

# Victoria Regional Transit Commission

Chair and Members

November 26, 2024

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## SUBJECT: YYJ Airport Service Options Report

### PURPOSE

To provide the Victoria Regional Transit Commission (the “Commission”) with a summary report on airport service options and associated trade-offs for **APPROVAL**.

### BACKGROUND


The Victoria Regional Transit Commission (VRTC) passed a motion at the November 7, 2023 meeting to bring forward a report to help the Commission understand the implications of establishing a direct route to the Victoria International Airport. To support this motion, planning staff have developed a YYJ Airport Service Options report to support the draft 2025/26 Annual Service Plan and integration into the Victoria Regional Transit Plan process.

### EXECUTIVE SUMMARY

This report presents four airport service improvement options and associated trade-offs for the VRTC’s information and direction:

1. Improve Existing YYJ Service Span on Route 87 Saanichton / Sidney via Dean Park and Route 88 Airport / Sidney
2. McTavish Exchange to YYJ Frequent Transit Route (as per the 2022 Peninsula Local Area Transit Plan)
3. New Victoria to YYJ Direct Route
4. Restructure Existing Routing for YYJ Direct Route

This report considers a variety of factors including estimated costs, anticipated ridership levels, potential external benefits or impacts, trade-offs for existing riders, and evaluation against existing strategic network priorities. The report includes a review of airport transit service and associated ridership performance from other representative cities in order to estimate ridership performance outcomes from the different service options. Halifax, Kelowna, Spokane, and Edmonton were chosen as comparative communities, based on similarity in population size, and to provide examples of both direct and transfer-based network designs between Downtown and the Airport. The key trade-offs between these options are summarized in Table 1 and are elaborated on within the report.



Based on a review of transit services in other representative cities, it is anticipated that airport service investment will see a significantly lower return on investment from a ridership perspective than the current draft Annual Service Plan priorities (

Table 6). While developing enhanced service to the airport is desirable and provides regional benefits, when balanced with significant and increasing passenger crowding and pass-ups within the existing system, it is recommended that larger scale investment in airport service be deferred until 2027/28 or later. However, incremental investment to improve existing services to the airport could still be completed in the upcoming year.

Based on these factors, it is recommended that the Commission **APPROVE** the following:

- Include Service Option 1 (improve existing YYJ service span) in the 2025/26 Annual Service Plan (in alignment with the existing Draft Plan presented at this meeting).
- Include further discussion on more robust airport service options in relation to other transit service investment priorities at the May 2025 Commission workshop.

Table 1: YYJ Service Option Summary Table

Service Option	Estimated Daily YYJ Boarding Increase	Estimated Total Annual Ridership <sup>1</sup> (from YYJ only) <sup>2</sup>	Transfers to Victoria	Impact to Existing Riders	Annual Service Hours	Buses	Annual Net Municipal Share of Operating Cost (\$) <sup>3</sup>	Engage Req'd?	Earliest Imp. Date	Network Trade-offs
1. Improve Existing YYJ Service Span	+5 (+13%)	12,500 (3,250)	1	Low	+1,250	0	\$134,000	No	Jan. 2026	Minimal impact to other investment priorities.
2. McTavish to YYJ Frequent Transit Route	+20 (+25%)	50,000 to 75,000 (14,600)	1	Low-Med	+5,000	2	\$536,110	Yes	Jan. 2026	Defers investment in core FTN services by a year.
3. New Victoria to YYJ Direct Route	+60 (+75%)	300,000 to 400,000 (43,800)	0	Low	+20,000	8	\$2,144,440	No	Jan. 2026	Duplicates existing service and does not improve service to West Sidney. Defers McKenzie RapidBus service implementation by a year from 2026/27 to 2027/28 and defers investment in Route 95 RapidBus extension to Belmont Market <b>AND</b> core FTN services by 1+ years.
4. Restructure Existing Routing for YYJ Direct Route	+60 (+75%)	300,000 to 450,000 (43,800)	0	Med - High	+15,000	6	\$1,608,330	Yes	Dec. 2027	Defers McKenzie RapidBus service implementation by a year from 2026/27 to 2027/28 and defers investment in Route 95 RapidBus extension to Belmont Market <b>OR</b> core FTN services by 1+ years.

<sup>1</sup> Current ridership on Routes 87 and 88 make up approximately 90,000 annual rides, with about 25,000 coming from the airport itself.

<sup>2</sup> Only 10% to 30% of estimated annual ridership is projected to come from YYJ-specific ridership, depending on the service option.

<sup>3</sup> These net municipal share of cost estimates are based on a representative proportion (by service hour ratio) of the planned 2025/26 expansion and are based on 2025/26 expansion operating costs numbers.

## DISCUSSION

### Historical Airport Service

Transit service to YYJ started in September 2003 and began as direct service on the Route 70 Victoria/Airport. The service originally operated seven days per week, with 6 trips on weekdays, 4 trips on Saturdays and 3 trips on Sundays. By 2004, ridership averaged 23 passengers per day to/from the airport. Ultimately, the Route 70 was adjusted, and YYJ service was removed due to low airport ridership and to reduce routing variants on the Route 70. Later, service was reintroduced on Route 88, similar to the service that exists today.

The Wilson's Group historically operated the 'YYJ Airport Shuttle,' which connected passengers between Downtown Victoria and YYJ, but this service was discontinued in November of 2022. Taxi service from the airport is readily available via Yellow Cabs, and passengers can use Uber or any other taxi company to or from the airport if pre-booked.

### YYJ Parking

Parking at YYJ is managed by Robbins Parking. There are 869 daily and long-term parking spaces available, including accessible parking spaces and 24 EV chargers. The price for parking at YYJ is indicated in Table 2 below<sup>4</sup>.

Table 2 – YYJ Parking Rates

Term	Rate	Details
Short Term	\$2.00	Flat Fee – Maximum 2 Hours
Daily Long Term	\$1.00	Per Half Hour
	\$18.00	Per day maximum for each of the first 5 days
	\$9.00	Per day maximum for each additional day
Monthly	\$180.00	Cost per month

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<sup>4</sup> This information was taken from the [YYJ website](#).

