

TRANSIT *future*

▶ *service plan*

REVELSTOKE

2022



Territorial Acknowledgement

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

Revelstoke is within the ancestral and unceded traditional territories of the Sinixt, the Ktunaxa, the Secwepemc and the Syilx First Nations.

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

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01 Transit Vision

Transit is a preferred choice for residents and visitors, attracting riders through comfortable, safe, accessible and convenient service.

The Revelstoke Transit Future Service Plan upholds community goals and objectives contained in the Revelstoke Official Community Plan, and works to strengthen the link between transportation and land use in support of sustainable growth. The Plan also serves to inform any future local transportation plans by articulating a path towards growing transit in Revelstoke.

The priorities in this plan reflect feedback received through a stakeholder workshop and public engagement. They will help grow ridership by responding to community needs, providing increased opportunities for Revelstoke residents and visitors to explore the City by bus.



Emissions and congestion are reduced through increased transit use



Coordinated approach to make transit the preferred choice



Transit-supportive land use policies



Development of transit to integrate with active modes



Transit links to villages, schools, and appropriate facilities at transit stops

02 Shaping Your Transit Future

The role of the Transit Future Service Plan is to:

Build on existing planning and add service and infrastructure priorities for the community

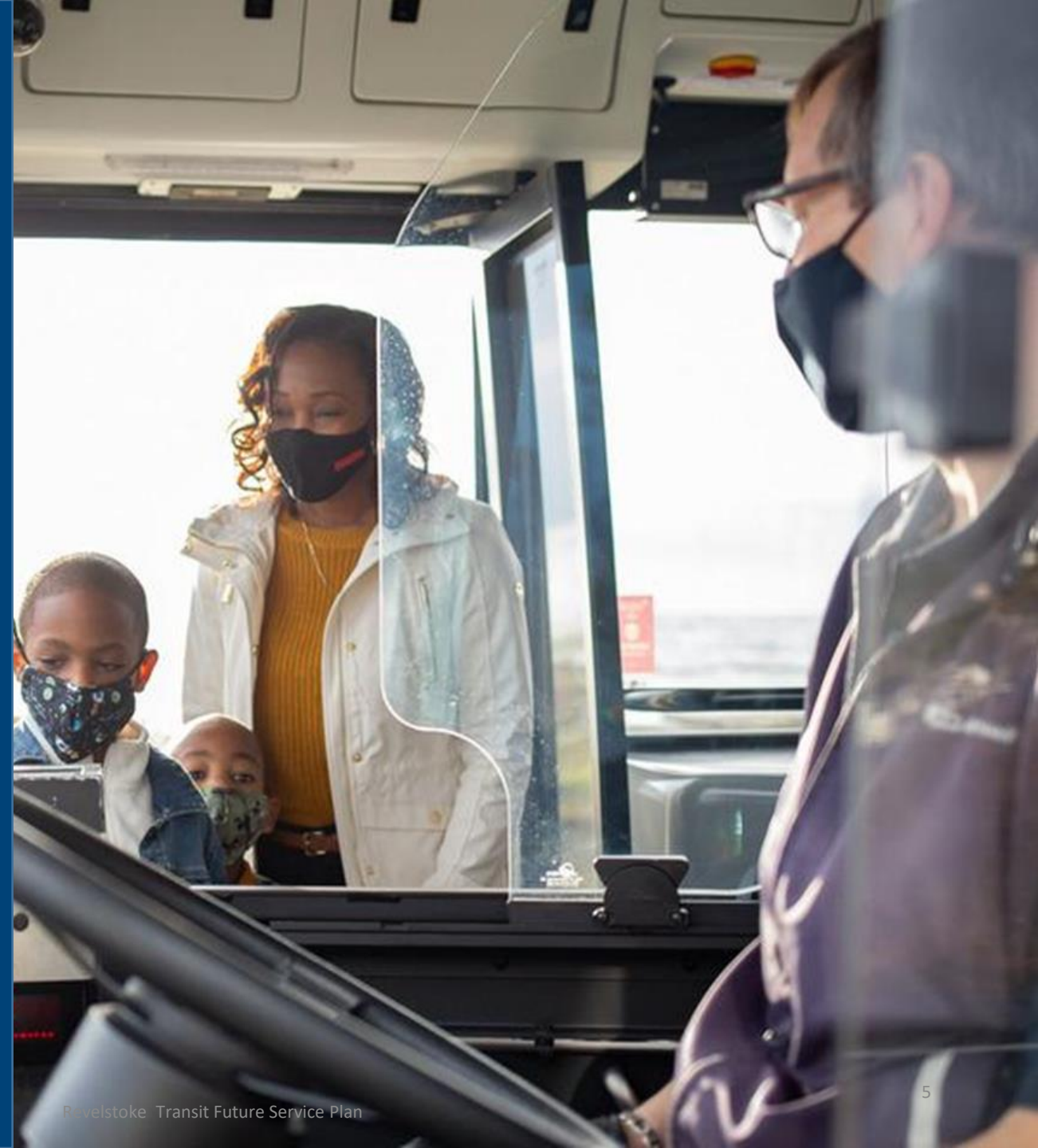
Review what has changed for the community

