

# TRANSIT *future*

► *Local Area Transit* plan

## WEST SHORE

## 2022



# Territorial Acknowledgement

We acknowledge with respect that BC Transit carries out its work on the traditional territories of indigenous nations throughout British Columbia.

The Victoria Regional Transit System lies within the ancestral and unceded traditional territory of the Sc'ianew/Chenuh (Beecher Bay), Malahat Nation, T'Sou-ke Nation, Esquimalt Nation, Songhees First Nation, Pauquachin First Nation, Tsartlip First Nation, and the Tseycum First Nation.

***We are grateful to live, work, and play on their lands.***

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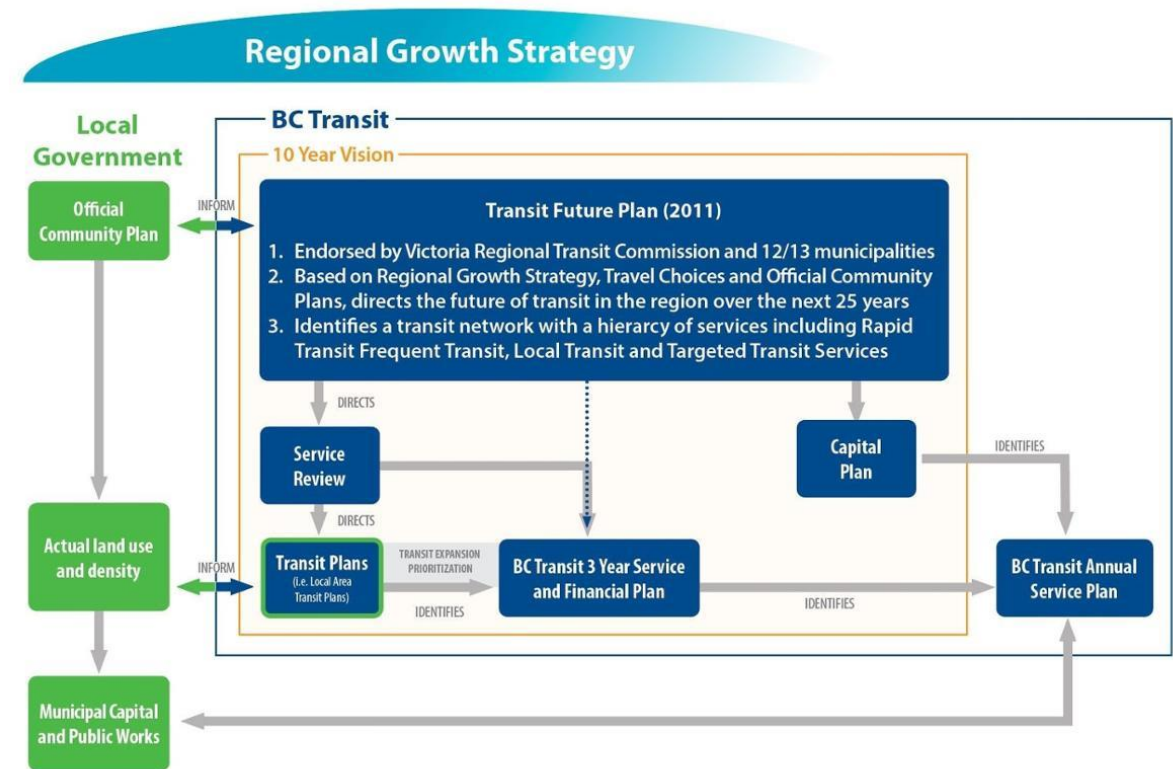


# 01 Shaping Your Transit Future

The Victoria Region Transit Future Plan (2011), the 10-Year Vision and the RapidBus Implementation Strategy (2021) are key guiding documents for the Victoria Regional Transit System and set the regional context for Local Area Transit Plans.

The Transit Future Plan established a 25-year vision of an integrated regional transit system to meet the transportation needs of the region. The 10-Year Vision builds upon the Transit Future Plan, providing an annually updated, actionable and measurable strategy that focuses the vision for the Victoria Regional Transit System over the next 10 years. The 10-Year Vision summarizes all of the plans, projects, and priorities seeking to move the transit system towards that focused vision. The RapidBus Implementation Strategy provides the strategic foundation to accelerate the implementation of RapidBus services throughout the Victoria Region.

The Peninsula Local Area Transit Plan (LATP) builds upon these key guiding documents by establishing supporting localized transit service and infrastructure priorities over a five to ten year horizon.



# 01 Shaping Your Transit Future

The 2022 West Shore Local Area Transit Plan (LATP) provides an update to the original 2015 West Shore LATP, and aims to **better align the transit network to rapidly changing land use and density within the West Shore region.**

The key objectives of the Local Area Transit Plan are to:

- Prepare for the West Shore RapidBus Line implementation, including confirmation of routing and station placement
- Prioritize routing and service changes within the West Shore over the next 5 years, including a new Frequent Transit route

Other goals for the Local Area Transit Plan include:

- Aligning future transit with land use by building on the Victoria Region's Transit Future Plan and RapidBus Implementation Strategy, as well as the goals of the Capital Regional District's Regional Growth Strategy and local Official Community Plans
- Engaging with the community and considering key changes, challenges and opportunities that may shape transit service and other modes of transportation



Transportation and Land Use to reduce emissions and traffic noise



Coordinated approach to make transit the preferred choice



Transit-supportive land use policies



Development of transit to integrate with active modes



Transit links to key locations, and appropriate facilities at transit stops

## 02 BC Transit Future Initiatives

### BC Transit's Strategic Plan

BC Transit's Strategic Plan provides the blue print for how we will facilitate the transformation and pursue our common vision of the future to create responsive and reliable services, improving integration with other mobility providers, introducing electronic fares, building more transit supportive infrastructure and transitioning to greener fleets.

For more information, please visit:

<https://www.bctransit.com/transforming-your-journey>

### Low Carbon Fleet Program

<https://www.bctransit.com/low-carbon-fleet-program>

### Digital On Demand

### Electronic Fare Strategy

<https://www.bctransit.com/umo>

### NextRide

<https://www.bctransit.com/nextride-faq>

### BC Transit Development Referral Program

<https://www.bctransit.com/development-referral-program>

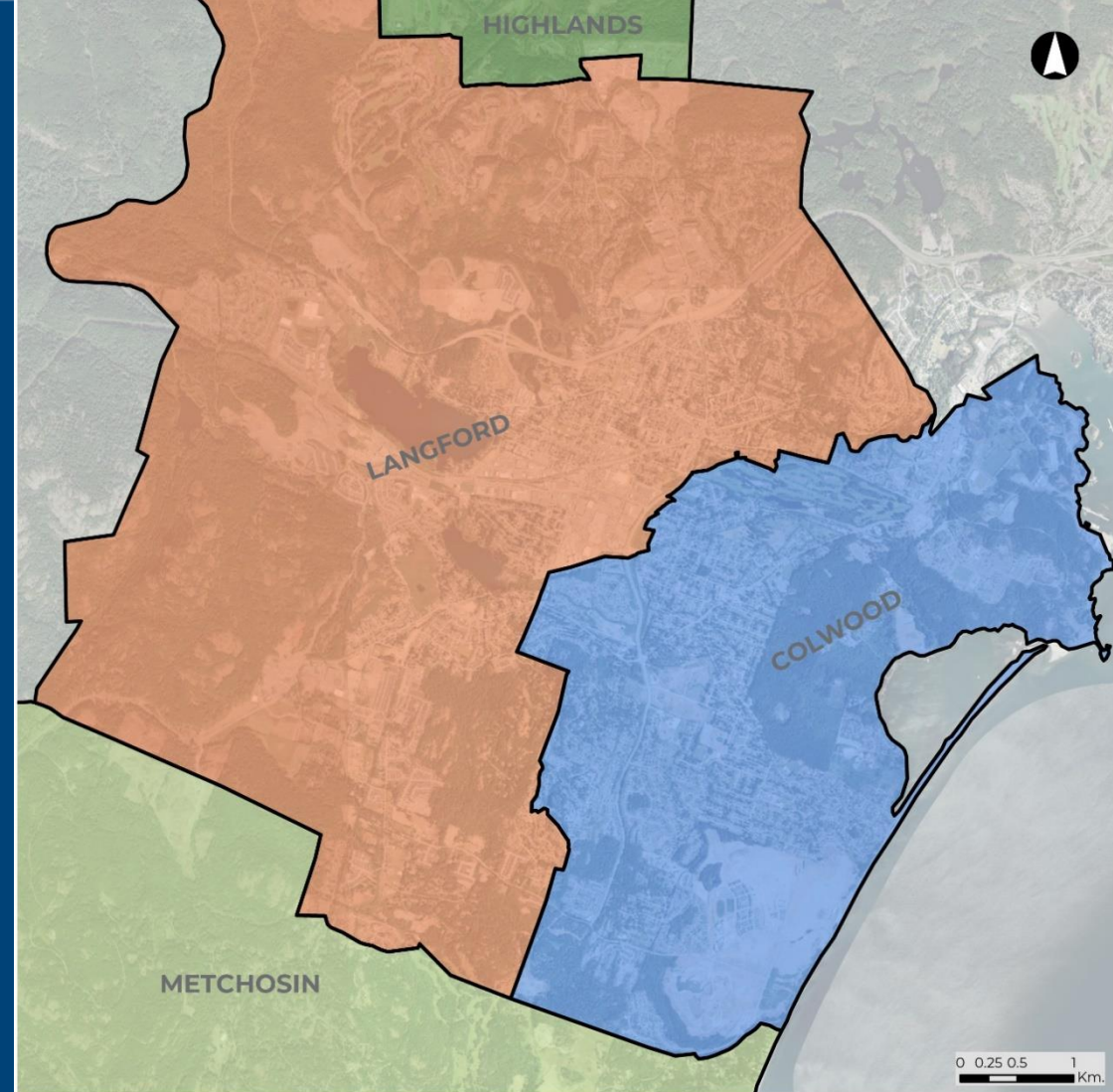
# 03 Plan Area

## West Shore Local Transit Plan Area

The service area for this project encompasses the City of Colwood, City of Langford, District of Metchosin and the District of Highlands.

The West Shore is a unique mix of rural and urban contexts. It includes established centres in downtown Langford, Colwood Corners, and the West Shore Town Centre areas, as well as emerging mixed use and residential densification in nodes like Millstream Village, Belmont Market, Royal Bay, Westhills, Bear Mountain, South Skirt Mountain, and Happy Valley.

It also includes areas of rural, recreational and agricultural land uses and suburban single family homes. Royal Roads University is the area's only post-secondary institution.



### West Shore Municipalities

City of Colwood

City of Langford

District of Metchosin

District of Highlands





## 04 Community Context

West Shore population and travel patterns have been changing.

The West Shore is experiencing rapid urban development of family-oriented housing and concentrations of commercial development. The placement of this development has preserved natural topography and features such as streams and park areas resulting in historic pockets of low to medium density housing separated from most of the commercial, industrial and service developments.

However, land use policies over the past decade have intensified residential and mixed-use development in key corridors and nodes, particularly in the more populous communities of Langford and Colwood.

While the West Shore is still a primarily **auto-oriented community**, these land use changes have been building the foundation for more effective transit service. As technology evolves and the population increases, there is an opportunity to change transportation habits and shift the West Shore to more sustainable travel modes.