## Current Airport Service

The YYJ Airport is currently served by two routes, with routing and service levels represented in Figure 1 and Table 3 below respectively:

- 87 Saanichton / Sidney via Dean Park
- 88 Airport / Sidney

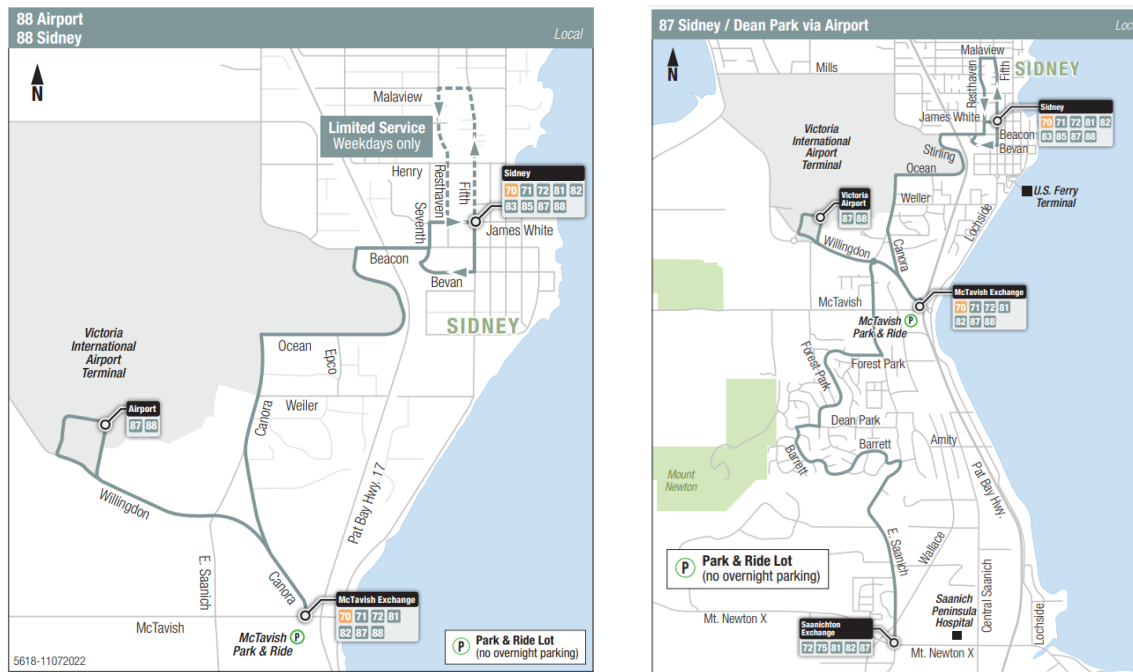


Figure 1 – Routes 87 and 88 Existing Routing

Table 3 – Routes 87 and 88 Service Level Summary

Service Day	Route	Number of Daily Trips	Frequency
Weekday	87	5	Combined 30-minute service from 6am to 6pm, reducing to hourly from 6pm to 9pm
Weekday	88	23	
Saturday	88	14	Hourly service from 8am to 9pm
Sunday	88	13	Hourly service from 9am to 9pm

Routes 87 and 88 currently operate approximately 10,500 annual service hours and require 2 peak buses.

Table 4 shows the ridership performance of the existing routes serving the YYJ Airport. Neither Routes 87 nor 88 are meeting the performance expectations of Local Transit Network-Coverage (LTN-C) routes of 20 rides per service hour. Under 30 per cent of the ridership on these airport-oriented routes are attributed to travel demand from the airport itself, with the remainder of the ridership oriented to other destinations on the Peninsula.

Table 4 – YYJ Airport Weekday Service Performance, 2023

Route	Rides per Service Hour (Weekdays)	Average Daily Transit Boardings (Weekdays)	Transit Boardings at Airport (Weekdays)
87	12	80	20
88	16	208	58
Total	N/A	288	78

## Comparative Communities and Ridership Estimates

Table 5 provides statistics from several airport and ferry services from comparative communities for context and to help support data-informed ridership estimates for different YYJ service options. Additional details can be found in Appendix A.

Table 5 - Comparative Airport and Ferry Statistics

Airport/Ferry	City Population - 2021	Average Weekday Boardings (Alightings) 2023	Direct or Transfer from Downtown	2023 Annual Passengers	2023 Average Employees
Victoria (YYJ)	397,200	78 (82)	Transfer	1,740,107	2,500
Victoria (Swartz Bay Ferries)	397,200	529 (505)	Direct	7,091,902	465
Halifax (YHZ)	439,800	280 (220)	Direct	3,484,501	5,600 (2019)
Kelowna (YLW)	235,500	50 (49)	Transfer	2,032,624	1,400
Edmonton (YEG)	1,087,000	293 (319)	Transfer	7,500,000	5,000
Spokane (GEG)	600,300	92 (88)	Direct & Transfer	4,131,266	3,000

Ultimately, these comparative metrics provided an approximate 75 per cent estimated increase in boardings at the bus stop if it were to receive direct Downtown to YYJ transit service (collective 150 per cent increase in overall ridership), which was an averaged metric from the Swartz Bay and Halifax (YHZ) contexts<sup>5</sup>.

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<sup>5</sup> Swartz Bay has direct service to Downtown Victoria on Routes 70, 71, and 72. Swartz Bay saw an average of 529 transit boardings per day on weekdays in 2023, equivalent to 6.8 times the transit ridership, with only 4.1 times the number of annual ferry/air passengers. If we assume that direct transit service is a significant determinant of this difference, the resulting ratio of the transit ridership ratio to annual passenger ratio equates to 1.66, which would translate into an estimated 66% increase in YYJ transit boardings with a direct transit service. Halifax provides a solid benchmark to Victoria, as it is a region with very similar population size with a direct transit route connecting Downtown and the Airport. The Halifax Airport sees approximately 2.0 times the number of annual air passengers, but with the airport seeing approximately 3.6 times as much transit demand. If we assume that direct transit service is a significant determinant of this difference, the resulting ratio of the transit

Spokane provides a counter example of where direct airport service does not appear to be providing sufficient incentive for significant transit use. Despite being a larger region and the airport carrying significantly more air passengers annually, transit ridership is not much higher than in Victoria. Spokane is significantly more vehicle-oriented than Victoria or Halifax, and this is likely a key determinant of the very low transit utilization to their airport.

## **Service Options**

This section provides greater detail on the airport service improvement options and the associated trade-offs. With all four service options included within this report, steps can be taken, which require increased marketing funding, to improve awareness and usage of airport transit service through improved signage, wayfinding and marketing materials. This could include:

- Improvements to wayfinding and signage at YYJ, McTavish Exchange, Downtown and the Royal Oak Exchange
- Improving airport service information within our Riders Guide and on the website

### **1. Improve Existing Service Span**

The first Route 88 trip arrives at YYJ at 6:30am, and the last trip departs at 9:06pm on weekdays. On Saturdays and Sundays, service operates between 8am and 9pm and 9am and 9pm respectively. This service option involves increasing the service span on Route 88 to operate from 6:30am to 11:00pm, seven days per week.

