Local Area Transit Plans Update

Victoria Regional Transit Commission

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Local Area Transit Plans

Local Area Transit Plans:

- Support the implementation of the 2011 Transit Future Plan

- Define service and infrastructure strategies and priorities
    - Expansion & Optimization
   - Identification of infrastructure needs

Project Update:

- Peninsula and West Shore Local Area Transit Plans now complete

- Uptown Local Area Transit Plan to start summer 2022

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Peninsula
Introduction and Background

- Plan encompasses District of Central Saanich, District of North Saanich, the Town of Sidney, and four W̱SÁNEĆ Nations: Tsartlip, Tsawout, Pauquachin, and Tseycum.

- Compared to the broader Greater Victoria region, the Peninsula is growing more slowly, features an older population and exhibits a higher reliance on personal vehicle travel
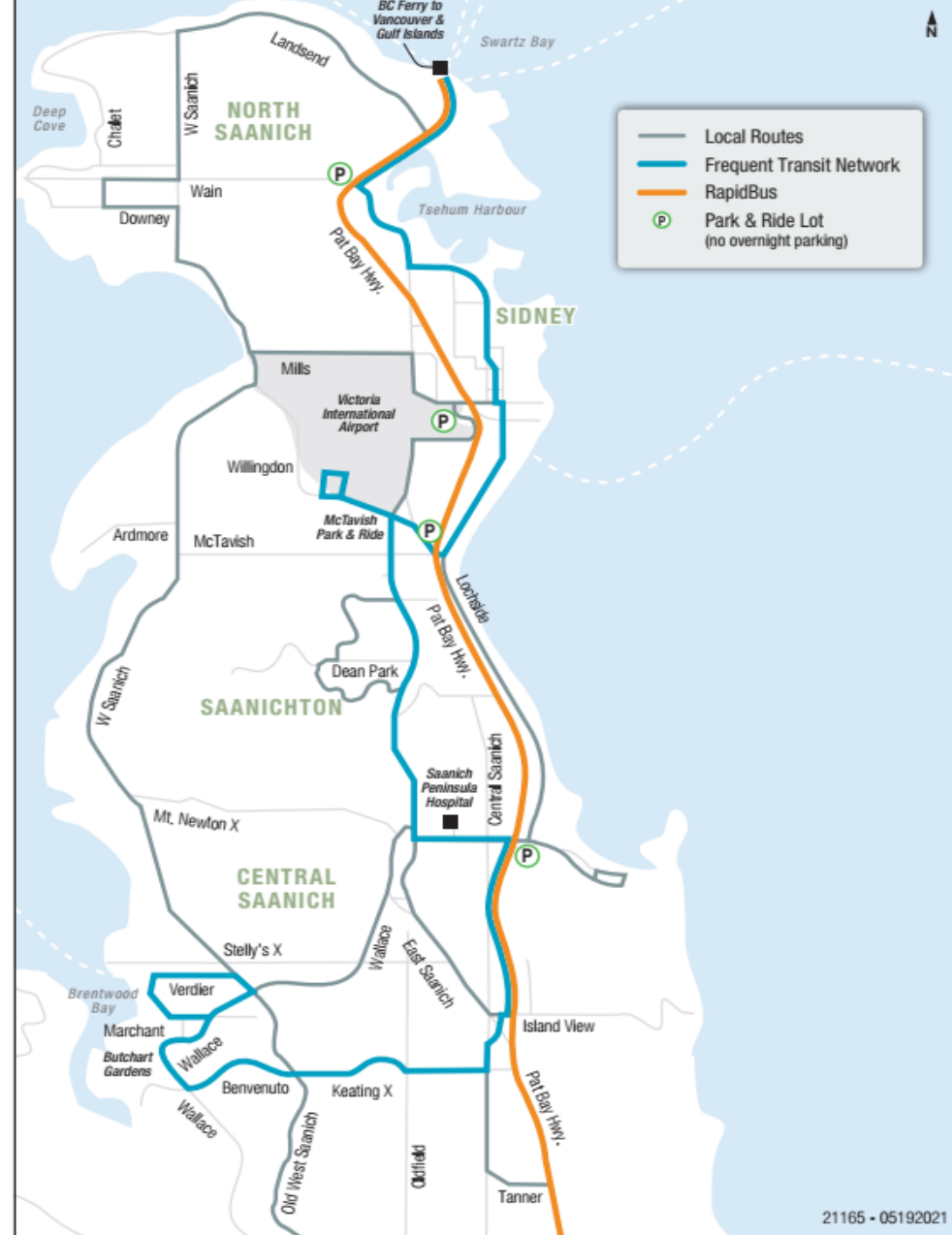