### Colwood, Highlands, Langford, and Metchosin

14%

Population growth  
2011-2016  
(6.7% Greater Victoria  
average)

7%

Commuter trips on  
public transit (10.9%  
Greater Victoria average)

85%

Commuter trips by  
personal vehicle (70%  
Greater Victoria average)

\$48k

Average individual  
income  
(\$48k Greater Victoria average)

40

Average population  
age  
(44 Greater Victoria average)

14%

Of population 65+  
years old  
(21% Greater Victoria average)

Source: Statistics Canada, 2016 Census of Population; weighted average according to population for each municipality



# 05 Transit Need

## Challenges and Opportunities

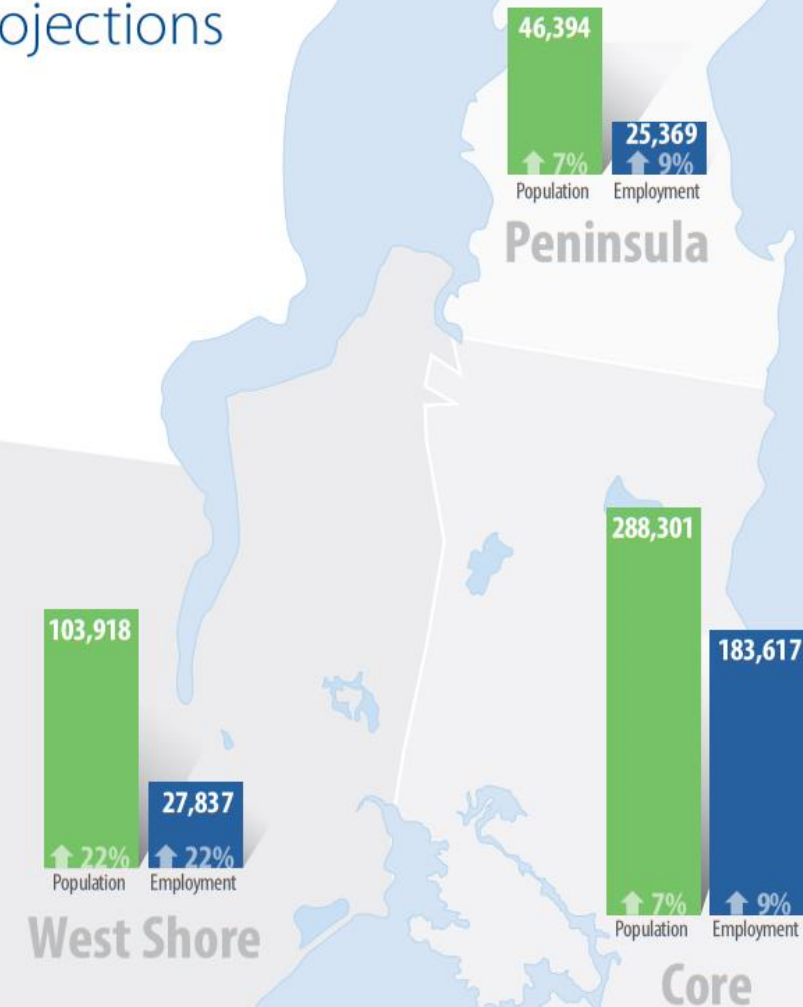
The West Shore is anticipated to grow its population and employment by approximately 22% between 2019 and 2028, which is the highest percentage increase within the Greater Victoria Region.

	Percentage Commuting within Home Municipality	Percentage Spending >45 minutes on Commute
Colwood	32%	20%
Highlands	34%	22%
Langford	32%	20%
Metchosin	48%	31%

In addition to trips to the Victoria region core, travel pattern statistics reflect increasing West Shore employment opportunities with a growing trend of local commuters. Facilitating this local travel requires reshaping the transit network structure and service levels to better support it. At the same time, West Shore travel to the core—particularly Saanich and downtown Victoria—during peak periods remains consistent, and a strong focus for transit travel.

This plan seeks to develop a future network with these key local and regional travel challenges and opportunities clearly in mind.

## 2028 Population & Employment Projections



# 06 Transit Today

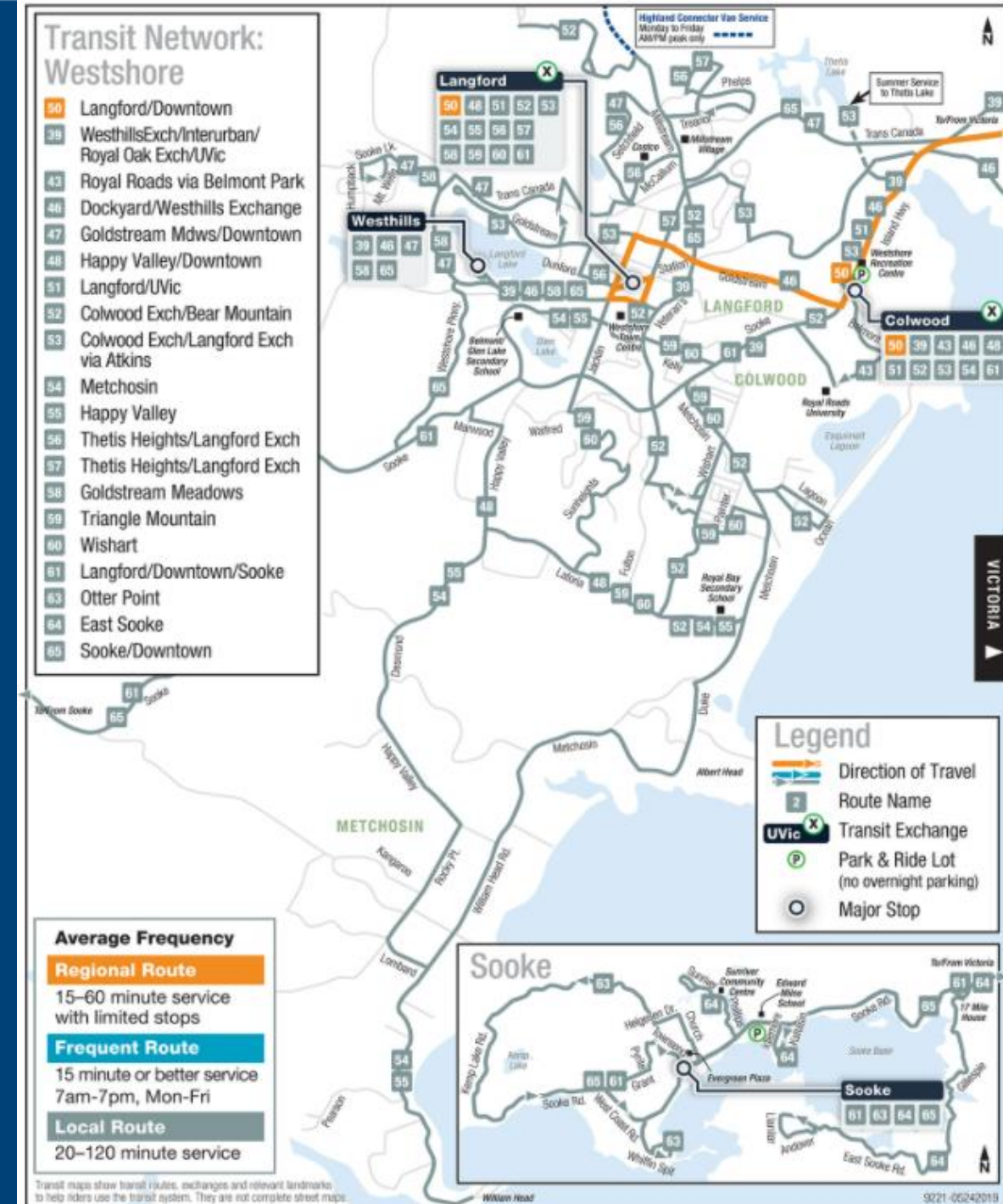
## West Shore Transit Network

Transit service routes are classified as either Regional, Frequent, Local, or Targeted, and serve one of the three existing transit exchanges at Langford, Colwood and Westhills.

The 50 Langford/Downtown is the area's Regional route and primary spine linking the West Shore to the Victoria core. It is supported by five other limited-service weekday commuter routes that also serve as regional links. The West Shore currently does not have any Frequent Transit routes.

Two routes connect the West Shore with the University of Victoria: 39 Westhills, and 51 from Langford. Routing for the 39 includes service to the Camosun College Interurban Campus as well as Royal Oak Exchange.

The remaining routes are Local services to one of the three transit exchanges, providing coverage from and through the municipalities as well as connections to View Royal and Sooke. Many of these local routes operate as larger loops that are less direct and which may be harder for customers to use and understand.



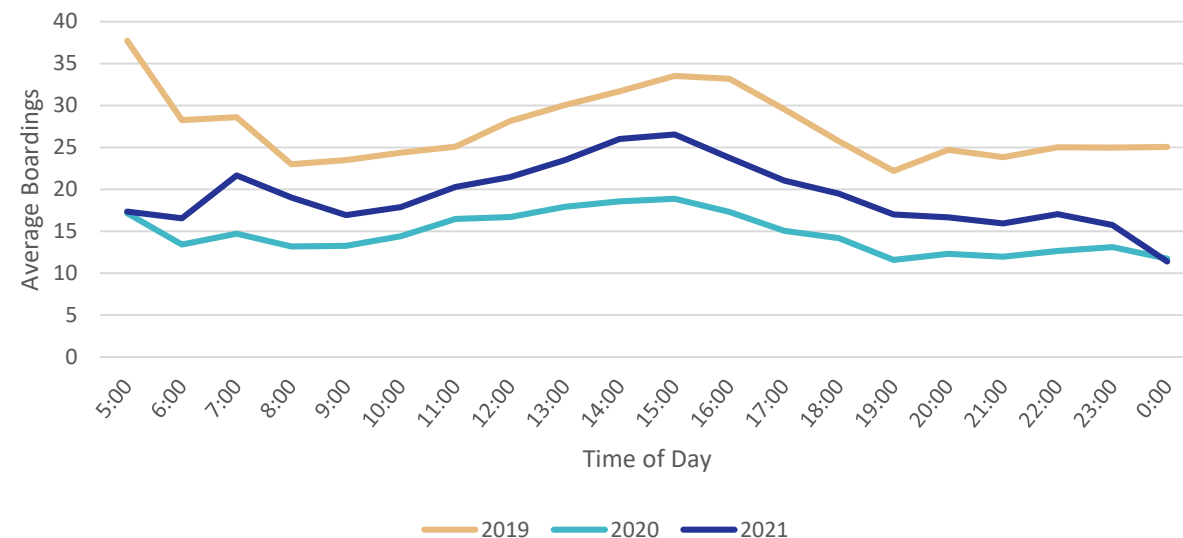
# 07 System Performance

Over the past two years, the COVID-19 pandemic has had a notable impact on transit use. These impacts include changes to transit usage throughout the day and in relation to historic trends over the past five years.

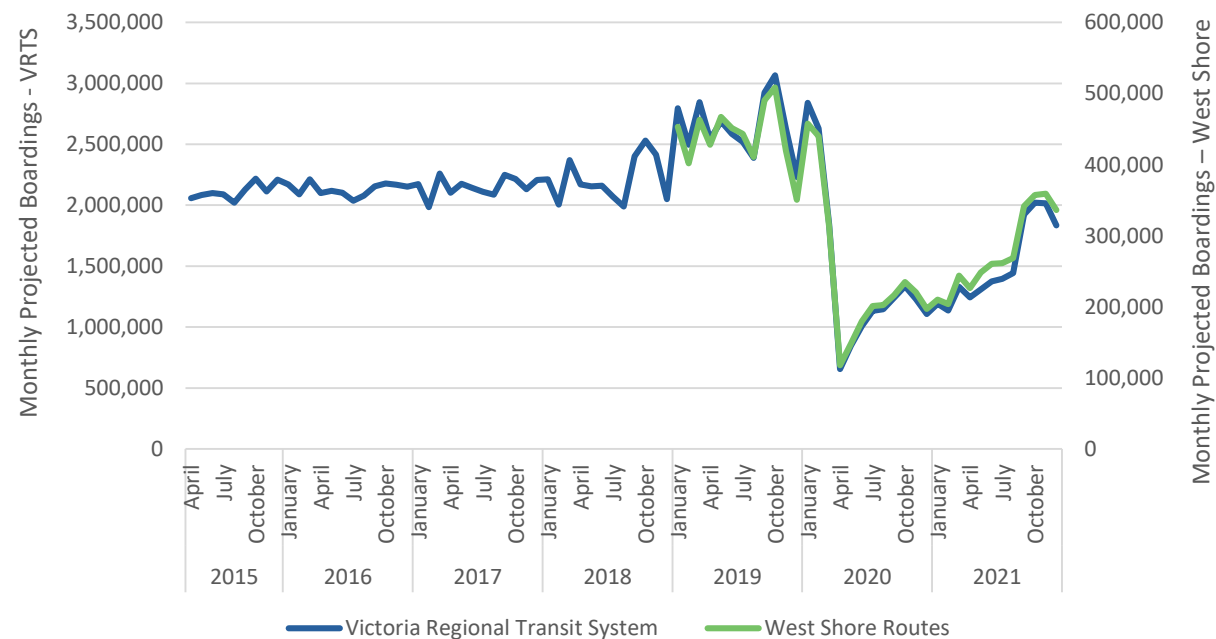
**Daily ridership trends** - While somewhat consistent between the years, daily trends show that the time of day when people are using transit has changed since the start of COVID-19. Morning ridership has dropped with a higher prevalence of remote work, while midday and afternoon peak ridership has been recovering steadily. Lastly, evening ridership has suffered due to the pandemic, showing a steep decrease.