#### **Benefits**

Airport employee commuters make up a significant portion of total annual travel demand to and from an airport. Increasing the existing span of service would increase the number of YYJ employees able to use transit to access their place of work. Many airport support staff work very early or very late shifts and BC Transit would have to provide almost 24-hour service to fully meet this demand. This proposal involves an initial improvement to meet a larger proportion of possible airport employee shifts and flight times, as well as improved service span and connections for West Sidney businesses including the Amazon Warehouse.

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ridership ratio to annual passenger ratio equates to 1.79, which would translate into an estimated 79% increase in YYJ transit boardings with a direct service. Collectively, these estimates averaged to approximately 75%.

Similarly, if Edmonton International Airport boardings and alightings were increased by 75%, they would approximate the Swartz Bay ridership numbers, which has direct service and a similar number of annual passengers.



### Considerations

This option would still require a transfer at the McTavish Exchange.

### Resources

This service option increases the existing airport service hours by 12 per cent, requiring an additional 1,250 annual service hours.

### Ridership Estimate

With the increase in frequency, this proposal is anticipated to generate an additional 5 boardings and 5 alightings each weekday from the YYJ bus stop within 2 to 3 years of implementation. This equates to a 6 per cent increase in airport bus stop boardings and a 12 per cent increase in total ridership due to airport-generated ridership. This would equate to approximately 3,650 annual boardings from airport-generated ridership.

Overall system ridership is anticipated to increase by approximately 10 rides per service hour due to latent demand elsewhere in the system and the improvements to West Sidney service through the associated network restructure, generating an anticipated 12,500 additional annual rides within the system.

### Timeline

This option does not require additional infrastructure requirements, making the earliest possible implementation date January 2026 (subject to labour and vehicle availability). The implementation of this service option is currently in the Draft 2025/26 Annual Service Plan.

## 2. McTavish to YYJ Frequent Transit Route (Peninsula Local Area Transit Plan)

This option would create a new route, operating every 15 minutes between the Victoria International Airport and the McTavish Exchange from 7am to 7pm.

This Route is envisioned to connect to the future Peninsula RapidBus line and other existing local transit services. It would function best once a supporting Peninsula RapidBus line is also operating every 15 minutes, aligning with the airport route for easy transfers (Figure 2).

Maps and signage would be improved at YYJ and the McTavish Exchange to increase clarity for transfers. Existing YYJ service on Route 88 would no longer serve between McTavish Exchange and YYJ from 7am to 7pm, which may create opportunities for improving service to West Sidney while maintaining some limited direct service between YYJ and Sidney.



Figure 2 – McTavish Exchange to YYJ Frequent Transit Route

### Benefits

Doubling service frequency to operate every 15-minutes reduces the average transfer time at the McTavish Exchange and reduces the risk of a delayed or cancelled trip significantly impacting a rider's ability to get to their flight on time. The cost of this improvement is significantly lower than providing an additional direct service from Downtown Victoria.

### Considerations

This option would require adjustments to Routes 87 and 88. These changes would need to be confirmed through additional public engagement and may create an opportunity to improve service to the West Sidney area, which was a key demand emerging from the Peninsula Local Area Transit Plan.

This service improvement would still require a transfer at McTavish Exchange.

### Resources

This service option increases the existing airport service hours by 50 per cent, requiring 5,000 annual service hours and 2 buses.

### Ridership Estimate

In the short term, this proposal is anticipated to generate an additional 20 boardings and 20 alightings each weekday from the YYJ bus stop within 2-3 years of implementation. This equates to a 25 per cent increase in airport bus stop boardings and a 50 per cent increase in total boardings due to airport-generated ridership. This would equate to approximately 14,600 annual boardings from airport-generated ridership.

Overall system ridership is anticipated to increase by approximately 10 to 15 rides per service hour due to latent demand elsewhere in the system and the improvements to West Sidney service through the associated network restructure, generating an anticipated 50,000 to 75,000 annual rides within the system.

### Timeline

This option would require additional engagement prior to implementation, making January 2026 the earliest feasible date for implementation if the Commission were to direct staff to proceed with implementing this option.

### 3. New Victoria to YYJ Direct Route

This option involves creating a new route, operating directly between Downtown Victoria and YYJ (Figure 3). This route would operate every 30 minutes from 7am to 7pm on weekdays and Saturdays, and every 60 minutes in the morning, evening, and Sundays.

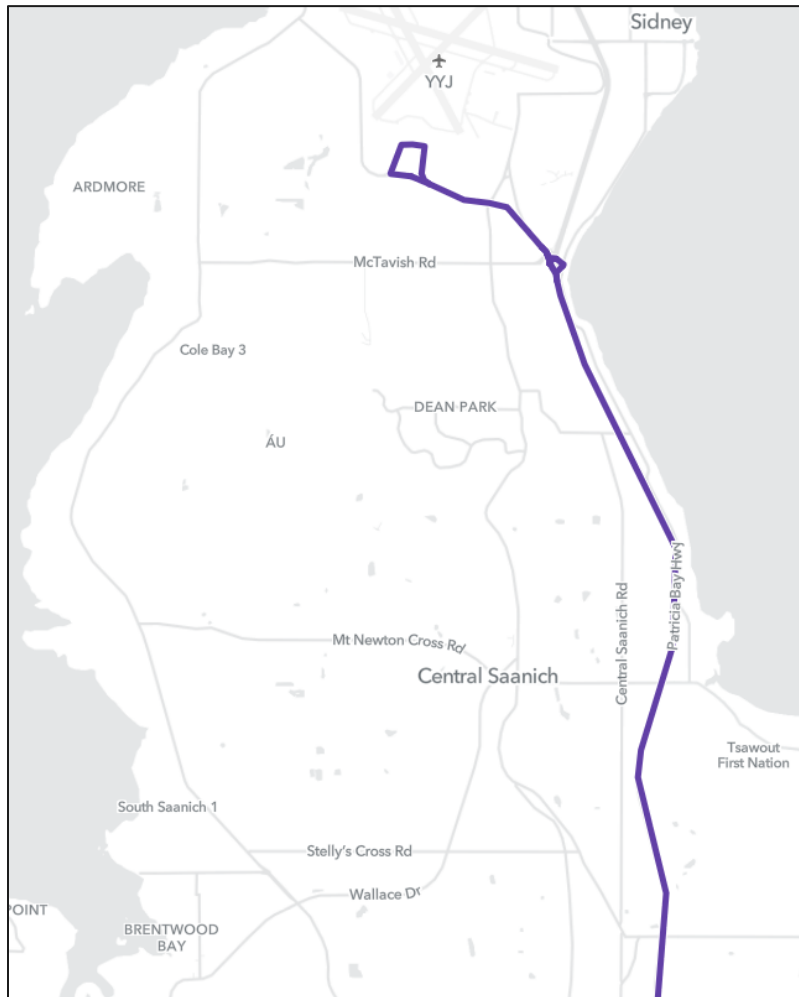


Figure 3 – New Victoria to YYJ Direct Route

### Benefits

Given that this service option does not require additional infrastructure or changes to existing routing, this option could be implemented sooner than Option 4.