Inform both the planning and operational activities

Drive a range of objectives and actions that will deliver a fit for purpose network across the community

Guide decision making to create the desired network

Engage with the community



03 BC Transit Future Initiatives

Over the next five years the City of Revelstoke and BC Transit will continue to evolve the transit system by introducing new programs and technologies to improve the customer experience and reduce the impact to the environment.

BC Transit's Strategic Plan provides the blueprint 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

NextRide

BC Transit Development Referral Program

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

BC Transit Future Initiatives

Low Carbon Fleet Program

BC Transit's first deployment of electric buses will happen in the Victoria Regional Transit System in 2022.

BC Hydro will help determine the readiness of the electrical infrastructure to support electric fleets across the province.

BC Transit will work with the Ministry of Transportation and Infrastructure to refine the anticipated funding requirements for buses and new operation and maintenance facilities.

Electronic Fare Strategy

Smart ticketing will provide new ways to pay.

BC Transit is working to not only improve rider convenience but to enable mobility partnerships and create new data collection opportunities.

Systems will accommodate a mix of fare products, including cash fares. The system will also be able to operate in areas with low-cell phone coverage.

Digital On-Demand

Digital On-Demand transit uses technology to dynamically dispatch a bus, van or fleet of vehicles dictated by riders. BC Transit is currently completing a feasibility study to determine how and where digital on-demand transit may be delivered in communities across BC. The feasibility study findings are expected to be shared in early 2022.

NextRide

Door to door journey planning. Provides bus location information to customers via transit apps, enhances operation's control and route information for the operator.



Development Referrals

Local governments or developers can send any referrals and supporting information to BC Transit for review.

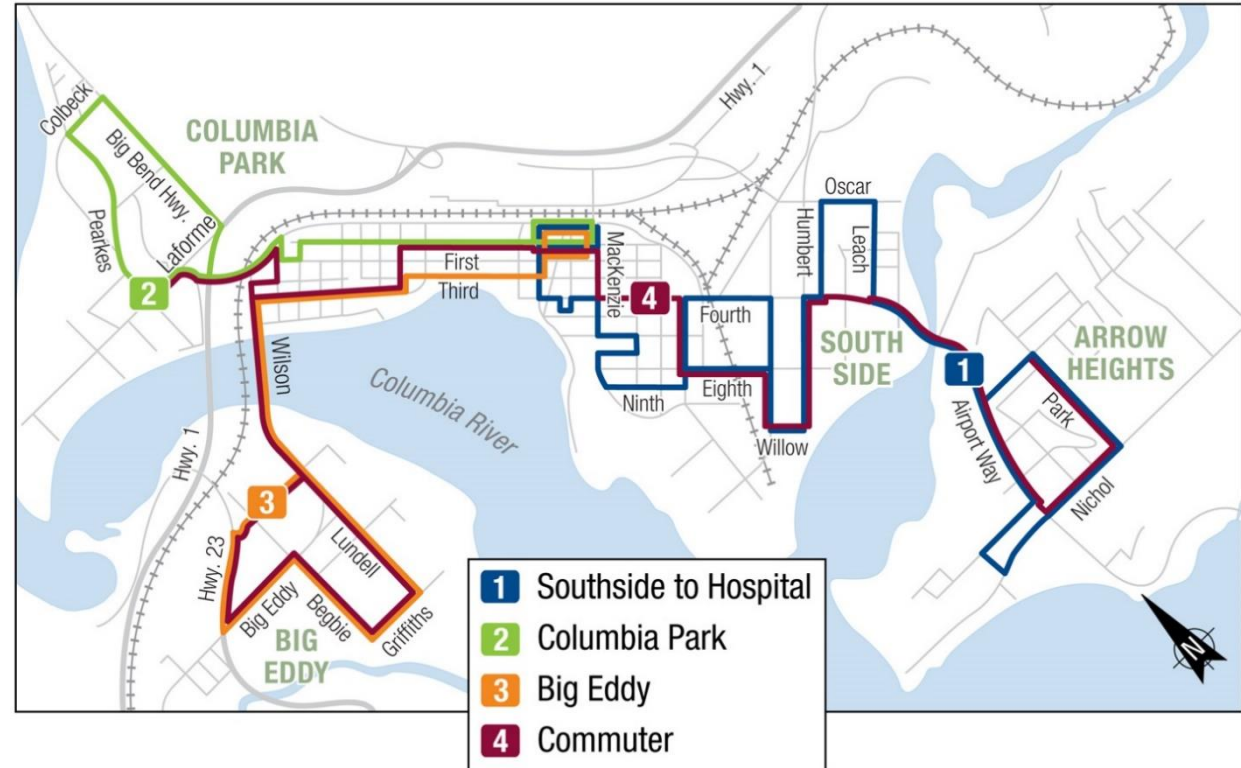
BC Transit will provide comments to submitter about how the proposal may affect current or future transit service and infrastructure, and how the application could be modified to better support current or future transit service and infrastructure.