**Historic ridership trends** - Ridership in the West Shore has been growing over the past 5 years and is in line with the Victoria Regional Transit system average. Especially in 2019, an increase in ridership was observed mainly due to the introduction of dedicated bus lanes along Highway 1 and Douglas Street, as well as the completion of the McKenzie Interchange. However, with the COVID-19 pandemic that growth in ridership diminished. Recent data have been showing a rise in ridership again as COVID-19 restrictions have been eased.

West Shore Routes – Average Daily Boardings by Time of Day



Victoria Regional Transit System & West Shore Routes - Average Monthly Boardings





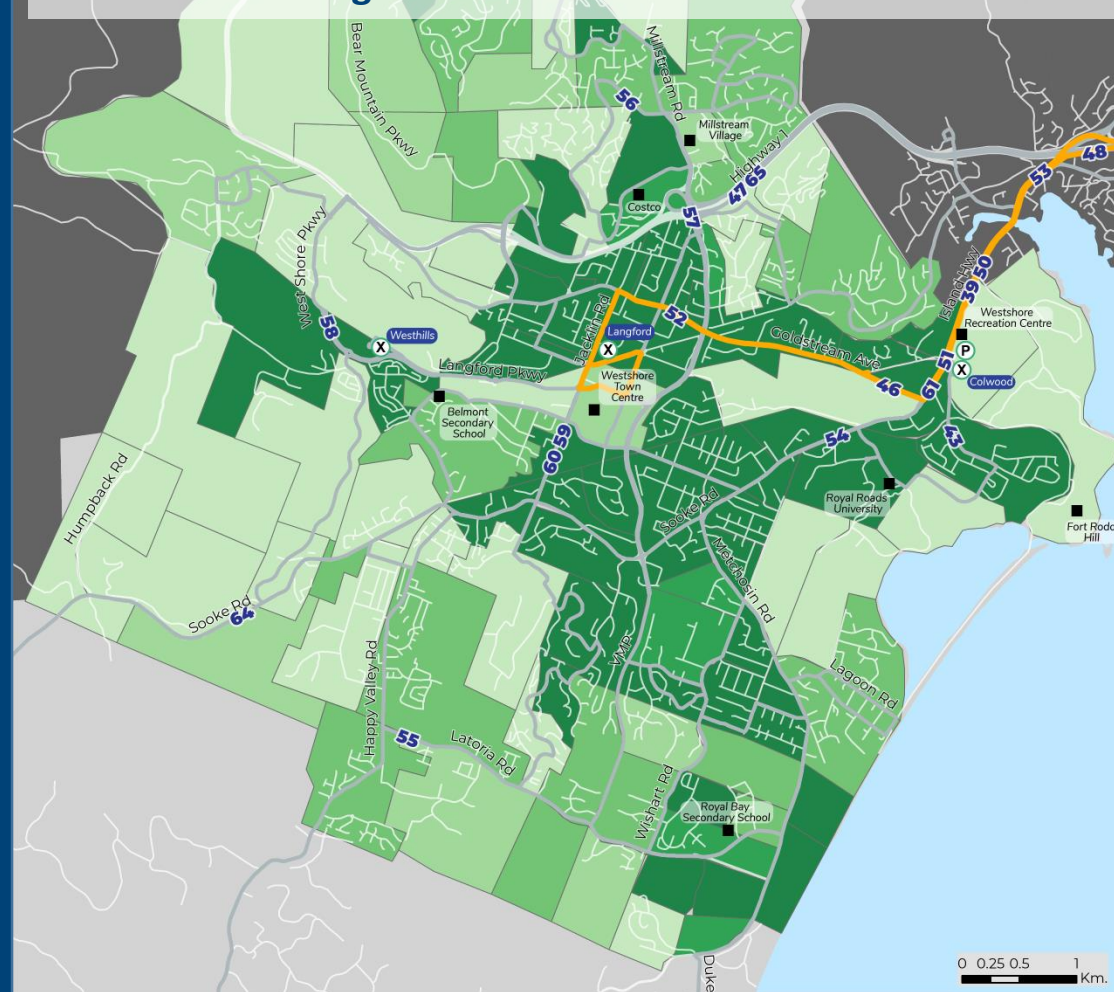
# 07 System Performance

## System Design Opportunities and Service Strategy

The analysis of West Shore existing transit and community development patterns identified key themes and opportunities:

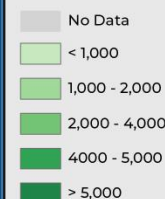
- **Better serve areas of emerging density** – There is opportunity to re-envision the transit network to better serve growing areas, particularly in Millstream Village, Westhills, Royal Bay and along Happy Valley Road.
- **Make it easier to understand and use** – The existing local network relies heavily on loop routes that are harder to understand and are less direct. Ease of use could be improved by restructuring the routes into simpler, two-way service.
- **Better show the hierarchy of services** – Other than the regional route 50 Langford/Downtown, all other routes in the area display the same, whether they operate four trips per day or every 30 minutes. Developing a Frequent route and better distinguishing the many Commuter-only routes from Local services would allow riders to better visualize how the network works.

## How Existing Transit Relates to Projected Future Density in Colwood and Langford



### Existing Transit Network

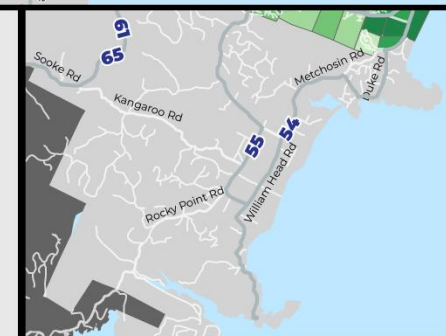
#### Activity Units per sq.km.



#### Road Network



#### Transit Network



# 07 Route Performance

Transit ridership patterns show that the regional routes serving downtown Victoria, the core of Saanich or the University of Victoria are the most popular routes for West Shore residents, including Routes 39, 50, 51, and 61.

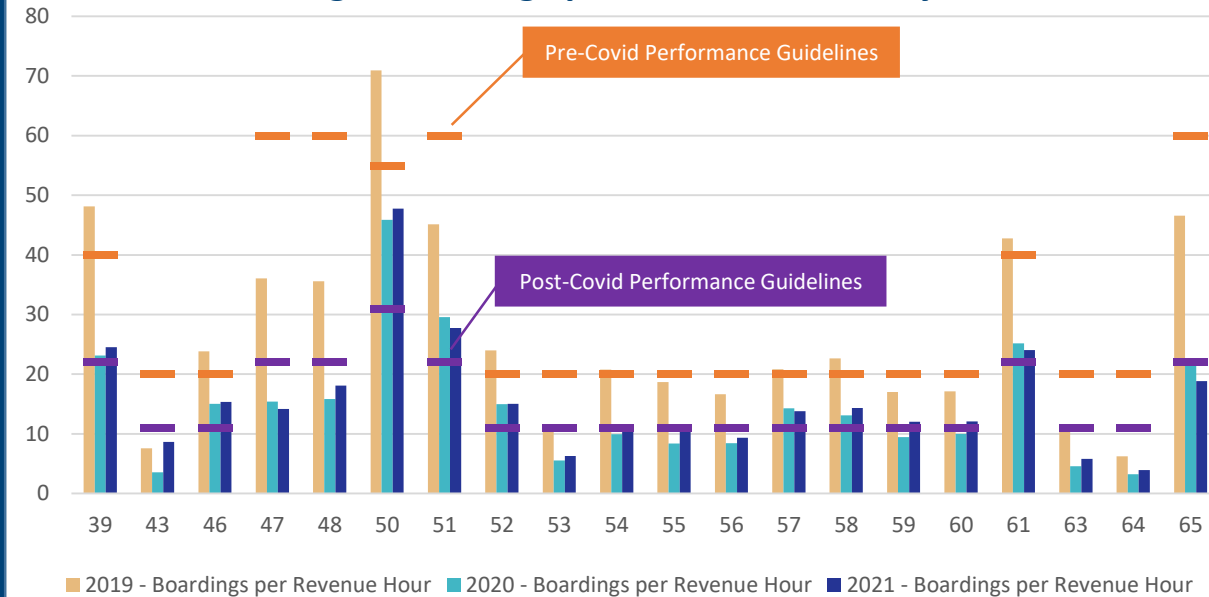
Supporting these, the local route **52 Colwood Exchange/Bear Mountain** has also emerged as a strong performer, particularly for connecting local destinations. This reflects changing travel patterns found in the most recent CRD travel survey, with about one-third of West Shore residents now commuting within their home community.

Transit usage for other local routes is significantly lower and likely due to the combined effects of lower population densities, low frequency transit, and longer travel times due to circuitous routings.

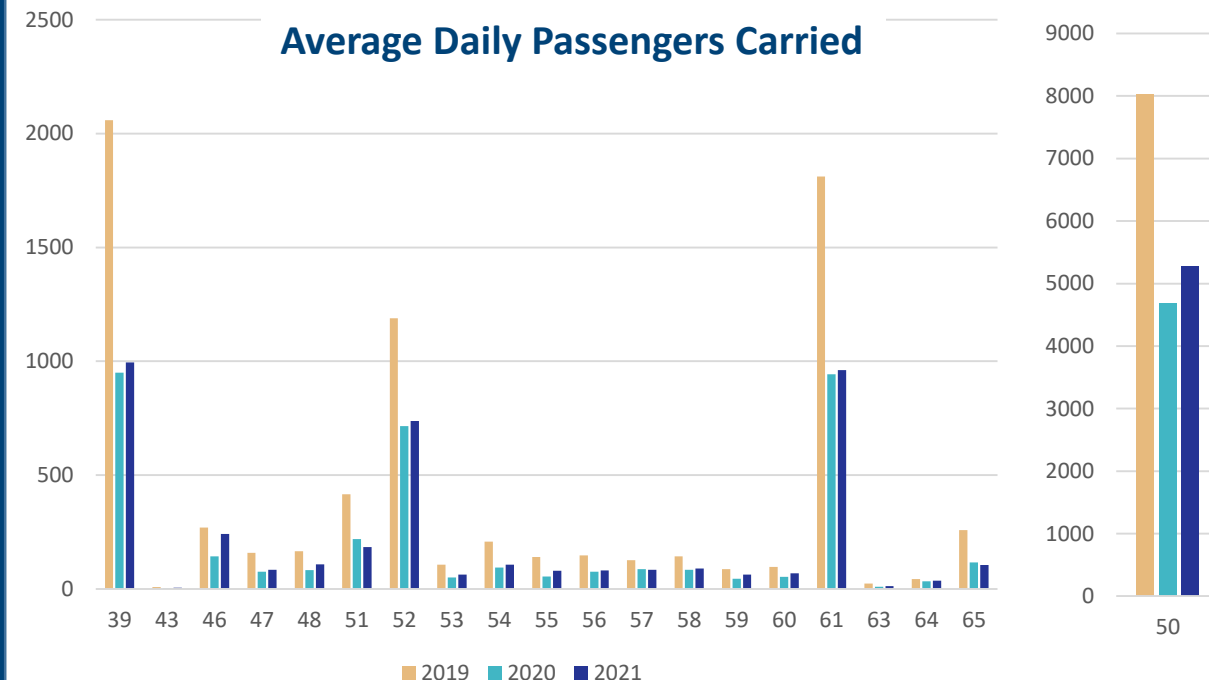
Ridership patterns underscore the need for more direct local routes to local destinations, and to feed the transit services to regional destinations such as Uptown, downtown Victoria, and UVic.

While the COVID-19 pandemic has significantly affected ridership, routes **39, 46, 50, 51, 52, 57, 58 and 61** have been operating above performance guideline expectations throughout the pandemic.