### Considerations

There is a significant service hour and peak vehicle investment required to accommodate this service expansion option, which would require deferring other critical service investments, including the McKenzie RapidBus implementation. Given that this option does not include changes to the existing network, the airport would likely be overserved with Routes 87, 88, and the new direct YYJ route. This option has a lower overall anticipated ridership than Option 4 due to not serving Sidney and the employment lands east of the Airport and in West Sidney (including the Amazon Warehouse).

### Resources

This service option increases the existing airport service hours by 200 per cent, requiring approximately 20,000 annual service hours and 8 buses.

### Ridership Estimate

This proposal is anticipated to generate an additional 60 boardings and 60 alightings each weekday from the YYJ bus stop within 2 to 3 years after implementation. This equates to a 75 per cent increase in airport bus stop boardings and a 150 per cent increase in total ridership due to airport-generated ridership. This equates to approximately 43,800 annual boardings from airport-generated ridership.

Overall system ridership is anticipated to increase by about 15 to 20 rides per service hour due to ridership demand elsewhere along the new route, generating an anticipated 300,000 to 400,000 additional annual rides within the system.

### Timeline

This option does not require additional engagement or infrastructure requirements; however, given the significant resource investment associated with this option, January 2026 would be the earliest possible implementation date (subject to labour and vehicle availability)<sup>6</sup>.

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<sup>6</sup> January 2026 is when the 30,000 hours of Commission approved expansion for 2025/26 becomes available, subject to Provincial approval of their portion of the funding.

#### 4. Restructure Existing Network for YYJ Direct Route

This service option involves restructuring the existing transit network, adjusting existing Peninsula routes around a new direct downtown Victoria to YYJ route to reduce service duplication associated with overlaying a new direct route without adjusting the broader transit network. Like Option 3, the associated direct YYJ service would operate every 30 minutes from 7am to 7pm on weekdays and Saturdays, and every 60 minutes in the morning, evening, and Sundays.

Two separate direct YYJ routes (and associated network restructure variants) have been developed as represented in Figure 4 (and detailed within Appendix B). Given that the two network restructure variants have varying impacts to existing riders, it is recommended that public engagement be conducted; based on feedback received, staff would bring forward a final plan for Commission approval and next steps.

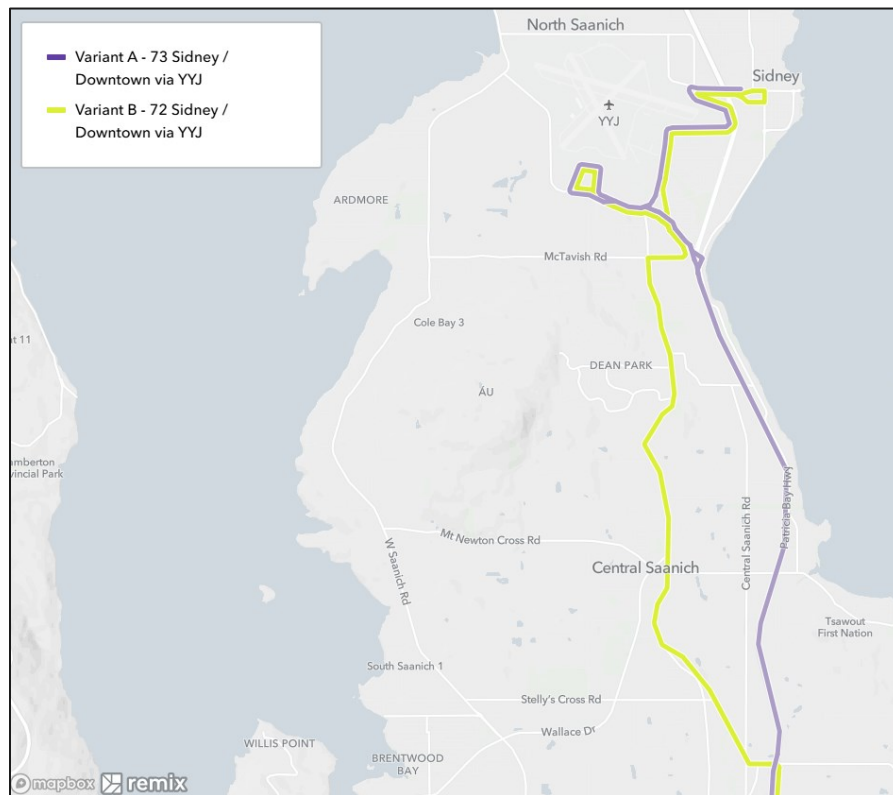


Figure 4 – Restructure Existing Network for YYJ Direct Route – Routing for Options A and B

### Key Benefits

This proposal provides direct transit service from Downtown Victoria to the Victoria International Airport (YYJ) and West Sidney, enhancing connectivity for both travelers and local residents. Improved regional access to YYJ and West Sidney is also beneficial for employees and employers alike, particularly in reaching YYJ employment lands, the Amazon Warehouse, and West Sidney. Additionally, the service will greatly enhance accessibility and service frequency for the Tsawout First Nation community, offering direct routes to new key destinations, such as the Panorama Recreation Centre.

### Key Considerations

For Variant A, there are specific considerations for North Sidney residents. The route deviation via YYJ on the new Route 73 slightly reduces the directness of service compared to the current Route 71. This change may also affect the direct transit connections between Tsawout, McTavish Exchange, and Sidney. Additionally, Lochside Drive, between McTavish Exchange and Mt. Newton X-Road, may see a minor reduction in service.

For Variant B, the YYJ route is less direct than in Variant A, potentially increasing travel times slightly. Changes in Route 72 under this variant are likely to negatively impact more existing riders compared to Variant A. However, Variant B introduces an all-day operation for Route 71, allowing for more consistent and direct service for North Sidney residents throughout the day. Similar to Variant A, there is a minor reduction in service to Lochside Drive between McTavish Exchange and Mt. Newton X-Road.

### Implementation Requirements

Transit layover space in Sidney is currently at capacity. This service change would require additional layover space to account for the increased layover needs associated with this service option. A new Sidney Transit Hub could be constructed as soon as the 2027/28 fiscal year, which would then provide the capacity to implement this service option.

