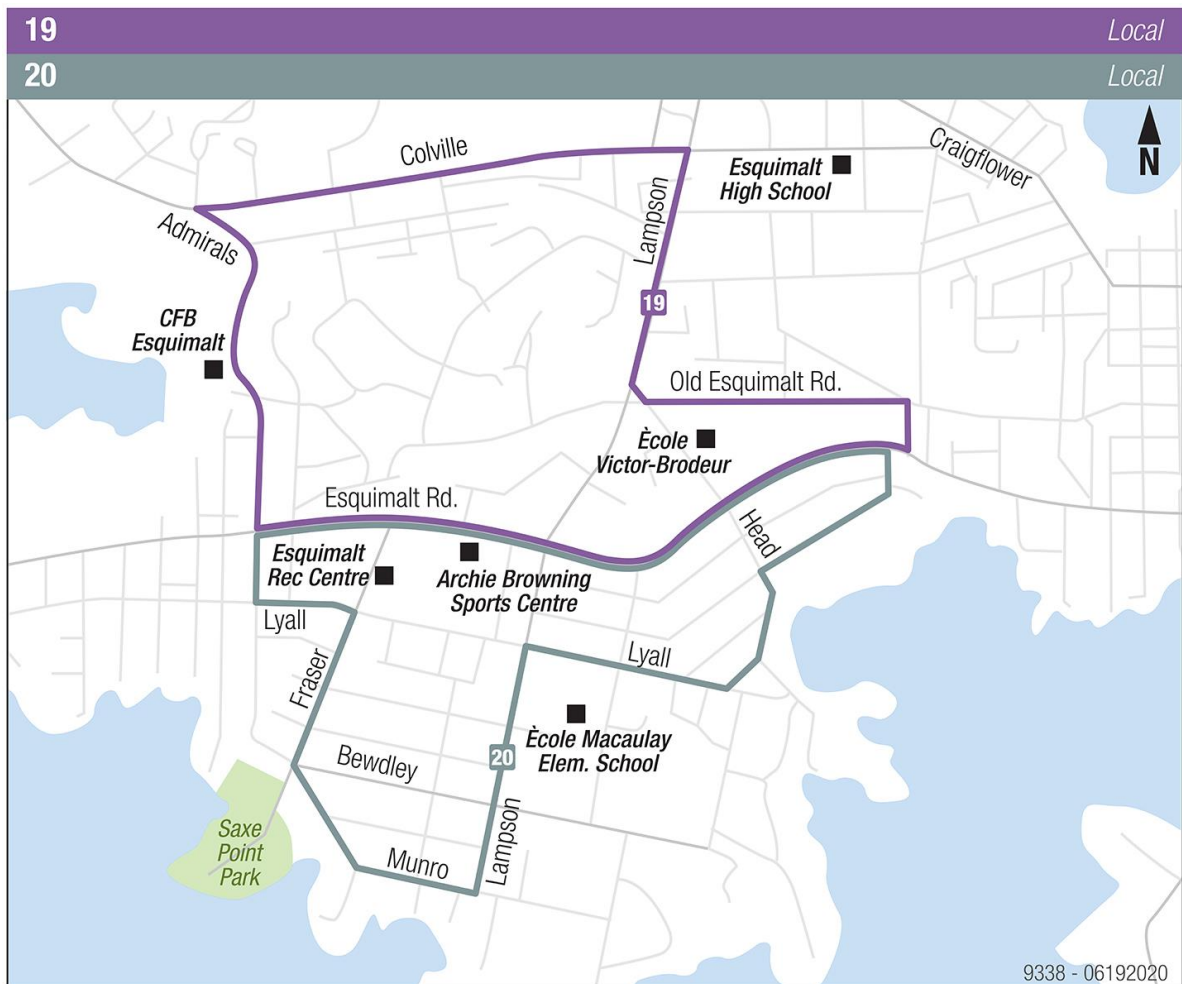


Figure 13: Proposed routing for two new local coverage routes in Esquimalt.