04 Plan Area

This Transit Future Service Plan focuses on all routes in the Revelstoke Transit System:

- 1 Southside to Hospital
- 2 Columbia Park
- 3 Big Eddy
- 4 Commuter

This plan proposes modifications to the existing routes noted above, and introduces proposals for additional routes that would address transit needs within the community.



05 Transit Today

Established in 1995, the Revelstoke Transit System has seen ridership grow to 20,500 riders in 2019-20. The system is delivered through BC Transit’s innovative cost sharing model and in collaboration with the City of Revelstoke. Final decisions on fares, routes, and service levels are made by the City.

As with transit systems across the province, Revelstoke was significantly impacted by COVID-19. Ridership dropped by approximately 50 per cent across the system as transit users opted to travel by other means or not at all.

This plan outlines recommendations for service modifications that aim to restore ridership in Revelstoke. Recommended phasing for these priorities has been developed in consideration of how ridership may return in the coming months and years.



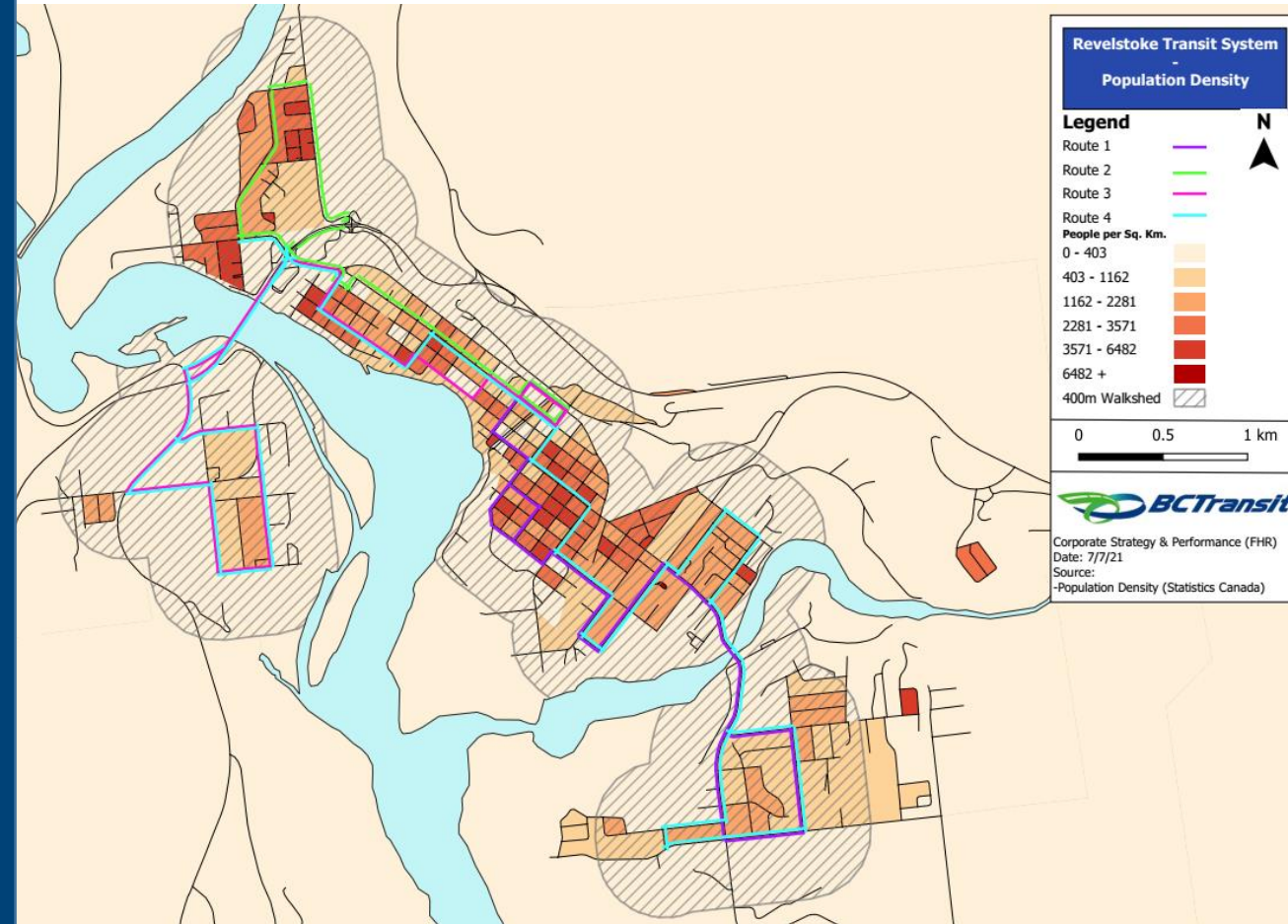
*Note that these statistics include data from the fixed route transit service, handyDART and Health Connections.