### Resource Estimate

This service option increases the existing airport service hours by 150 per cent, requiring approximately 15,000 annual service hours and 6 expansion buses.

### Ridership Estimate

With the increase in frequency, this proposal is anticipated to generate an additional 60 boardings and 60 alightings each weekday from the YYJ bus stop within 2 to 3 years of implementation. This equates to a 75 per cent increase in airport bus stop boardings and a 150 per cent increase in total ridership due to airport-generated ridership. Because each alighting is a boarding elsewhere within the system, this is estimated to increase system-level boardings by 120 each day, equating to 43,800 additional system-level boardings annually for airport-specific ridership.

Overall system ridership is anticipated to increase by 20 to 30 rides per service hour due to ridership demand elsewhere along the new route, generating an anticipated 300,000 to 450,000 additional annual rides within the system.

#### Timeline

Given the requirements for additional engagement and infrastructure improvements in Sidney, this option is likely feasible sometime within the 2027/28 Fiscal period.

### **System Expansion Priorities**

This section compares average system performance and other investment priorities within the transit system in relation to airport service investment.

As indicated in the 2025/26 Draft Annual Service Plan, there are 30,000 annual service hours of expansion approved by the Commission for the upcoming Fiscal year. The transit system's average performance in the 2023/24 Fiscal Year was 30 rides per service hour. Investment in Frequent Transit service priorities, as prioritized in the 2025/26 Draft Annual Service Plan due to increasing crowding on those routes, is anticipated to generate anywhere between 50 and 75 rides per service hour. Airport service is anticipated to generate somewhere between 10 to 30 rides per service hour depending on which service option is chosen.

Table 6 provides a comparison of estimated ridership from investing the planned 30,000 annual service hours in three different scenarios, including the draft 2025/26 Draft Annual Service Plan, an Airport Service alternative, or into service priorities reflecting average system performance (for context).

Given the low performance of airport service based on the review of other airport services across North America, it is anticipated that this investment option will see a significantly lower return on investment from a ridership perspective than the current draft Annual Service Plan priorities and the average performance of the transit system. Also, given the significant and increasing passenger crowding and pass-ups within the existing system, it is recommended that significant investment in airport service be deferred until 2027/28 or later to focus first on improving passenger comfort and service reliability. The 'network tradeoffs' column in Table 1 outlines the impact to other key system investment priorities if additional airport service investment were prioritized prior to 2027/28.



Table 6 – 2025/26 Service Investment Options Comparison Table

Investment Options	Rides per Service Hour Estimate (Average)	Estimated Annual Rides (Average)
2025/26 Draft Annual Service Plan	50 – 75 (62.5)	1,500,000 – 2,250,000 (1,875,000)
System Average	30	900,000
Airport Service Alternatives	10 – 30 (20)	300,000 – 900,000 (600,000)

## RECOMMENDATION

It is recommended that the Victoria Regional Transit Commission **APPROVE** the following:

- Include Service Option 1 (improving existing YYJ service span) as part of the 2025/26 Annual Service Plan.
- Include further discussion on airport service options in relation to other transit service investment priorities at the May 2025 Commission workshop.

Commission direction from the workshop will guide the Three-Year Expansion report for the 2026/27-2028/29 fiscal years and the 2026/27 Annual Service Plan development.

Prepared by: Levi Megenbir

Position: Senior Transit Planner Work Lead

Date prepared: November 10, 2024

Approved by: Christy Harrold

Position: Vice President, Strategy and Public Affairs

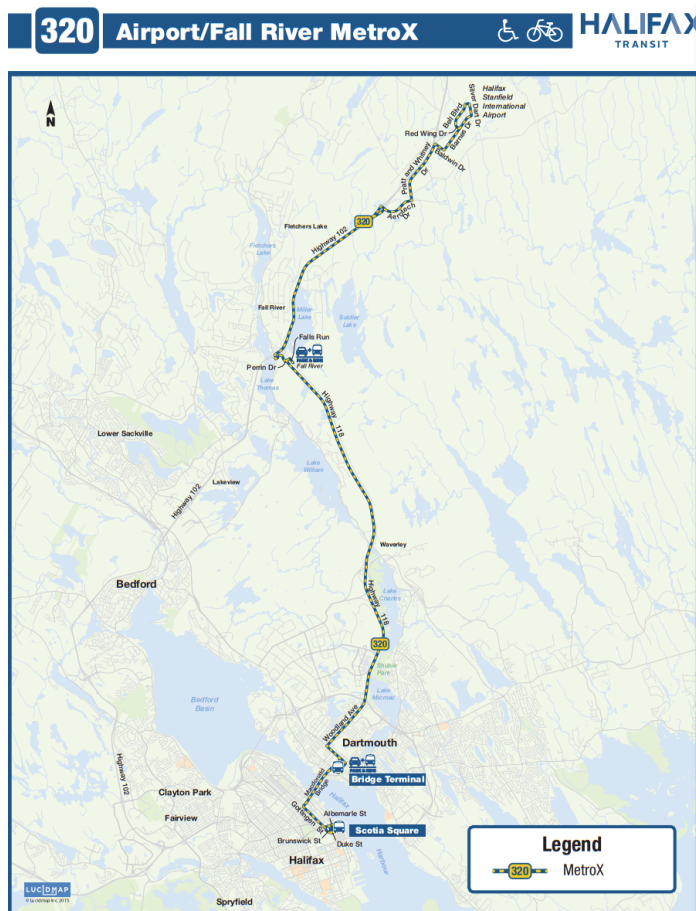
Date reviewed:

November 17, 2024

## Appendix A – Airport Comparisons

### Halifax

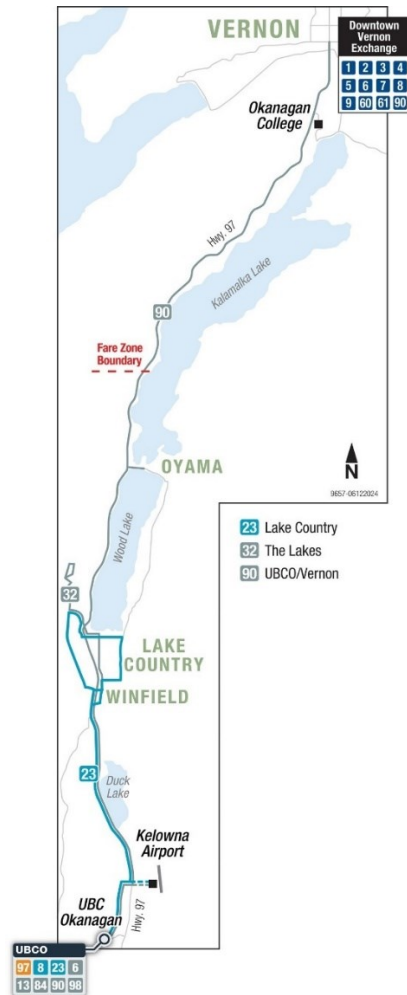
Service to the Halifax Stanfield International Airport (YLB) is provided by Route 320 Airport/Fall River. Route 320 connects directly between Downtown Halifax and YLB. As of 2023, the Halifax Airport saw 280 average weekday boardings and 220 average weekday alightings.