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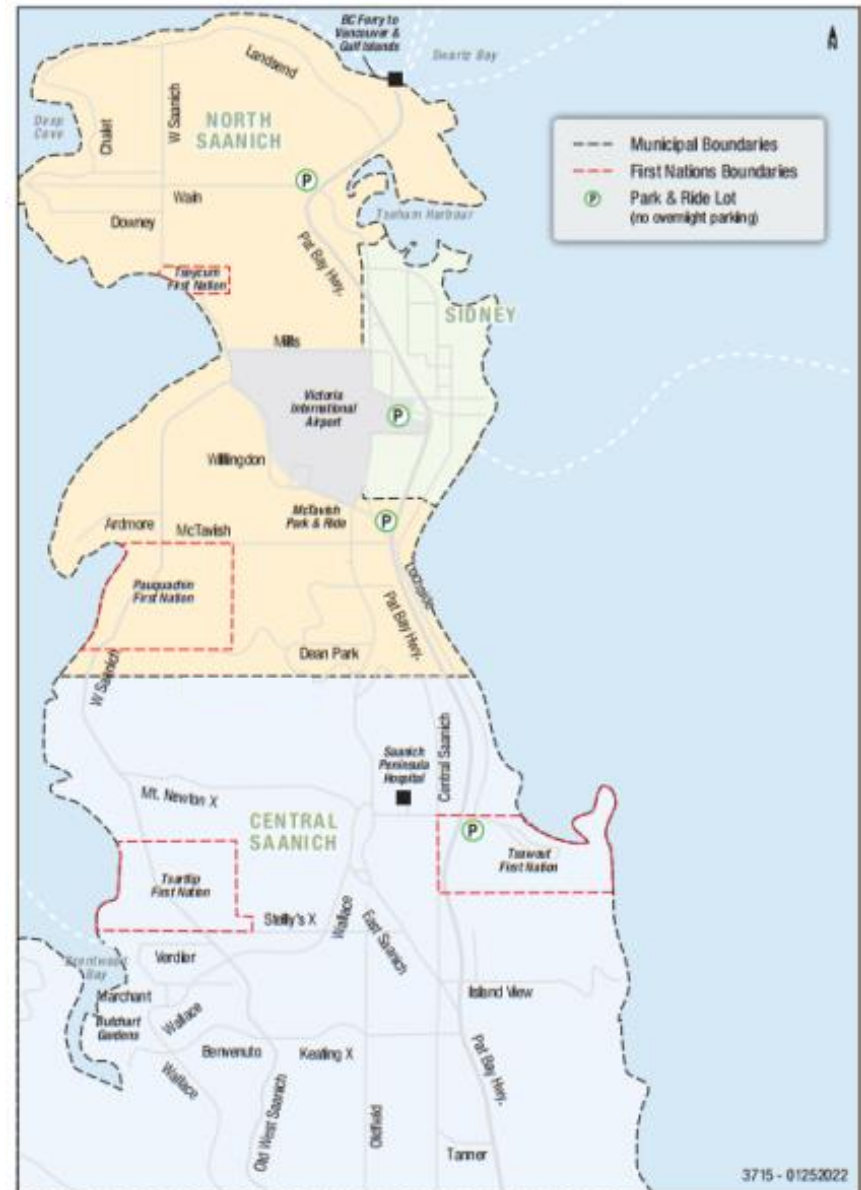
Peninsula
Public Engagement

- Key stakeholder engagement
- Online survey with over 350 respondents and 875 total comments
- Key themes included:
  - Connections – UVIC, Downtown, West Shore, Camosun, and YYJ airport
  - Improved service frequency, span, and coverage
  - Infrastructure improvements