06 Transit Need

Service levels in Revelstoke have remained steady in recent years, with the most recent service change occurring in 2015. Minor changes were made in 2020 to reflect slight route modifications, but service levels were not altered as a result of this change.

The map to the right details the relationship between population density and existing transit service in Revelstoke. Transit service is provided across the City in many of the most densely populated areas.

Note that the density information presented in this map is drawn from 2016 Census data. As Revelstoke continues to grow its density, BC Transit will work with the City to ensure transit is responding to community development patterns.



07 System Performance

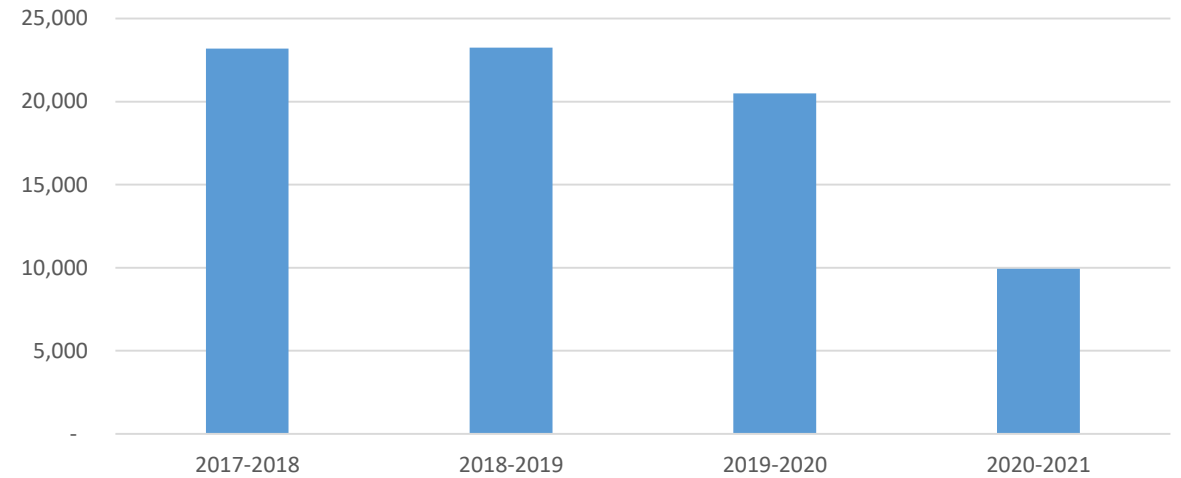
Transit ridership in Revelstoke has remained steady over the past few years, before decreasing due to COVID-19.

Some routes in Revelstoke are busier than others.