<b>Halifax Route 320 MetroX Regional Express Bus</b>	
Route length	32 km each direction
Travel time	Travel time = 49–55 min each direction
Service hours/days	4:30 am – 1:09 am
Frequency	30 min peak, 60 min midday, evening, Saturday & Sunday
Fares	\$1.00 premium cash fare (\$3.50 cash total) Halifax Transit monthly pass (\$111)
Funding	Halifax International Airport contributed funds for a bus to service the route
Transfers	Included
Ridership	Airport = weekday avg. 220 boardings, 220 alightings

## Kelowna

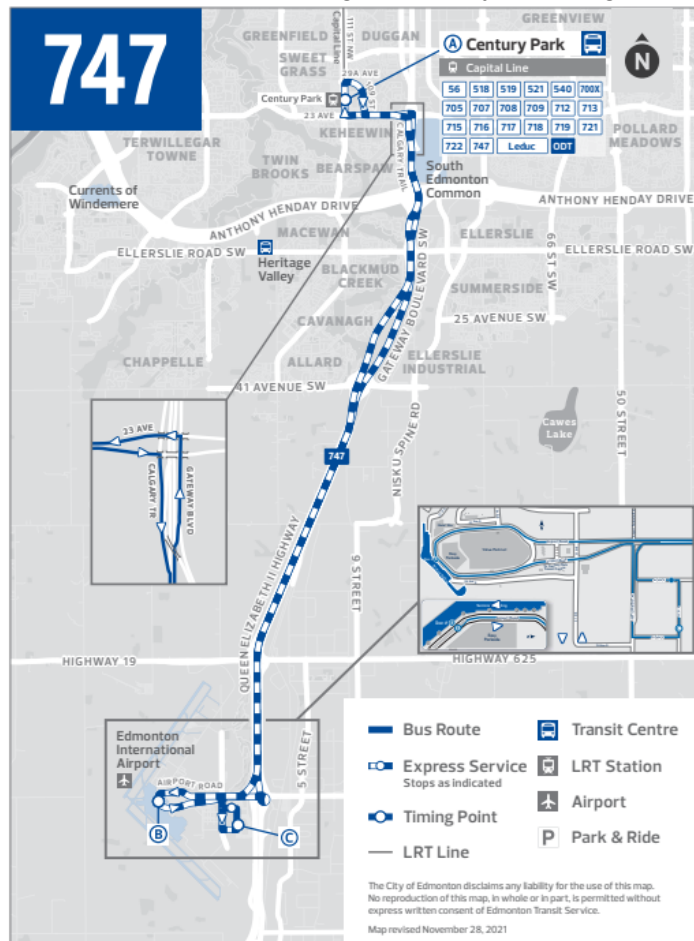
The Central Okanagan Region has a population of 235,500. Service to the Kelowna Airport is provided on Routes 23 and 90 and requires a transfer at the University of British Columbia Okanagan exchange. Route 23 provides 30 to 60 minute frequency, with an increase to 15 minute service frequency in peak periods outside of the summer service period. Route 90 serves the airport in only the outbound to Vernon direction. As of 2023, the Kelowna Airport saw an average of 50 weekday boardings and 49 weekday alightings.



Edmonton Transit

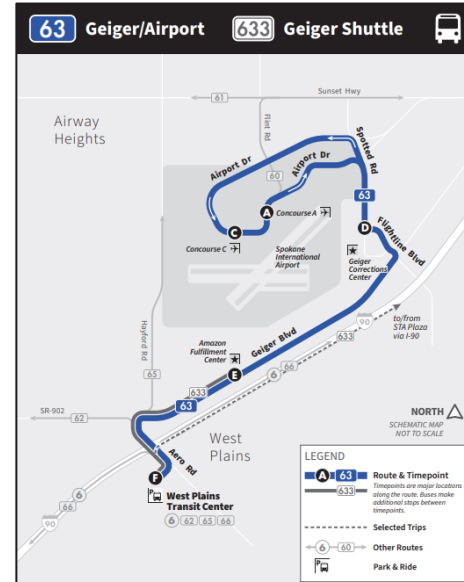
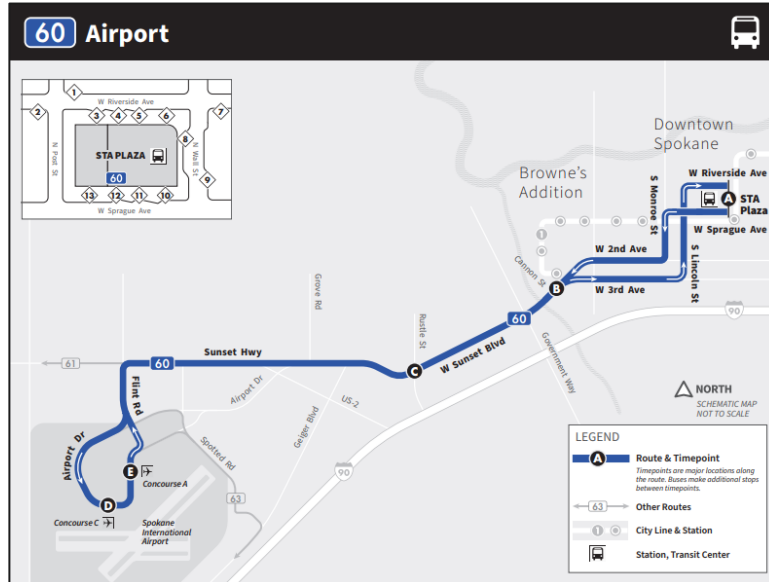
Edmonton has a population of 1,087,000. Service to the airport is provided on Route 747, providing 30-60 minute service, seven days per week to the Edmonton International Airport (YEG). If traveling from Downtown, this service requires a transfer at Century Park Transit Exchange, located approximately 10km from Downtown Edmonton.

Route 747 saw 293 average weekday boardings and 319 average weekday alightings at the YEG bus stop in 2023.