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Peninsula
Transit Future Network

- Balancing between local and regional travel needs was a key theme identified through this process

- Using a phased approach to implement the Peninsula RapidBus Line and supporting Peninsula Frequent Transit route seeks to strike this balance

Peninsula
Short-Term Service Priorities

Priority	Description	Resources Required
Frequent YYJ Service	New route connecting Victoria International Airport and McTavish Exchange, operating every 15 minutes, and connecting with the future RapidBus and other routes serving McTavish Exchange.	**5,000 hours** **2 buses**
Improved Regional Connections	Improved connections to UVIC, Camosun Interurban, and the West Shore via Royal Oak Exchange. Additional service on Routes 70/72 and 39 as demand warrants	**7,000 hours** **3 buses**
85 North Saanich Connections	Improved connections in the AM and PM peak on Route 85 with Routes 71/72. A morning trip on Route 85 will interline with Route 71 at Swartz Bay and the evening trip will include a timed transfer in Sidney.	**Cost Neutral**
81 Brentwood/ Saanichton/ Sidney/ Swartz Bay Extension	Extending Route 81 Brentwood/Saanichton/Sidney/Swartz Bay, providing service along Keating Cross Road to Tanner Ridge	**1,750 hours** **1 bus**
Service Optimization	Pursue opportunities to reallocate underperforming service to high ridership growth areas.	**TBD**

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Peninsula
Medium-Term Service Priorities

Priority	Description	Resources Required
Peninsula RapidBus Line - Initial Implementation	Improvements to Route 70 to achieve 30-minute all day service, seven days a week. This priority builds towards the long-term proposed RapidBus service level target of 15-minute service from 7am-7pm, seven days a week.	*17,500 hours 7 buses
Improvements to Route 71	Increase service level and span on weekdays on Route 71 as warranted by evolving ridership demand.	3,500 hours 2 buses
Improvements Route 75 off-peak and weekend service	Builds towards the future Peninsula Frequent Transit Network service levels. To be prioritized according to ridership demand, and may be used to address seasonal passenger load issues associated with Butchart Gardens.	3,500 hours 2 buses
Improvements to higher performing local coverage service levels	Service improvements to be prioritized according to ridership demand.	2,500 hours 1 bus