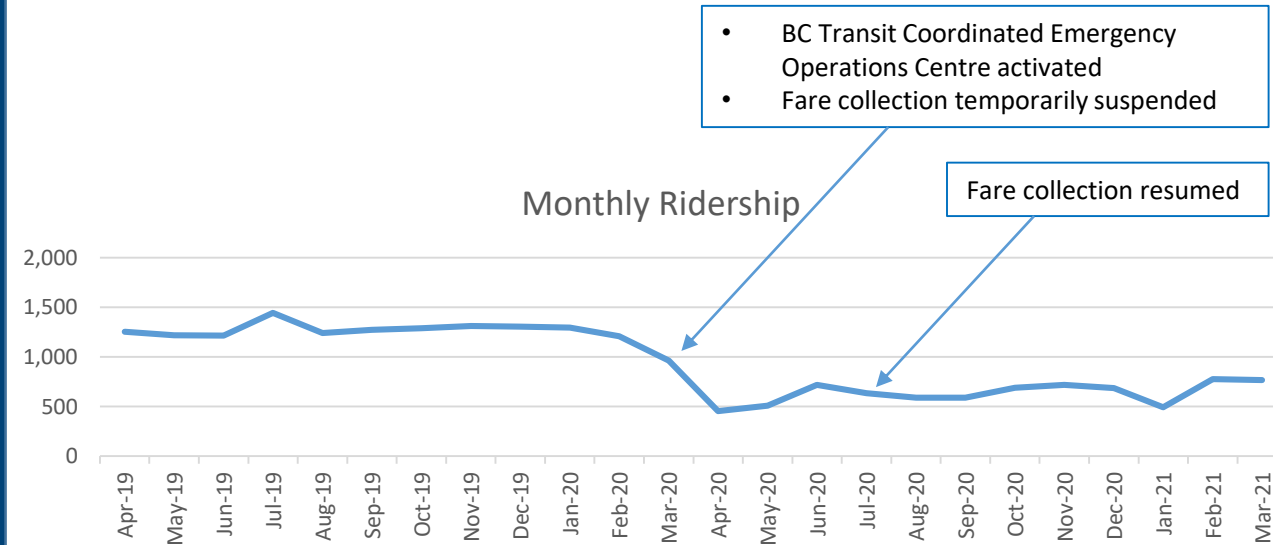
Route 1 Southside has the highest ridership and highest level of service compared to other routes in the transit system.

Route 4 Commuter has the lowest ridership and lowest level of service, operating once a day, Monday to Friday.

Total Annual Ridership



Monthly Ridership



08 COVID-19 Response Plan

BC Transit's top priority is the safety of our passengers and operators.

Following the guidance of the Provincial Health Office and WorkSafeBC, and drawing on the best practices of the transit industry worldwide, BC Transit has implemented measures on our buses to respond to COVID-19, and have put a plan together to align with BC's Restart Plan. The key measures are summarized in Figure 1, but the full strategy and details can be found at <https://bctransit.com/COVID19>.

To support ridership return, the Province of British Columbia has provided restart funding to the Local Government sponsors to ensure the continued effective delivery of transit across your transit system.

The **Free Transit for Children 12 and Under Program** was introduced in September 2021 and will be instrumental in boosting ridership and rebuilding confidence in our post pandemic recovery. This program also aligns with BC Transit's commitment to delivering initiatives to drive new and effective measures to improve the transit experience. The program will help grow young ridership, create life-long transit users and further reduce congestion on our roads.