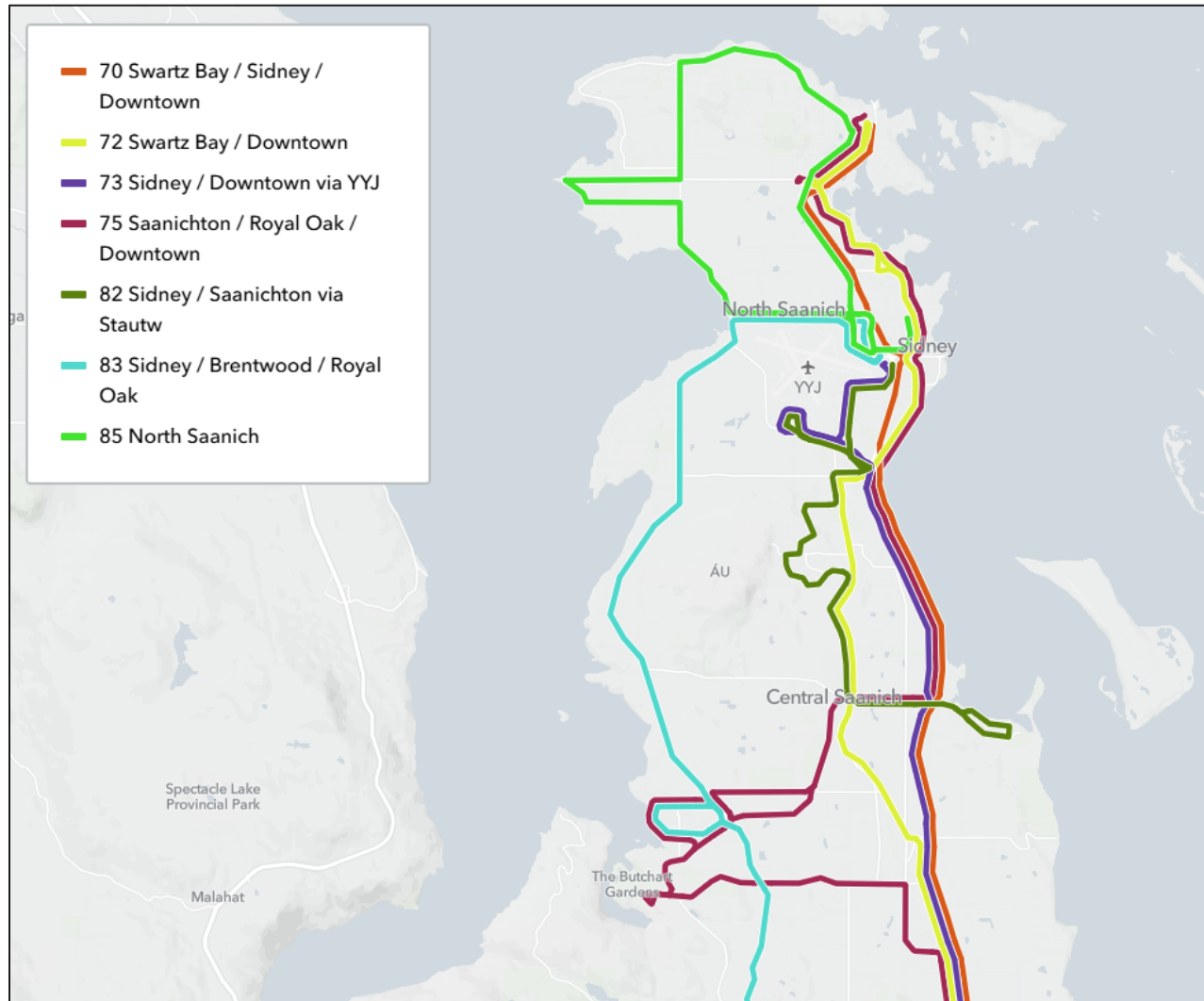
## Spokane Transit

Spokane has a population of 600,000. Service to the airport is provided on Routes 60 and 63, each providing 30 to 60 minute all day service to the airport from Downtown and the West Plains Transit Centre respectively. As of 2023, the Spokane Airport saw an average of 92 weekday boardings and 88 weekday alightings.



## Appendix B – Airport Service Option 4 – Variant Network Restructure Details

### Variant A – New Route 73 Sidney/Downtown via YYJ



### Key Changes

- Direct service between Victoria and YYJ provided on new Route 73 Sidney/YYJ/Downtown, replacing existing Routes 71 and 88.
  - Similar to the existing Route 71, the 73 would provide a one-seat commuter service to North Sidney in peak periods, but in middays it would terminate in the Sidney core. From a routing perspective, the 73 would operate the same as the existing Route 71 in peak periods, with the exception of deviating to the airport. This service would provide the exact same function and level of service as the existing Route 88, but instead of terminating at the McTavish Exchange, it would continue to Downtown Victoria.
- Routes 82 and 87 would be combined. The combined route would still serve the primary origins and destinations that both routes currently serve (with the exception of Lochside Drive between McTavish Exchange and Mt. Newton X-Road), but also increases options for both routes, including access to Saanich Peninsula Hospital on Route 87 and Panorama Recreation Centre and YYJ on Route 82. Existing service levels on Route 87 would be maintained, with a significant improvement to service frequency for the Tsawout First Nation in comparison to the existing Route 82.
- The existing Route 81 would be integrated into Route 75, providing key local service continuity between Brentwood Bay and key Peninsula destinations including Saanichton, Sidney, and the Swartz Bay ferry terminal. Service levels on the Route 81 portion of the new Route 75 would remain the same (operating hourly) and would only operate on certain Route 75 trip variants. This option reduces service overlap between Brentwood Bay and Saanichton, where ridership levels don't warrant service on both Routes 75 and 81.
- No changes to existing Routes 72, 83 and 85.

### Key Benefits

- Provides fast, direct service to YYJ from Downtown Victoria
- Improves regional access to YYJ employment lands, Amazon Warehouse, and West Sidney for employees and employers
- Significant improvement in service frequency for Tsawout First Nation, and direct access to new destinations including the Panorama Recreation Centre and YYJ



### Key Considerations

- Reduces the directness of service for North Sidney residents on the new Route 73 in comparison to the existing Route 71 by deviating route via YYJ.
- Very minor reduction in service to Lochside Drive between McTavish Exchange and Mt. Newton X-Road by two trips per day, but allows for 1-seat ride between Lochside Drive and Downtown Victoria by integrating into Route 75
- Less direct service between Tsawout, McTavish Exchange and Sidney
- Recommend conducting public engagement before implementation
- The high resource cost associated with this service option will delay implementation of other key regional priorities including the McKenzie RapidBus Line, the West Shore RapidBus Line extension, and the return of frequent transit routes to minimum service standards.