*Expansion resources required in relation to Fall 2021 service levels

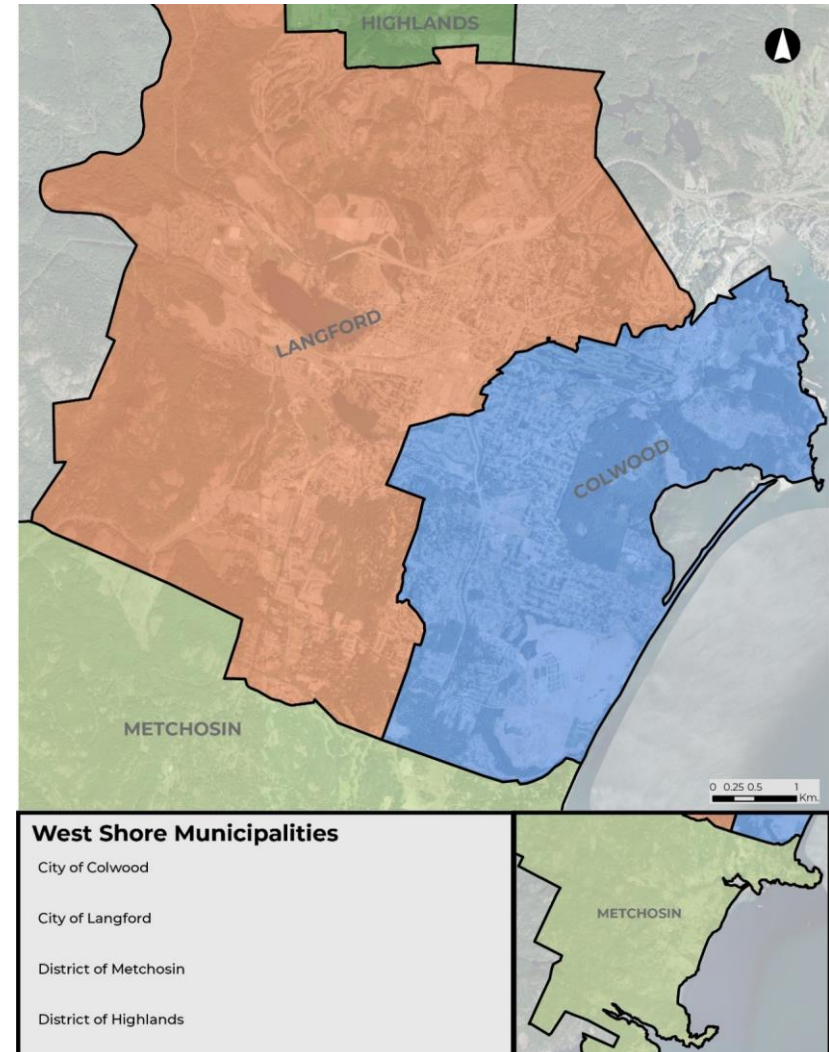BCTransit

Peninsula
Infrastructure Priorities

Priority	Description	Partners
Hwy 17 RapidBus Infrastructure	Building upon the Highway 17 Planning Study and the South Island Transportation Strategy, in collaboration with the Ministry of Transportation (MOTI) and local government partners, implement infrastructure improvements for Highway 17 including transit priority measures, RapidBus stations, and Park & Ride investments.	MOTI, Local Governments, First Nations, BC Transit
Saanichton Exchange Improvements	Improvements to transit amenities at the Saanichton Exchange were identified through the process. The highest priority improvements included improved lighting and shelters.	Central Saanich, BC Transit
Swartz Bay Exchange	New Exchange facility in alignment with the planned Swartz Bay Ferry Terminal upgrades.	BC Ferries, BC Transit

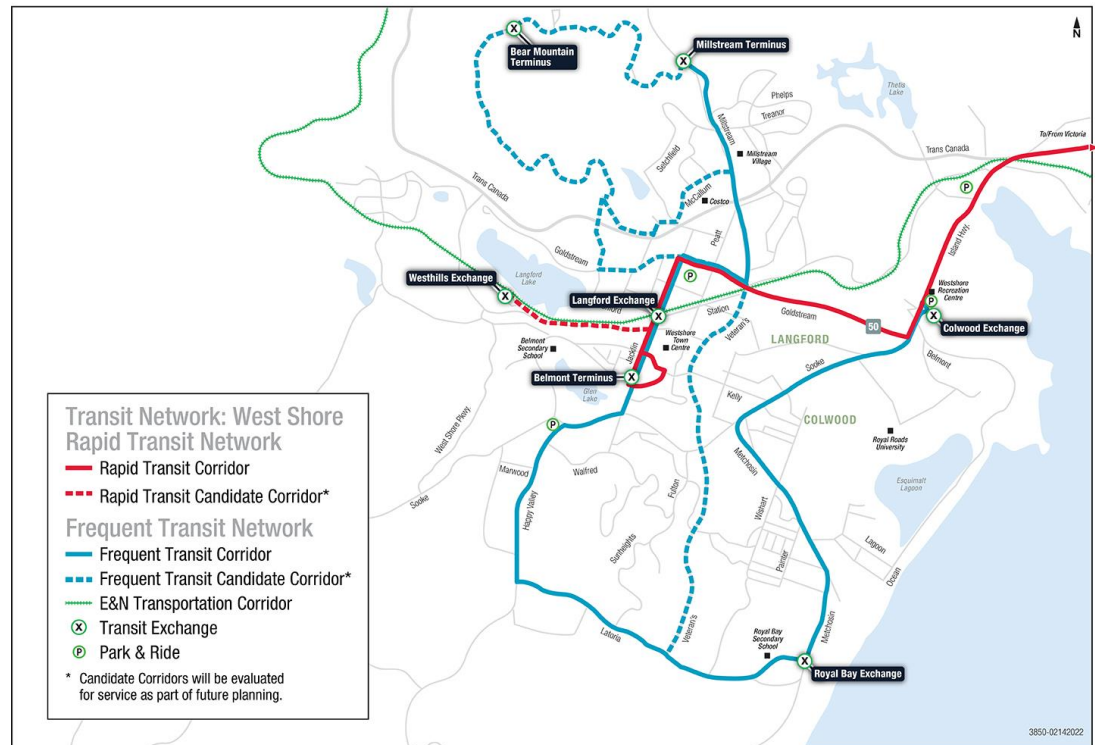BCTransit

West Shore
Introduction and Background

- Plan encompasses the City of Colwood, City of Langford, District of Metchosin and the District of Highlands.