## Average Boardings per Revenue Hour by Year



## Average Daily Passengers Carried

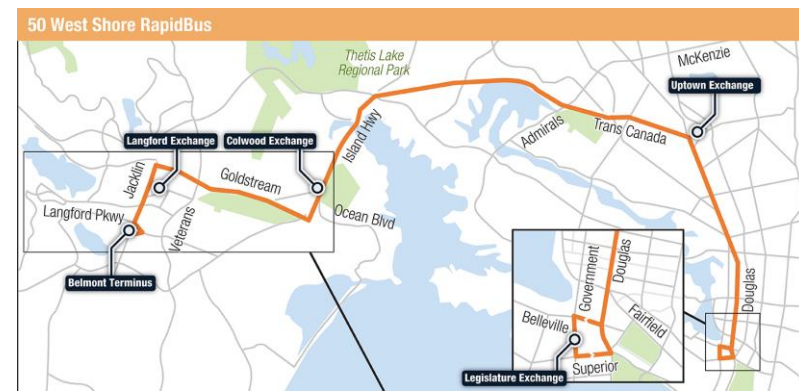
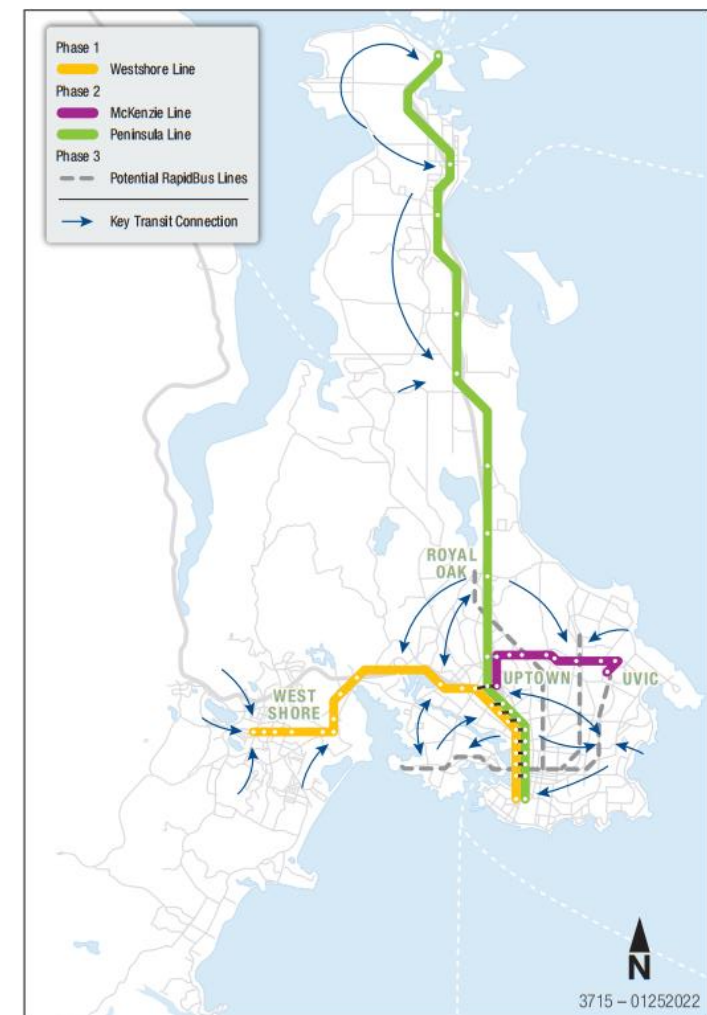


# 08 Transit Future Network

## West Shore RapidBus Line

The RapidBus Implementation Strategy classified the West Shore RapidBus Line as one of the top three priority corridors for RapidBus in the Victoria Region. Significant service and infrastructure investment is required to fully actualize the West Shore RapidBus Line, requiring several phases of improvements:

- In the short-term, an **initial implementation** will launch the service using existing 50 Langford / Downtown routing, improved service levels, unique branding, and a reduced number of stops
- In the medium-term, the **Belmont Market Extension** is proposed, which will extend the route to a new terminus in the vicinity of Belmont Market in Langford, plus add further service level improvements and enhanced RapidBus Stations
- The longer-term is expected to further increase the route's frequency and span, along with an **evaluation of extending RapidBus service to Westhills**





# 08 Transit Future Network

## Implementation Phasing Summary

The West Shore Transit Future Network builds on the vision presented in the original 2011 Transit Future Plan and develops in several phases over time:

### Short-term:

- Launch the introductory implementation of the West Shore RapidBus Line
- Restructure and invest in local West Shore routes to better serve growth
- Implement service to new areas like Skirt Mountain and Fort Rodd Hill
- Develop infrastructure required for full RapidBus implementation

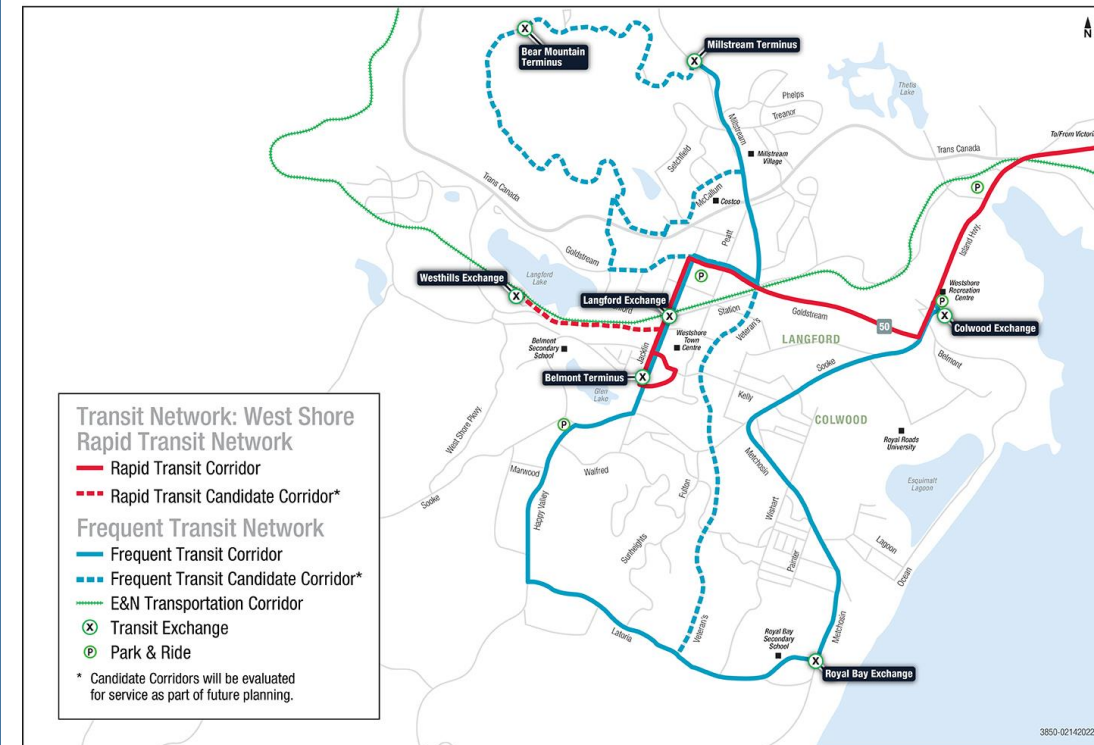
### Medium-term:

- Implement the full West Shore RapidBus, including the Belmont Terminus
- Extend 51 UVic to Westhills to support growth and improve connections
- Implement new 52 Colwood Exchange / Millstream Frequent Transit route to offer high frequency connections to key local corridors and destinations
- Further restructure the local network to support these changes

### Longer-term:

- Continue to improve service frequency and span with a focus on building the RapidBus and Frequent Transit Lines
- Consider additional Westshore RapidBus terminus point at Westhills

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



# 09 Engagement

How we engaged with the West Shore community

As part of BC Transit's commitment to public engagement, outreach was carried out to identify draft service and infrastructure through workshops, conversations with key stakeholders, and other outreach methods.

Public engagement was launched online from October 27 – November 24, 2021. Marketing to the community was facilitated through a project website, media release and social media.

As part of the project, BC Transit reached out to all Indigenous communities who may be impacted by changes in the Victoria Regional Transit System, including Sc'ianew/Chenuh (Beecher Bay First Nation), T'Sou-ke Nation, Esquimalt Nation, Songhees First Nation, Pauquachin First Nation, Tsartlip First Nation and Tseycum First Nation. BC Transit will continue to work towards building relationships with these First Nations to understand transit need in each community and provide the best possible solution.



**582** Survey Respondents



**1,398** Total Comments



**94** Pins added to the map



## Stay engaged

Check out the full engagement summary report and register for future updates.

<https://engage.bctransit.com/westshore2021>

## 09 Who We Heard From

Over 582 respondents completed the online survey:

- Approximately 70 per cent of all respondents reside on the West Shore
- The majority of respondents use transit for work, shopping, and errands
- Although respondents have generally reduced their transit use since the start of COVID-19, 28 per cent of respondents still use transit 5+ days per week, compared to 37 per cent prior to the pandemic
- See the engagement summary [here](#)





# 09 What We Heard

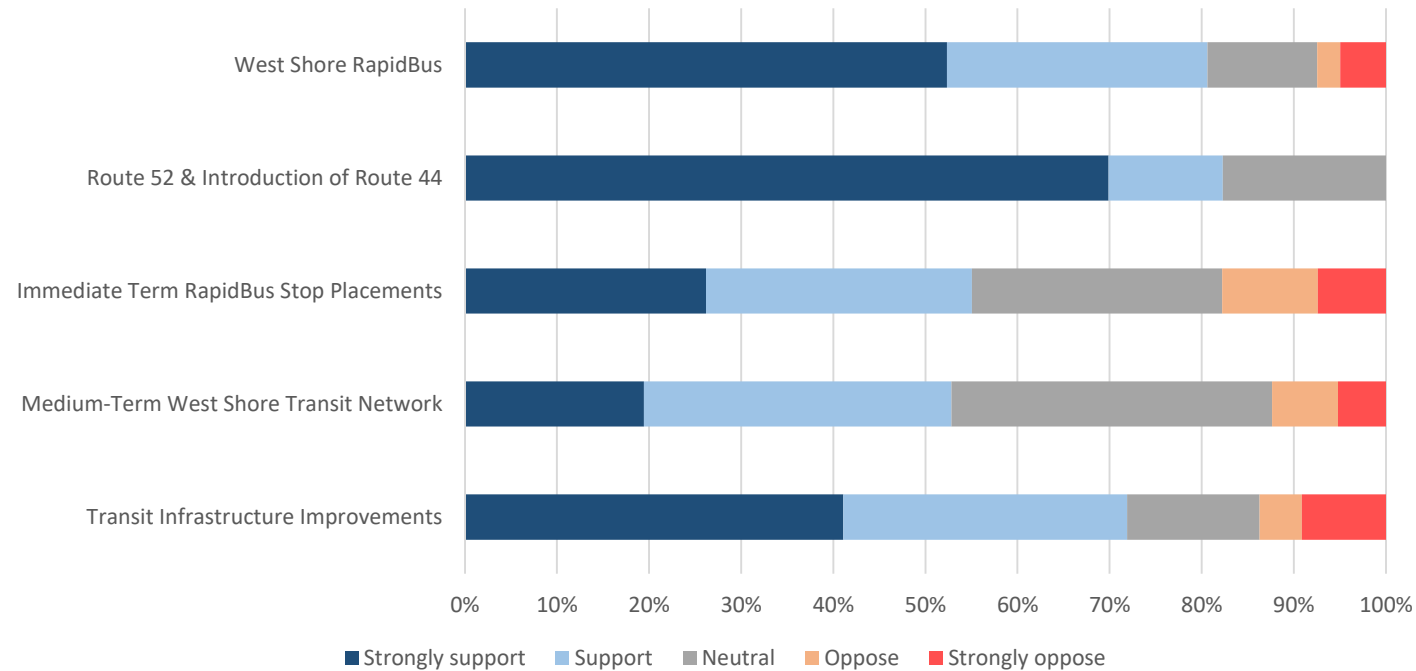
## Key Themes

**Connections** – Improving connections from the West Shore to UVic, reducing the need to transfer at Uptown or route via Camosun

**Extending and Improving** – Adjusting routes to serve more areas and support peak commuting times (Royal Bay, Happy Valley / Latoria Roads, Westhills)

**Significant Support for Proposed West Shore Service Changes** – Strong support for proposed West Shore RapidBus, new Frequent route 52 Colwood-Millstream and other proposed network changes

Level of Support



# 10 Short-Term Service Priorities

Priority	Description	Expansion Resources
West Shore RapidBus Line - Initial Implementation + 61 Sooke / Langford Adjustments	<p>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 for Route 50.</p> <p>This change also separates the operation of route 61 from route 50, which improves service frequency to/from Sooke and is required for RapidBus implementation.</p>	<p><b>7,400 hours</b></p> <p><b>2 buses</b></p>
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.	<p><b>7,800 hours</b></p> <p><b>4 buses</b></p>
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.	<p><b>3,300 hours</b></p> <p><b>0 buses</b></p>

# 10 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
Service Optimization	Pursue opportunities to reallocate underperforming service to high ridership growth areas.	TBD



# West Shore RapidBus Line – Initial Implementation

Initial implementation of the West Shore RapidBus, using existing Route 50 Langford / Downtown routing and limited stop spacing in Langford.