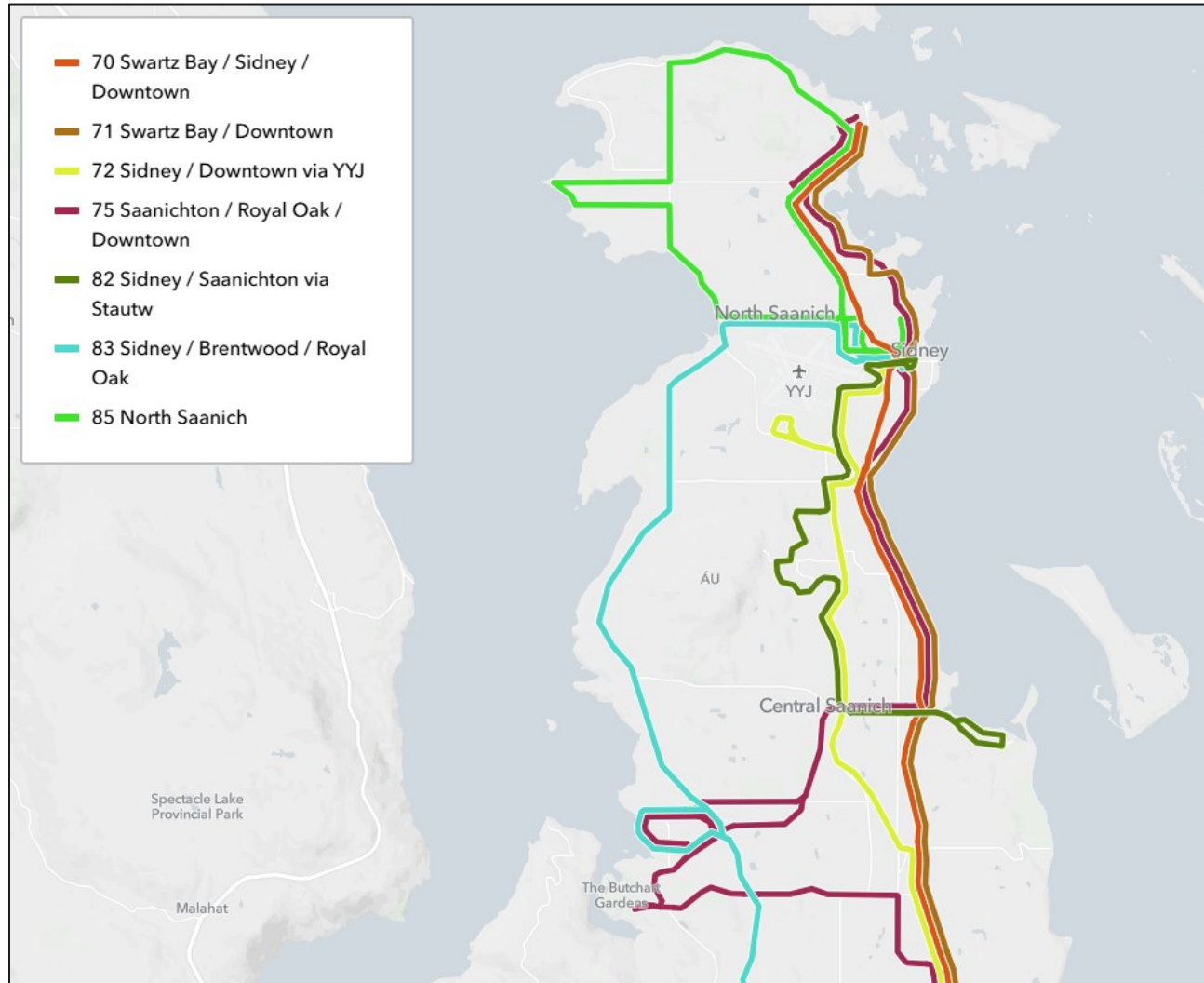
### Implementation Requirements

Layover in Sidney is already at capacity. This service change would require an additional layover bay in Sidney to account for the increased layover needs associated with the proposed Route 73 over the existing Route 88 airport service.

### Resource Estimate

Approximately 15,000 annual service hours and 6 expansion buses

Variant B – Adjusted Route 72 Sidney/Downtown via YYJ



### Key Changes


- Route 72 would be adjusted to operate via YYJ and West Sidney and would terminate in Sidney instead of Swartz Bay.
- Similar to variant A, routes 82 and 87 would be combined. The combined route would still serve the primary origins and destinations that both routes currently serve (with the exception of Lochside Drive between McTavish Exchange and Mt. Newton X-Road), but also increases options for both routes, including access to Saanich Peninsula Hospital on Route 87 and Panorama Rec Centre and YYJ on Route 82. This option maintains Route 87 existing service levels with a significant improvement to service frequency for the Tsawout First Nation in comparison to the existing Route 82.
- Similar to variant B, existing Route 81 would be integrated into Route 75, providing key local service continuity between Brentwood Bay and key Peninsula destinations including Saanichton, Sidney, and the Swartz Bay Ferry terminal. Service levels on the Route 81 portion of the new Route 75 would remain the same (operating hourly) and would only operate on certain Route 75 trip variants. This option reduces service overlap between Brentwood Bay and Saanichton, where ridership levels don't warrant service on both Routes 75 and 81.
- Route 71 would be improved to operate all-day, and would replace the Lochside portion of the existing Route 72 between McTavish Exchange and Sidney instead of routing via West Sidney

### Key Benefits:

- Significant improvement to North Sidney with investment on Route 71, taking a peak-only existing service to provide all-day service.

### Key Considerations:

- Swartz Bay capacity constraints mean only the 72 or 75 can extend to Swartz Bay, not both.
- Route 72 is a less direct connection than the 73 option in variant A, and would take approximately 10 minutes longer between Victoria and YYJ.
- Despite having a more direct all-day service on the improved Route 71, service levels in North Sidney would be somewhat reduced in comparison to Route 72.
- The high resource cost associated with this service option will delay implementation of other key regional priorities including the McKenzie RapidBus Line, the West Shore RapidBus Line extension, and the return of frequent transit routes to minimum service standards.



#### Implementation Requirements

Layover in Sidney is already at capacity. This service change would require an additional layover bay in Sidney to account for the increased layover needs associated with the proposed Route 73 over the existing Route 88 airport service.

#### Resource Estimate

Approximately 15,000 annual service hours and 6 expansion buses