- West Shore anticipated to grow population and employment by ~22% between 2019 and 2028 (highest percentage increase in Greater Victoria).

West Shore Municipalities

City of Colwood

City of Langford

District of Metchosin

District of Highlands

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West Shore
Transit Future Network

- Key goal to better align the transit network to rapidly changing land use and density within the West Shore region

- Key project outcomes:
  - Preparing for implementation of the West Shore RapidBus
  - Development of a new West Shore Frequent Transit route

Transit Future Plan 25 Year West Shore Transit Network (Updated 2022)

Transit Network: West Shore Rapid Transit Network
— Rapid Transit Corridor
--- Rapid Transit Candidate Corridor*

Frequent Transit Network
— Frequent Transit Corridor
--- Frequent Transit Candidate Corridor*
···· E&N Transportation Corridor
Ⓧ Transit Exchange
Ⓟ Park & Ride

* Candidate Corridors will be evaluated for service as part of future planning.

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West Shore
Public Engagement

- Online survey with over 580 respondents and ~1400 total comments
- Key themes included:
    - Connections – Better, more direct connections between West Shore and UVIC
    - Adjusting routes to serve more areas and support peak commuting times (E.g. Royal Bay, Happy Valley / Latoria Roads, Westhills)
    - Significant support for proposed West Shore service changes

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West Shore
Short-Term Service Priorities