The initial implementation of the West Shore-Downtown RapidBus Line will include the conversion of the Route 50 West Shore-Downtown to a uniquely branded RapidBus service. The route will feature a streamlined number of bus stops and improved station amenities at targeted locations. The change also includes targeted weekday frequency improvements, plus added Sunday service to guarantee 15 minute or better service 7:00am to 7:00pm seven days per week.

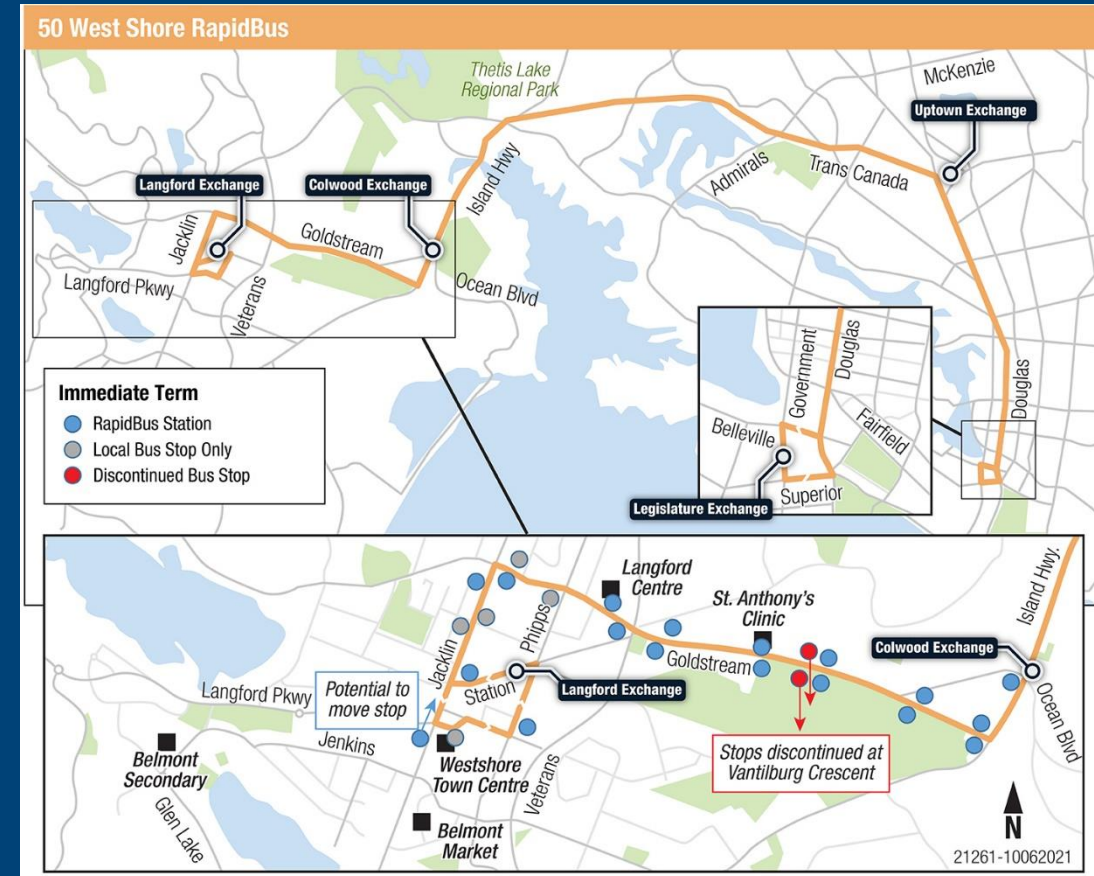
Implementing RapidBus requires separating the operation of route 61 Sooke/Langford from route 50, and includes improvements to service frequency between Sooke and Langford on route 61.

7,400

Annual service hours

2

Buses



# West Shore Network Restructure

## Phase 1

Significant restructuring to many West Shore local routes to better serve growth areas, connect with RapidBus, make transit easier to understand and prepare for the medium-term introduction of Frequent Transit.

Changes to local service in the West Shore are anchored by the introduction of RapidBus and a major restructuring of the 52 Colwood Exchange / Bear Mountain. Adjustments to that route's alignment enables it to also serve density on Happy Valley and Jacklin Roads while also building towards it becoming the West Shore's Frequent Transit route in the medium-term.

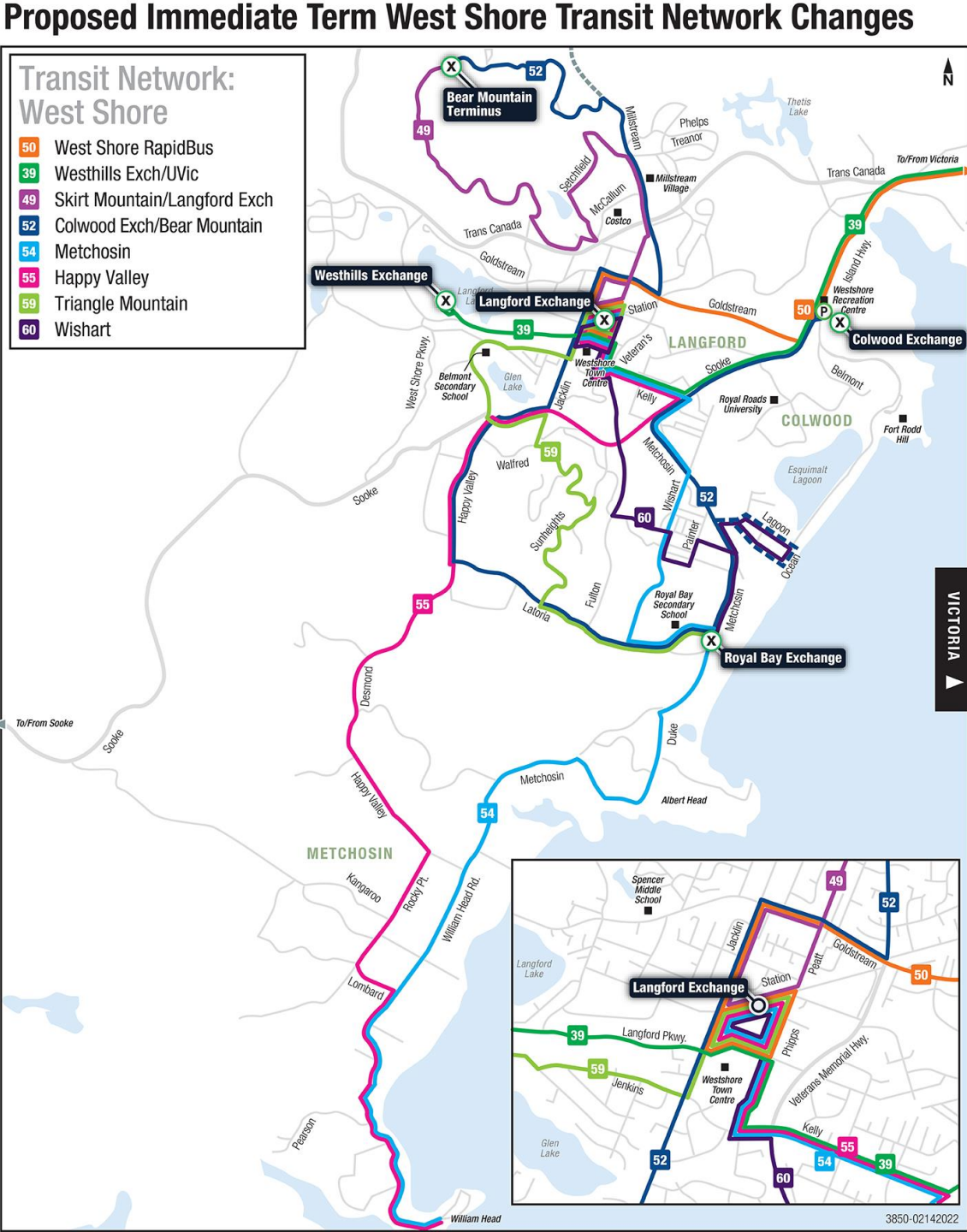
The network restructure is further complemented by other local routing changes and frequency improvements to simplify routes and serve areas of growing ridership, including service to a new Royal Bay Exchange.

7,800

Annual service hours

4

Buses



# Phase 1

- In addition to revised routing connecting key local destinations and corridors of density, the **52 Colwood Exchange / Bear Mountain** also offers improved frequency, including 20 minute peak service.
- **39 UVic / Westhills** rerouting along Kelly Road to improve directness.
- **54 Metchosin and 55 Happy Valley revised to offer more direct routing** with targeted improvements to frequency and hours of service.
- **59 Triangle Mountain and 60 Wishart revised routing via** a new Royal Bay Exchange to make service more direct, improve frequency to Royal Bay, maintain service through the Lagoon and Wishart areas, and create new consistent links to Belmont and Royal Bay Secondaries.

## Transit Network: West Shore

- 
- Transit Network: West Shore**
- 50 West Shore RapidBus
  - 39 Westhills Exch/UVic
  - 49 Skirt Mountain/Langford Exch
  - 52 Colwood Exch/Bear Mountain
  - 54 Metchosin
  - 55 Happy Valley
  - 59 Triangle Mountain
  - 60 Wishart
- The map shows the West Shore Transit Network with various bus routes and exchange points. Key locations include Bear Mountain Terminus, Westhills Exchange, Langford Exchange, Colwood Exchange, and Royal Bay Exchange. The network covers areas from Bear Mountain in the north to William Head in the south, and from the coast to the interior. Major roads like Trans Canada, Goldstream, and Island Hwy are shown. An inset map provides a detailed view of the Langford Exchange area, showing the intersection of routes 39, 59, 52, 54, 55, and 60. The map also includes a legend for the different route colors and a north arrow.



# 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 Village and Thetis Heights areas.

A new **49 Skirt Mountain** route will provide introductory service to this emerging neighbourhood, including hourly service at peak commuter times and service every one to two hours at other times and days. It would replace the 56 Thetis Heights via Florence Lake while retaining service to the Millstream Village area.

A complementing change to **57 Thetis Heights** route will offer improved coverage within that neighbourhood, plus increased frequency to new density along Millstream and McCallum Roads. Work will be undertaken with the City of Langford to confirm revised Thetis Heights area routing.

3,300

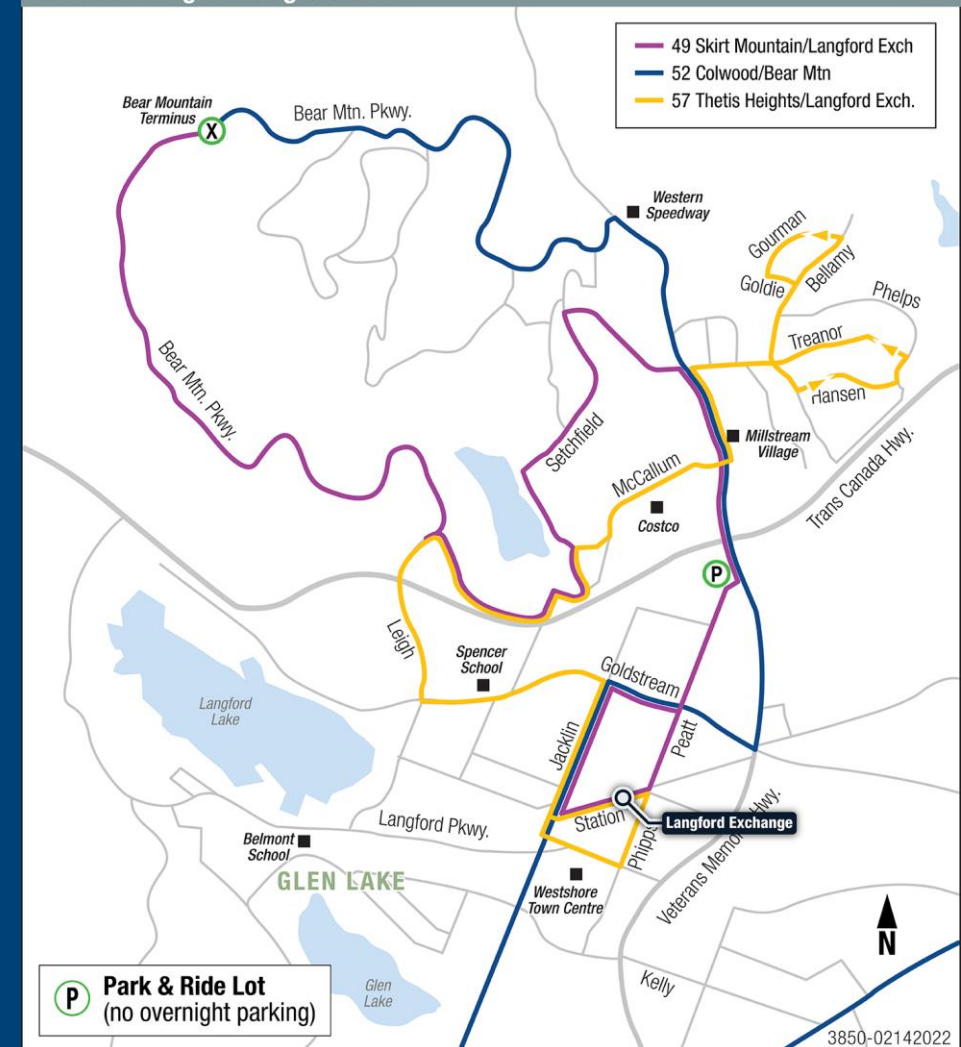
Annual service hours

0

Bus

49 Skirt Mountain/Langford Exch  
52 Colwood/Millstream/Bear Mtn  
57 Thetis Heights/Langford Exch.

Local



# New Service to Fort Rodd Hill

New route connecting Fort Rodd Hill and the Colwood Exchange.