Target Service Frequency							
Service Day	Early AM	AM Peak	Midday	PM Peak	Evening	Late Night	Service Span
	Before 7 am	7 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 10 pm	After 10 pm	
Weekday	-	60	60	60	60	-	7 am - 8 pm
Saturday	-	60	60	60	60	-	7 am - 8 pm
Sunday	-	-	90	90	90	-	9 am - 7 pm



**Benefits**

- Provides coverage service between north and south Esquimalt to the Esquimalt Town Centre with transfer opportunities to regional transit routes.
- Provides opportunity to streamline routes 24 and 25 to service Esquimalt Road to provide more frequent local service connections to Downtown Victoria, Tillicum Mall, Admirals Walk and the Esquimalt core.

**Considerations**

- Requires additional bus stop and layover space at Esquimalt Town Centre.
- Additional planning and engagement is required to confirm the broader associated network changes.

## 5. INFRASTRUCTURE IMPROVEMENTS

### 5.1 Additional Layover Capacity

Some key high ridership routes service the Esquimalt-View Royal area. Currently, Dockyard and Victoria General Hospital provide operational recovery (bus layover) capacity for existing routes. As the transit system grows, additional operational recovery capacity will be required at Dockyard and within the Esquimalt core.

### 5.2 RapidBus Stations and Transit Priority Measures

The Route 15 presently operates as a frequent transit network through Esquimalt and functions as a rapid, limited-stop service on the east side of downtown to the University of Victoria. This plan includes a long-term priority for eventually converting the entirety of the Route 15 to a RapidBus service.

The Victoria Regional Transit Commission is developing a RapidBus Implementation Strategy to identify a network, toolkit, and implementation roadmap for the establishment of RapidBus within the Victoria Region. While the details associated with Route 15 have not been included within the scope of this initial strategy, the plan includes a RapidBus toolkit, which includes considerations for branding, service design, street treatments, stations, vehicles, and fare collection.

A corridor plan exploring potential design concepts and evaluating associated costs should be conducted by BC Transit and the Township of Esquimalt to further advance the development of the RapidBus corridor along Esquimalt Road.

### 5.3 Six Mile Park and Ride

BC Transit has identified the development of a Park and Ride in vicinity of the Island Highway and Six Mile Road as a priority to increase ridership from View Royal into Downtown Victoria. BC Transit will work with the Town of View Royal and the Province of BC to advance this objective as opportunities arise.

### 5.4 Island Highway Transit Priority

BC Transit is actively working on option evaluation and design drawing for development of transit priority measures along the Island Highway from Goldstream Avenue to Burnside Road. BC Transit will work with the Town of View Royal and the Province to support transit priority upgrades to this stretch of the road network to enhance transit service reliability and to reduce travel times from the Westshore into downtown Victoria.

## 6. IMPLEMENTATION & MONITORING

The service changes detailed in this plan provide a restructuring of the transit network serving the Esquimalt-View Royal area. The proposed changes advance the goals of the Transit Future Plan, support ridership growth and provide development of the transit network along key development corridors – to better align land use with transit.

The success of this plan requires sustained investments through the Victoria Regional Transit Commission and the Province. However, the COVID-19 pandemic has had a significant impact on ridership and government budgets. In light of this, transit network expansions are likely to be delayed until ridership levels have recovered to a level that can support expansion. This plan, nonetheless, provides a number of proposals that have received positive feedback from public consultation and can support the development of the transit network.

The service changes identified in the preceding sections will be evaluated through a Transit Expansion Prioritization process (TEPs). The TEPs process will assess service expansion proposals identified in all Local Area Transit Plans according to an evaluation matrix developed by the Victoria Regional Transit Commission. Service change proposals will then be evaluated for incorporation into Three Year Service and Financial Plan, which will inform the development of the BC Transit Annual Service Plan.

Upon implementation, service changes will be monitored to ensure that schedules and routes are meeting the needs of passengers. If any changes are required, they will be made as part of subsequent seasonal service changes.

Route ridership performance will be assessed using the Route Level Performance Guidelines identified in the Victoria Regional Transit System Service Review. Route ridership performance is reported in the Planning Reports to the Commission and supports development of changes to network structure to enhance the performance of the overall transit network.