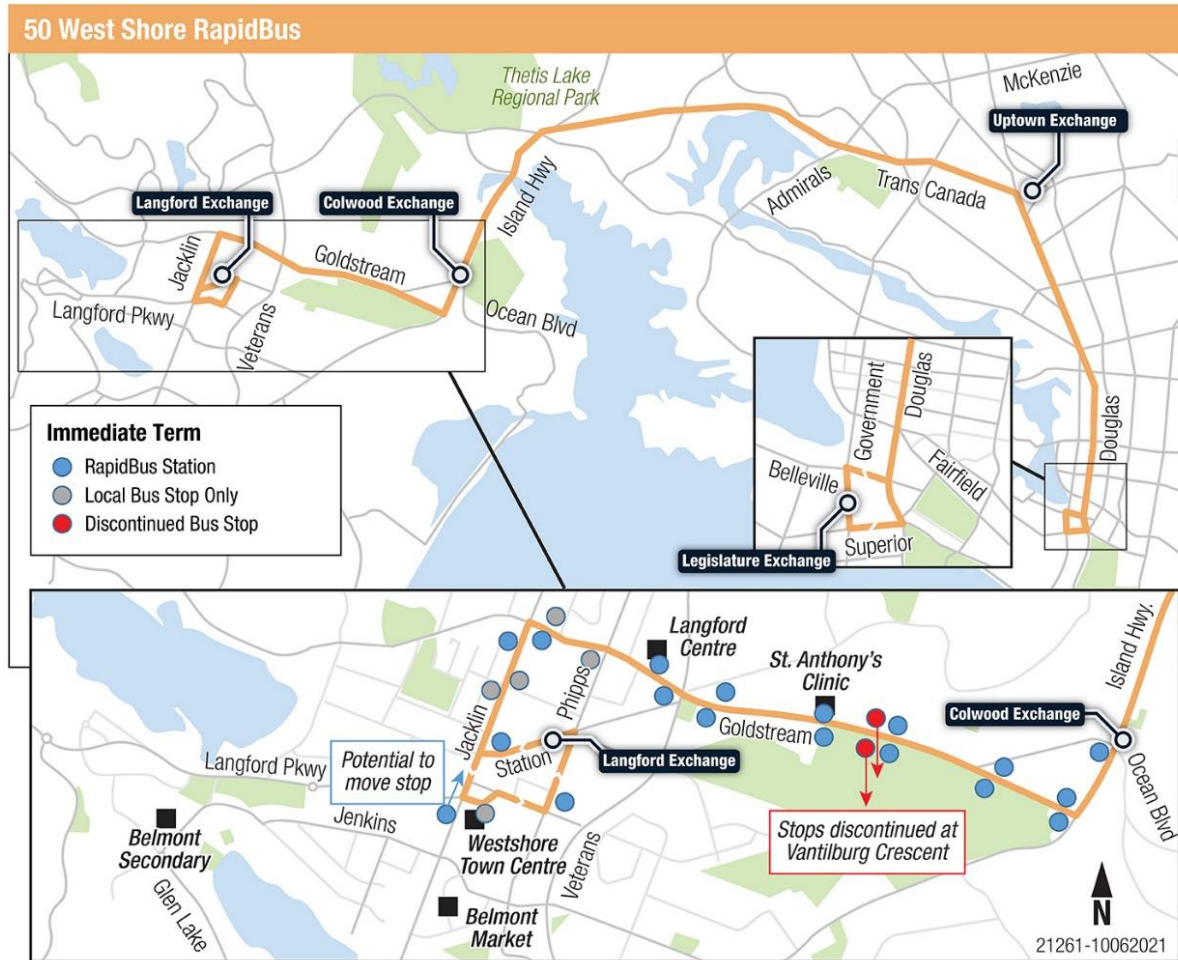| Priority	Description	Expansion Resources
West Shore RapidBus Line - Initial Implementation	Initial implementation of the West Shore RapidBus, using the existing Route 50 Langford / Downtown routing alignment with limited stop spacing. Includes provision for targeted frequency improvements on weekdays and weekends.	5,900 hours 3 buses
61 Sooke / Langford / Downtown Adjustments	Required as part of the West Shore RapidBus initial implementation. Includes off-peak service frequency improvements, and a separation of the existing integration with Route 50.	2,500 hours 2 buses
Supporting West Shore Network Restructure – Phase 1	Significant restructure to many West Shore local routes to connect with RapidBus, better serve growth areas, make transit easier to understand, and develop the foundation for a new West Shore Frequent Transit route in the medium-term.	6,700 hours 6 buses
New Service to Skirt Mountain	New route connecting Skirt Mountain and Langford Exchange, as well as supporting route changes and frequency improvements in the Millstream area.	2,500 hours 2 buses

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West Shore
Short-Term Service Priorities

Priority	Description	Expansion Resources
New Service to Fort Rodd Hill	New route connecting Fort Rod Hill and the Colwood Exchange, offering six trips per day on weekends year round, as well as on summer weekdays.	**300 hours** **0 buses**
West Shore RapidBus Evening Frequency Improvements	As ridership patterns potentially rebound, this option creates provision to extend RapidBus 15-minute evening frequencies until 10:00pm Monday to Saturday and then every 20 minutes until past midnight, with similar improvements to 8pm and then 10pm respectively on Sundays and Holidays.	**2,300 hours** **1 bus**