The **42 Fort Rodd Hill** will offer new service connecting the Colwood Exchange to Fort Rodd Hill and Fisgard Lighthouse National Historic Sites.

The service will offer six trips per day on weekends year round, as well as six trips per day on summer weekdays.

Further work with Parks Canada is required to confirm bus turn-around feasibility at the Fort Rodd Hill site and to support any required infrastructure improvements in advance of implementation.

300

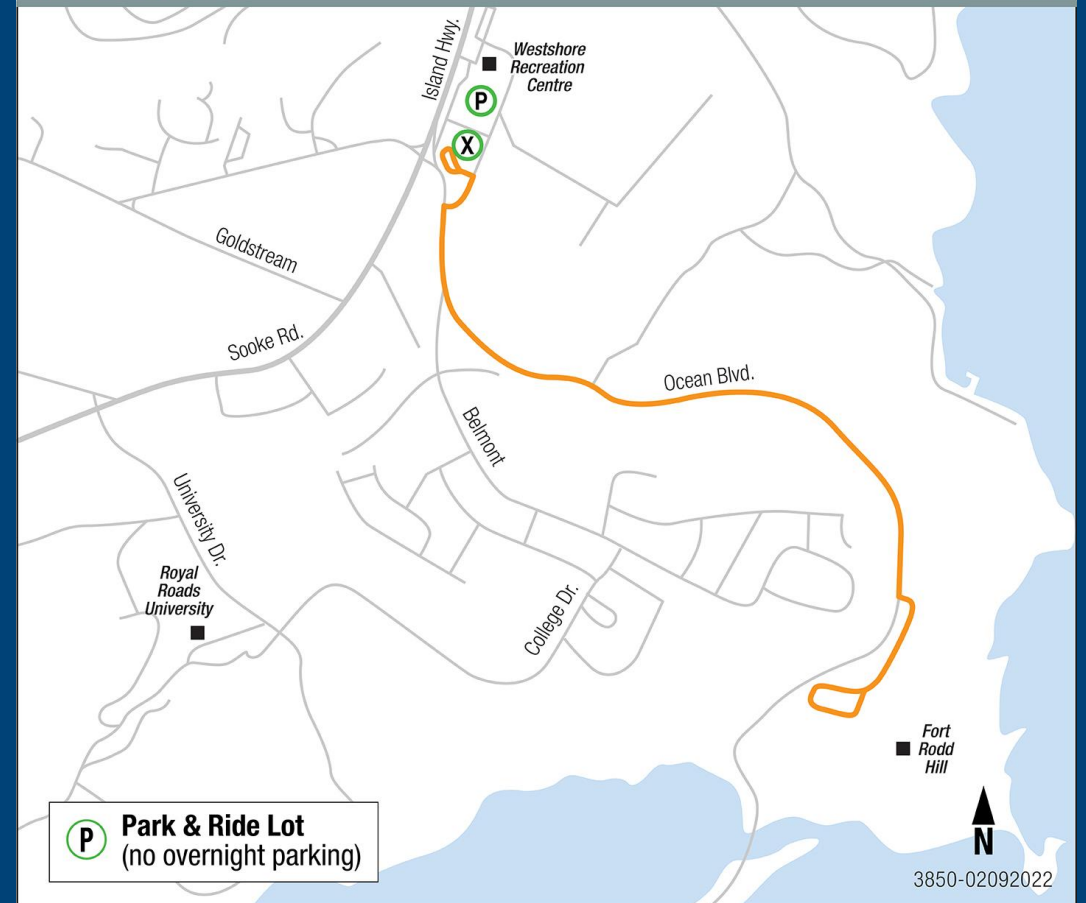
Annual service hours

0

Bus

## 42 Fort Rodd Hill

Local



# 11 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 Route 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.	8,500 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



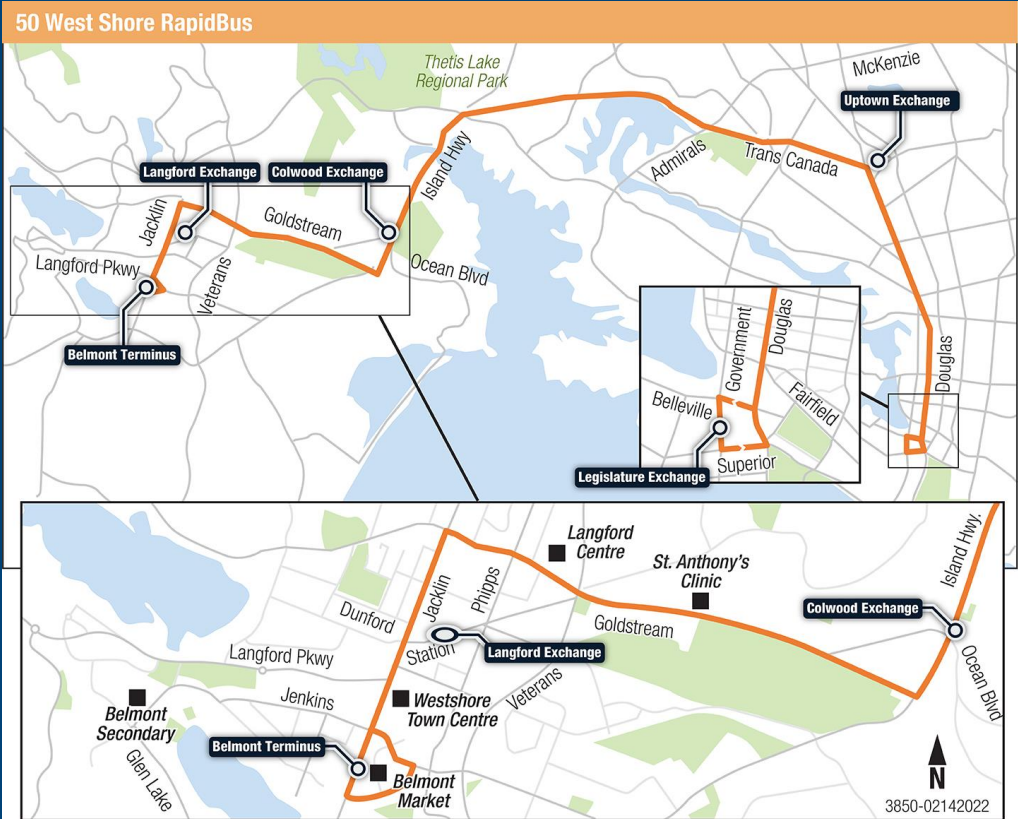
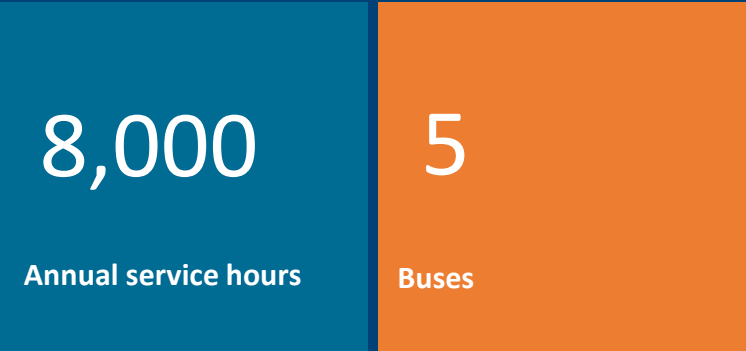
# West Shore RapidBus Line – Belmont Market Extension

Further improvements to the West Shore Rapid Bus Line, including extension to a new Belmont Market terminus, plus enhanced stations.

This change fully implements the West Shore RapidBus Line by further improving service levels and extending the route to Belmont Market to better connect to West Shore Town Centre area residential and employment density.

Full implementation includes transition to a consolidated series of RapidBus stations that would offer enhanced passenger amenities, such as larger shelters, improved seating and electronic passenger information displays.

In the longer-term, RapidBus service to Westhills Exchange may also be considered as that community continues to develop. In the meantime, the Route 51 will be extended to Westhills to improve connectivity.

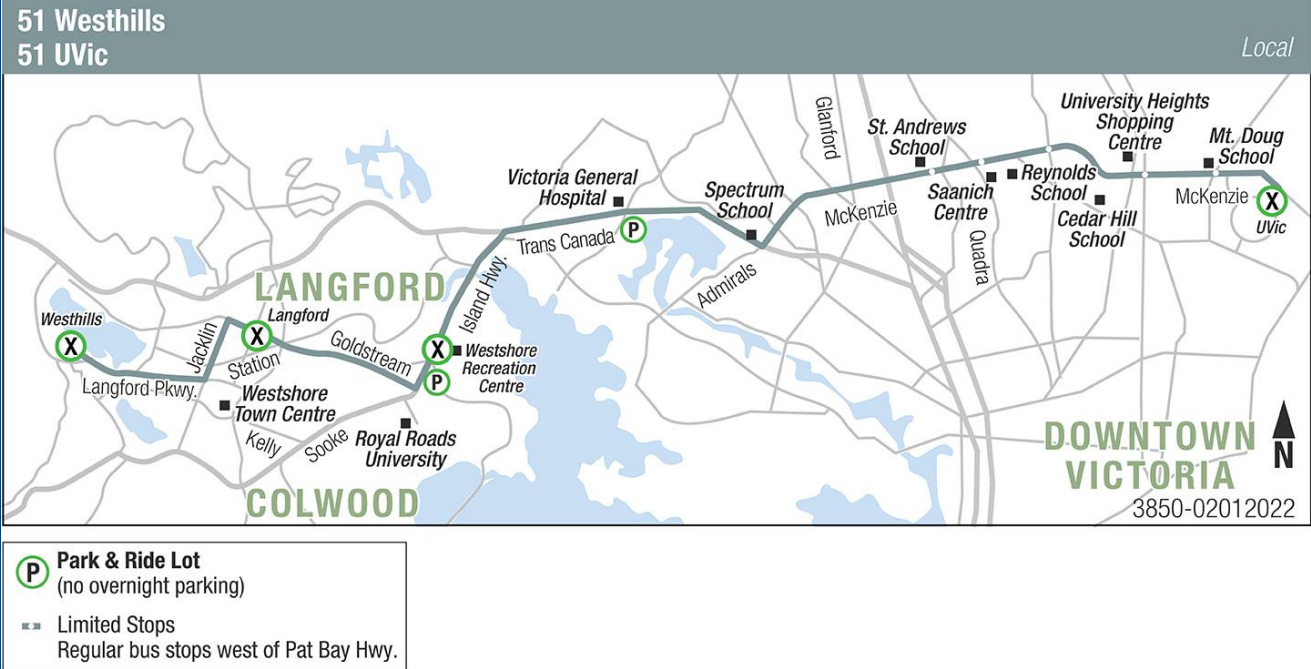


# 51 UVIC - Extension to Westhills

Provides improved connections between the West Shore and UVic, plus additional Westhills service by extending the 51 UVic to the Westhills Exchange.

Extending the 51 UVic to Westhills addresses the priority request for more frequent and direct connection between the West Shore and UVic that was a key theme heard from West Shore LATP engagement participants.

This change also supports the 39 Westhills / UVic, which has seen growing ridership but which takes a more circuitous route. The 51 UVic Westhills extension adds a more direct and faster option for West Shore residents. The route 51 extension also builds service in the Westhills corridor that may be considered for RapidBus in the longer-term.



400	0
Annual service hours	Bus

# 52 Colwood Exch / Millstream Frequent Transit Implementation

Improved frequency and revised routing to create a new Frequent Transit route, connecting key residential and employment within the West Shore, including connections to the West Shore RapidBus Line.

This change evolves the route 52 into an introductory-level Frequent Transit route offering 15 minute service at peak and 20 minutes throughout most of day Monday – Sunday. Subsequent increases projected for the longer-term (11,800 hours, 3 buses) would further grow this to 15 minute or better service from 7:00am to 7:00pm seven days per week, including 10 minute service at peak.

The route will also shorten slightly to terminate at a new Millstream Terminus in the vicinity of Millstream Road at the Bear Mountain Parkway in order to more efficiently focus higher service levels on areas of higher ridership.

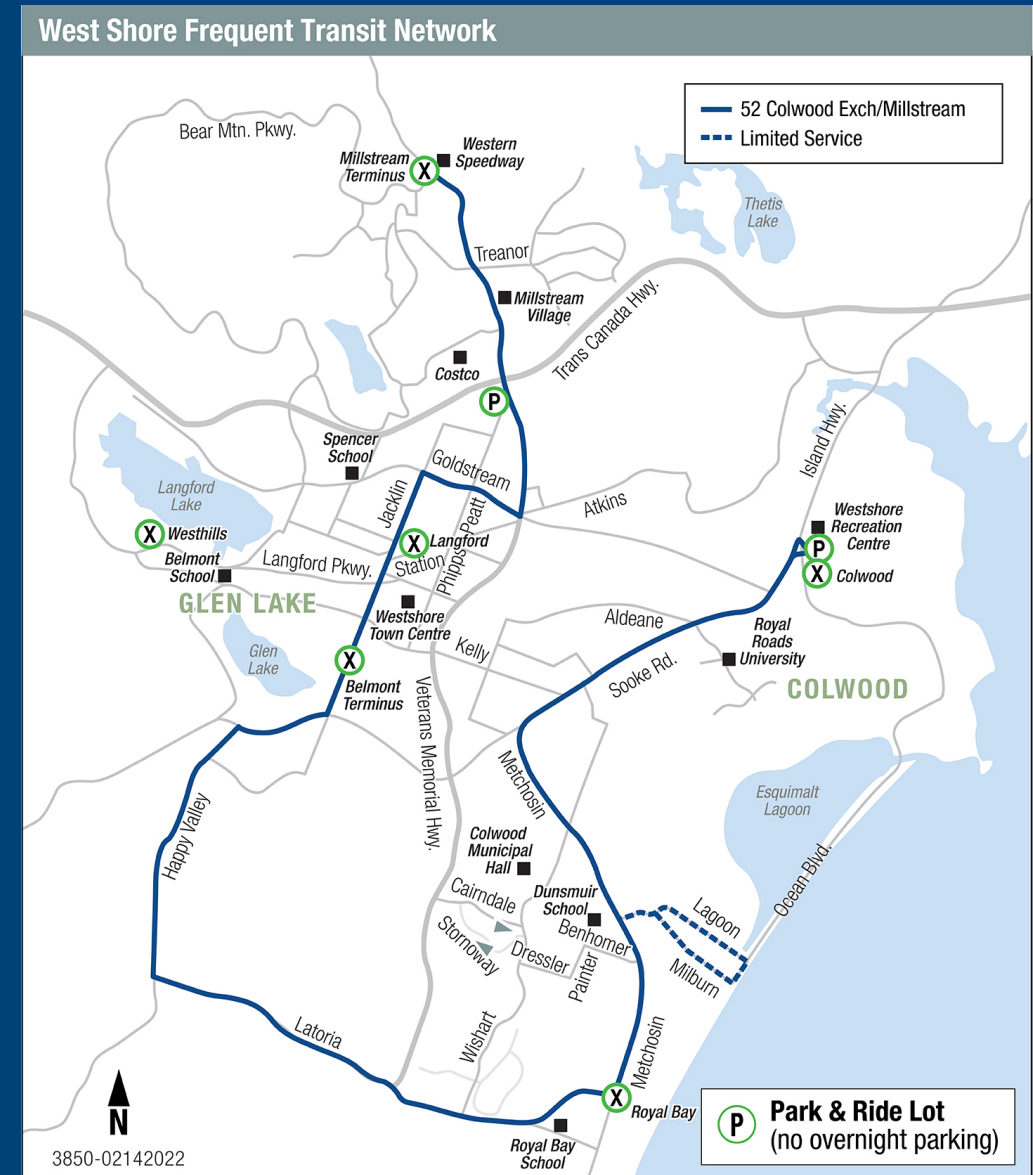
A new **45 Bear Mountain** route would be added to maintain service to that area.

8,200

Annual service hours

2

Buses





# West Shore Network Restructure

## Phase 2

Further improvements to local route coverage, frequency and connections.

Adjusted to align with Rapid and Frequent Transit Network changes and offering targeted frequency and span improvements, these local route changes include:

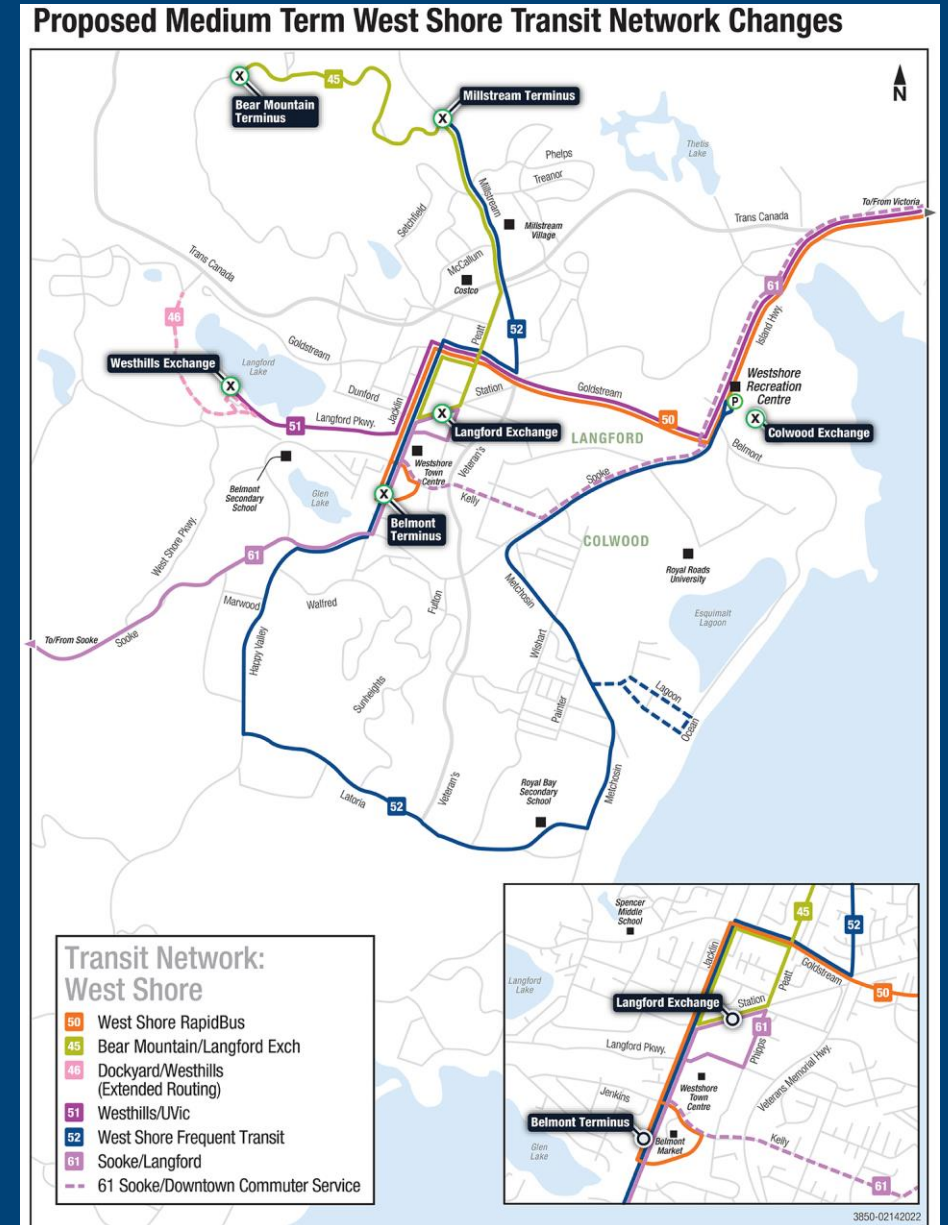
- **45 Bear Mountain** route created to continue to serve Bear Mountain and provide added local connection to the Peatt Road and Millstream Road corridors.
- **46 Dockyard / Westhills** route would extend further along West Shore Parkway to Amy Road to better serve Westhills residential, employment and school destinations.
- **61 Sooke** commuter trips that operate directly to downtown Victoria would shift routing via Jacklin and Kelly Roads in order to connect to the new Belmont Market RapidBus terminus and better serve other Langford destinations.

8,500

Annual service hours

3

Bus



# 64 East Sooke / Beecher Bay

Improved frequency and a revised routing will improve connection between Langford and Sooke.

One of the priorities outlined in the Sooke Local Area Transit Plan and highlighted through the engagement process with the community was the need to improve connections between East Sooke and Langford. This improvement will build on near term restructuring planned for the route and extend all trips to Langford to provide improved consistency.

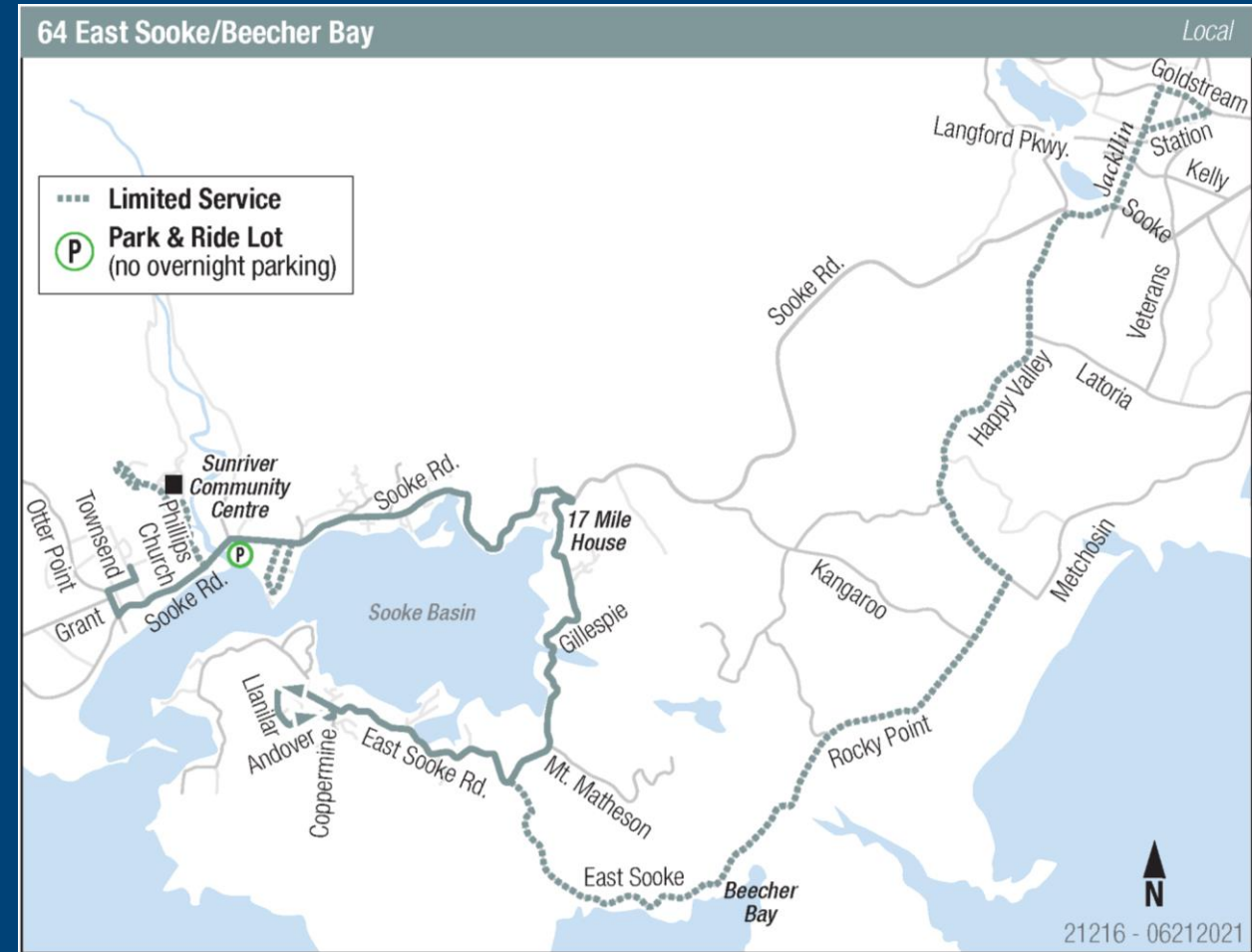
**64 East Sooke** would have additional service reallocated and added to it by replacing the 55 Happy Valley. Service would be extended across more days of the week and would introduce Saturday and Sunday service to East Sooke.