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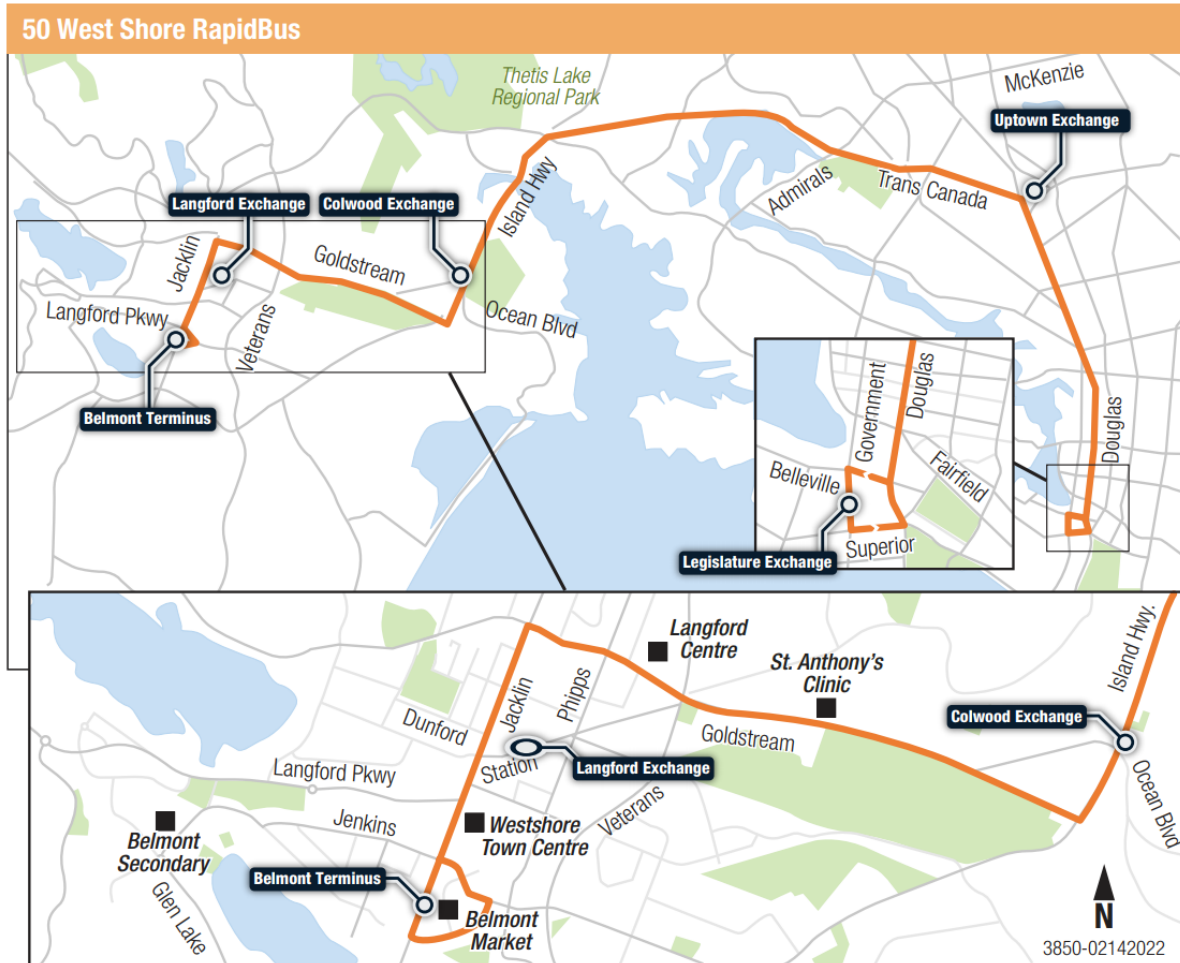# Short-Term Service Priorities
RapidBus Initial Implementation

West Shore
Medium-Term Service Priorities

Priority	Description	Estimated Resources
West Shore RapidBus Line – Belmont Market Extension	Further improvements to the WestShore RapidBus Line, including extending routing to Belmont Market, service level improvements, and station development with enhanced amenities.	**8,000 hours** **5 buses**
51 UVIC - Extension to Westhills	Improved connection between the West Shore and UVIC, plus additional Westhills service by extending the 51 UVic to Westhills Exchange.	**400 hours** **0 buses**
52 Colwood Exch / Millstream - Frequent Transit Implementation	Improved frequency and revised routing to establish Route 52 into a Frequent Transit route, connecting key residential and employment areas within the West Shore to RapidBus.	**8,200 hours** **2 buses**
West Shore Network Restructuring – Phase 2	Further adjustments to the local route network to improve coverage, frequency and connection.	**7,600 hours** **3 buses**
64 East Sooke Extension and Service Increase	Adds additional service to the 64 East Sooke and replaces the 55 Happy Valley by extending this route to the Langford Exchange. The 54 Metchosin would now operate separately.	**3,300 hours** **1 bus**