3,300

Annual service hours

1

Bus

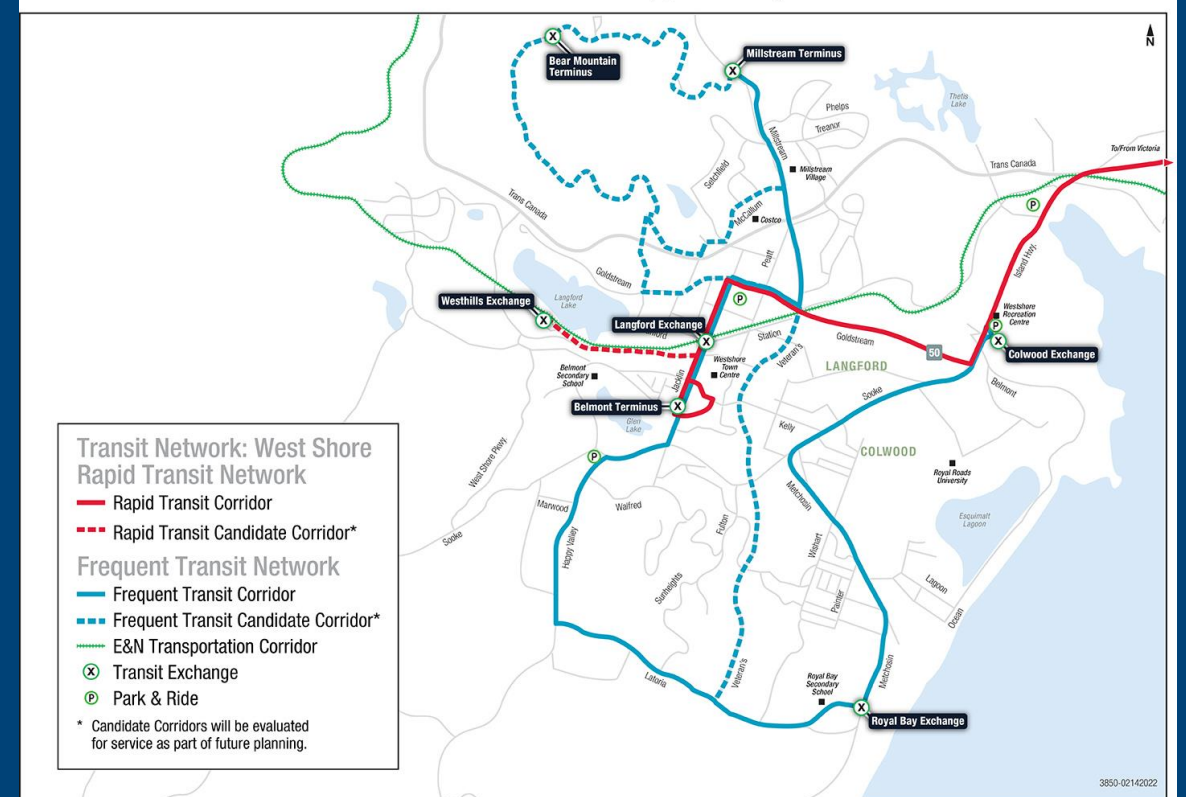


# 12 Longer-Term Service Priorities

Key longer term priorities are focused on further developing the West Shore RapidBus and Frequent Transit Network, as well as continuing to improve transit to serve growing neighbourhoods and density. Specific priorities include:

- Continuing to develop frequency and span of service for Rapid and Frequent Transit routes
- Exploring further frequency improvements to the higher ridership local routes
- Considering other routing adjustments as development continues, including the potential for an additional targeted commuter route from the Millstream area to the Victoria core
- Exploring the option of adding a second West Shore RapidBus terminus point at Westhills as that development progresses

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



# 13 Infrastructure Priorities

Priority	Description	Resources/ Partners
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.	Colwood, BC Transit
Belmont Market Terminus	New terminus point for the 50 Westshore RapidBus to facilitate improved coverage and ease of use.	Langford, BC Transit
West Shore RapidBus Station Infrastructure	Development of new transit stations to be served by full implementation of the West Shore RapidBus Line offering enhanced customer amenities such as larger shelters, more seating and electronic information displays.	Local Governments, BC Transit
Millstream Terminus	New terminus point for the 52 Colwood Exch / Millstream to facilitate its development as a frequent transit route.	Langford, BC Transit
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.	Langford, BC Transit
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. A total of 600 Park & Ride stalls was identified as a need for the West Shore area.	BC 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.	Colwood, BC Transit



# West Shore RapidBus Infrastructure

## Transit Priority Measures

Transit priority treatments being planned with the Ministry of Transportation and Infrastructure initially include queue jumpers at key intersections, and eventually building to dedicated transit lanes to reduce travel times and improve service reliability along the corridor.

## Park & Rides

Park & Rides allow residents living in less-densely populated areas to access fast, frequent, and reliable transit services. Park & Rides at the locations identified in Figure 1 are a critical component to ensuring the success of the West Shore RapidBus Line. BC Transit has conducted a Park & Ride study identifying the need for 600 parking stalls in the Westshore, with sites in development in the Six Mile and Luxton areas.

## RapidBus Stations + Belmont Market Terminus

RapidBus Stations will include improved amenities and distinct branding to distinguish them from other bus stops within the region. The West Shore RapidBus Line Station Study is currently underway to finalize station locations and conceptual designs. This work will also begin to develop the medium-term terminus proposed for the Belmont Market areas.



Figure 1 – West Shore RapidBus Line Stations, Park & Rides, and Designated Urban Areas

# West Shore RapidBus Infrastructure – Project Updates

The following progress has already been made on the West Shore RapidBus Infrastructure:

- **Island Highway Transit Priority (View Royal/Colwood):** detailed design complete, implementation funding applications underway. Pending approval construction phase to initiate in 2022.
- **RapidBus Stations West Shore Line:** agreements with the City of Langford, the City of Colwood and City of Victoria are in various stages of development. With completion of studies expected by the end of 2022.
- **Highway 1:** MOTI is advancing planning work along the Douglas Street/Hwy 1 Corridor to support existing BC Transit initiatives. This work includes exploring transit priority treatments that align with the BC Transit priorities identified through the Victoria Transit Future Plan and the South Island Transportation Strategy.
- **Westshore Transit Priority Study:** Phase 2 detail design planning will begin later this year for advancement of transit priority concepts approved in principle for Sooke Rd. and Goldstream Ave.

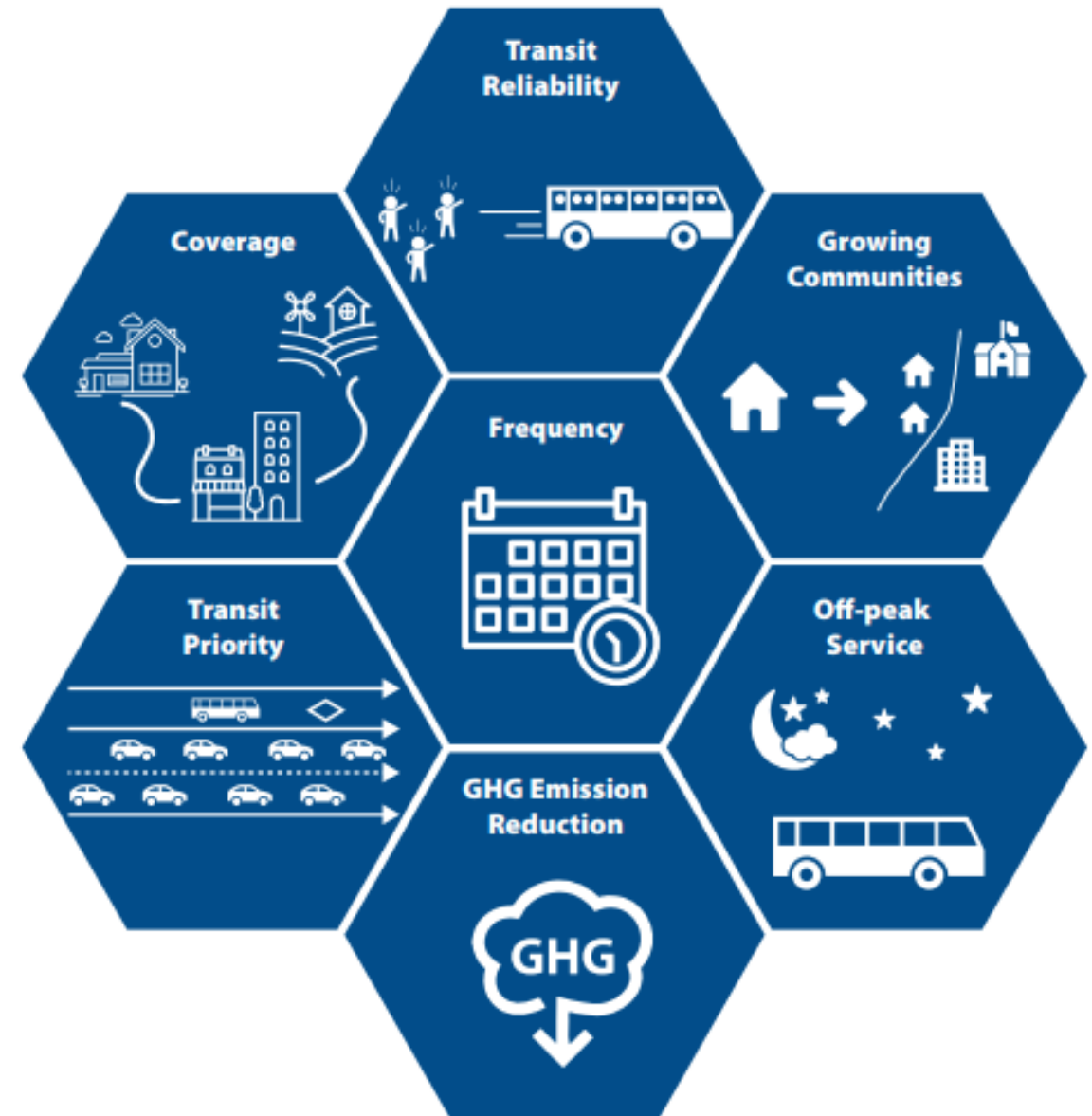
# 14 Moving Forward

## Monitoring + Implementation

The service and infrastructure improvements identified in the plan will be evaluated annually alongside the priorities from all other plans through a Transit Expansion Prioritization process (TEPs). Given the growth and increasing demand for transit in the Victoria Region, there are always competing priorities for what should be changed and improved first. Proposed improvements are currently ranked using a range of criteria including population served, potential ridership, and impact on service reliability. After the TEPs process, the resulting expansion priorities are shared with the Victoria Regional Transit Commission for endorsement in the 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.



# 15 Acknowledgments

Thank you!

BC Transit would like to thank the many individuals, community organizers, local government staff, First Nations, and businesses who assisted in this consultation process.

Thank you to the almost 600 members of the public, riders and non-riders alike, who contributed to the plan's development as a key stake-holder, by taking a survey, or submitting written or verbal comment.

Your support in working to better transit in our community is appreciated.