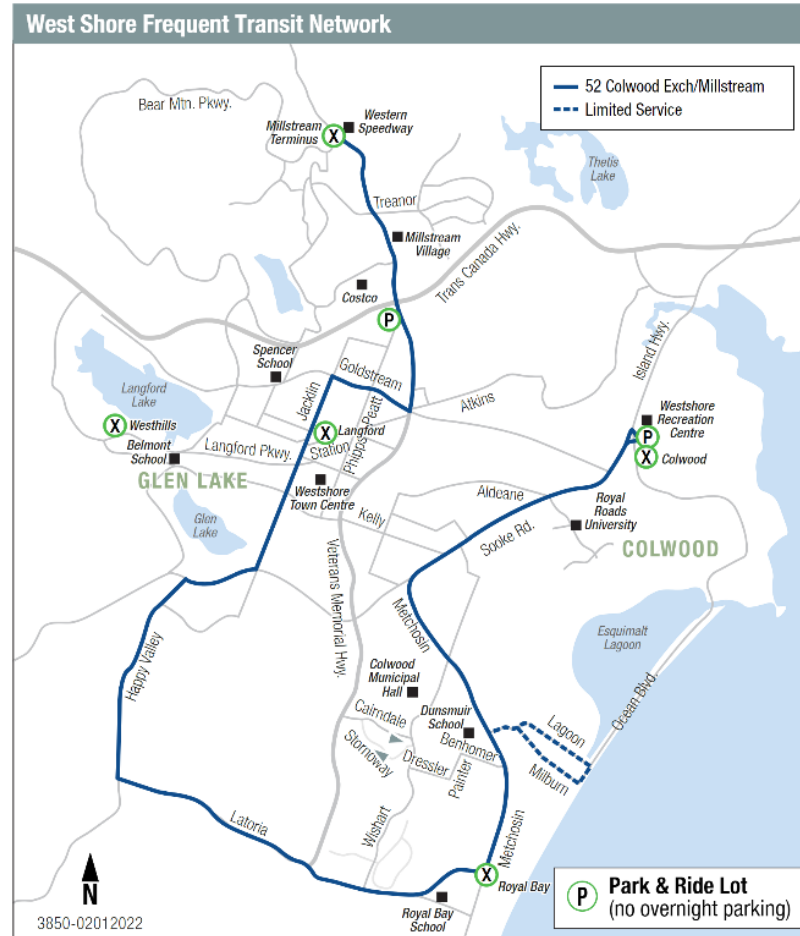BCTransit

Medium-Term Service Priorities
RapidBus – Belmont Market Extension

Medium-Term Service Priorities
Route 52 - Frequent Transit Implementation

West Shore
Infrastructure Priorities

Priority	Description
Royal Bay Terminus	Development of a new Royal Bay terminus point in the vicinity of Latoria Road at Metchosin Road to be served by the restructured local routes in the short term as well as the new 52 Colwood Exchange / Millstream Frequent Transit Line in the medium term.
Belmont Market Terminus	New terminus point for the 50 Westshore RapidBus to facilitate improved coverage and ease of use.
West Shore RapidBus Station Infrastructure	Development of new transit stations to be served by the full implementation of the West Shore RapidBus Line and which would offer enhanced customer amenities such as larger shelters, more seating and electronic passenger information displays.
Millstream Terminus	New terminus point for the 52 Colwood Exch / Millstream to facilitate its development as a frequent transit route.
West Shore Parkway Terminus	New layover point in vicinity of West Shore Parkway at Amy Road to facilitate extension of 46 Westhills to better serve new neighbourhood growth.
Park & Rides	Implementation of the proposed Six Mile Park & Ride facility plus exploration of future Park & Rides in the Langford core and Happy Valley Road areas to promote access to transit.
Transit Priority	Planned expansion of bus-only lanes, including Highway 1 bus on shoulder lanes between McKenzie Avenue and the Six Mile Interchange and Sooke Road bus lanes between Royal Roads University and Colwood Corners.

Next Steps

- Evaluate the priorities in these plans along with all other regional priorities in the upcoming Transit Expansion Prioritization process (TEPs)

- The outcome of this TEPs process will assist in forming future Three Year Service Expansion Requests and the Annual Service Plans.

- Further refine proposals as necessary, carrying out additional outreach as required

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