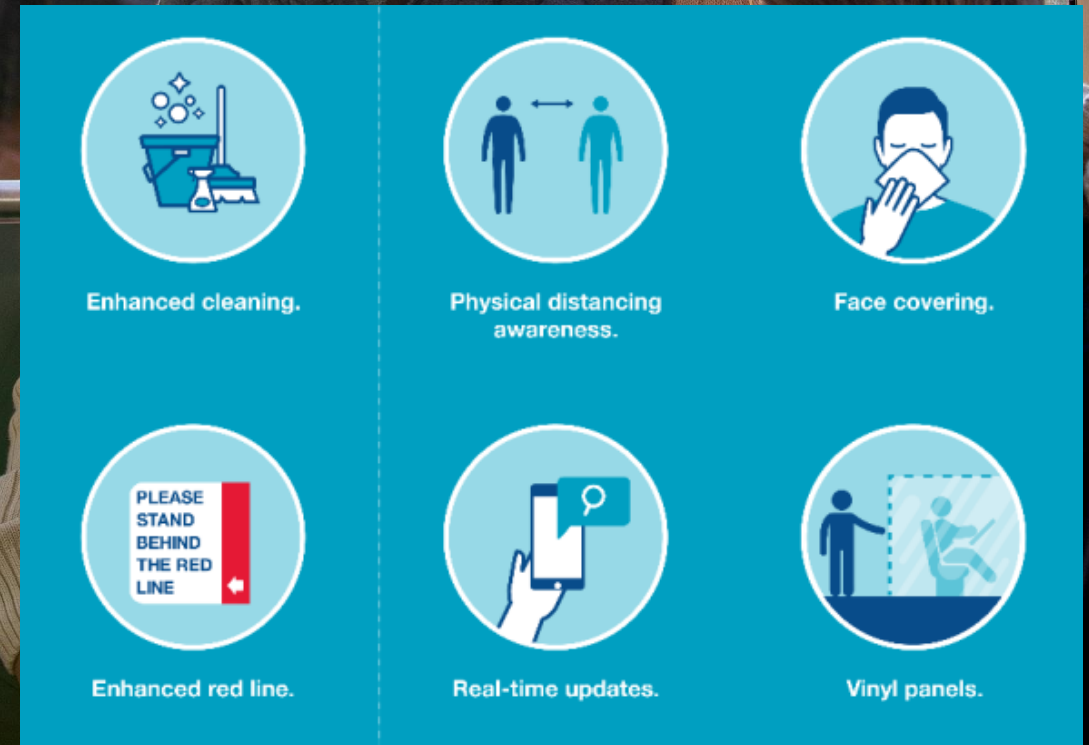


Figure 1 – BC Transit's COVID-19 Response Plan

09 How We Engaged

Public engagement for the Revelstoke TFSP was conducted from January 8 to February 8, 2021. Due to COVID-19, engagement was conducted substantially online, but paper surveys were made available by request.

A key stakeholder workshop was held in February 2020, gathering community and stakeholder feedback prior to launching public engagement.

Full details on public engagement are available in the Revelstoke TFSP Engagement Report.



1 Key Stakeholder Workshop



14 Paper Survey Responses



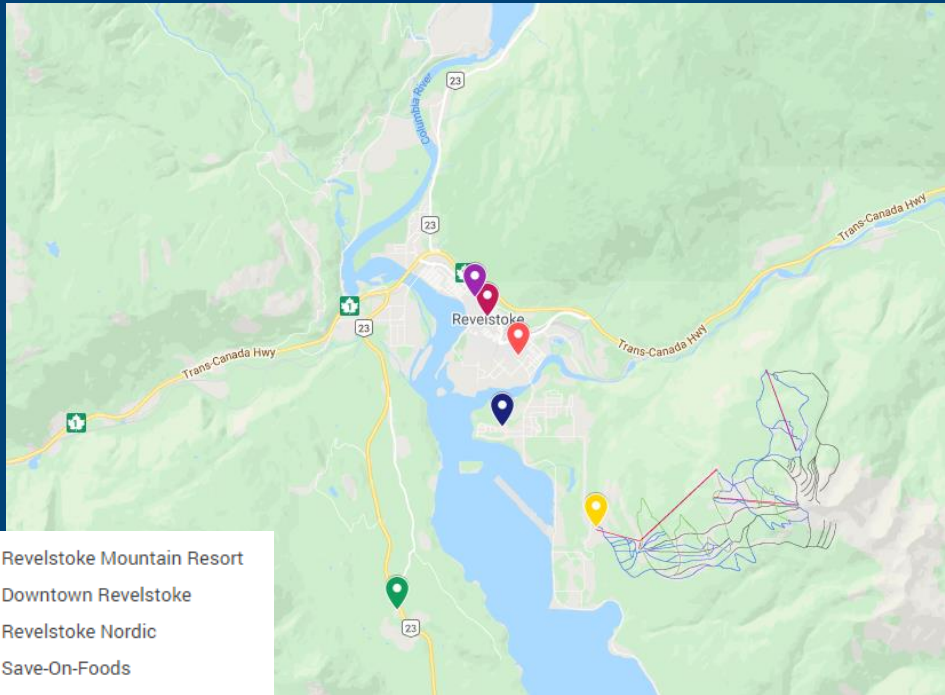
468 Online Survey Respondents



74 Pins Added to Map

10 What We Heard

KEY DESTINATIONS



- Revelstoke Mountain Resort
- Downtown Revelstoke
- Revelstoke Nordic
- Save-On-Foods
- Southside Market
- Queen Victoria Hospital

KEY THEMES

- Revise schedules to better match needs
- Provide clearer maps and schedules
- Provide more direct, efficient service
- Consider using smaller vehicles*

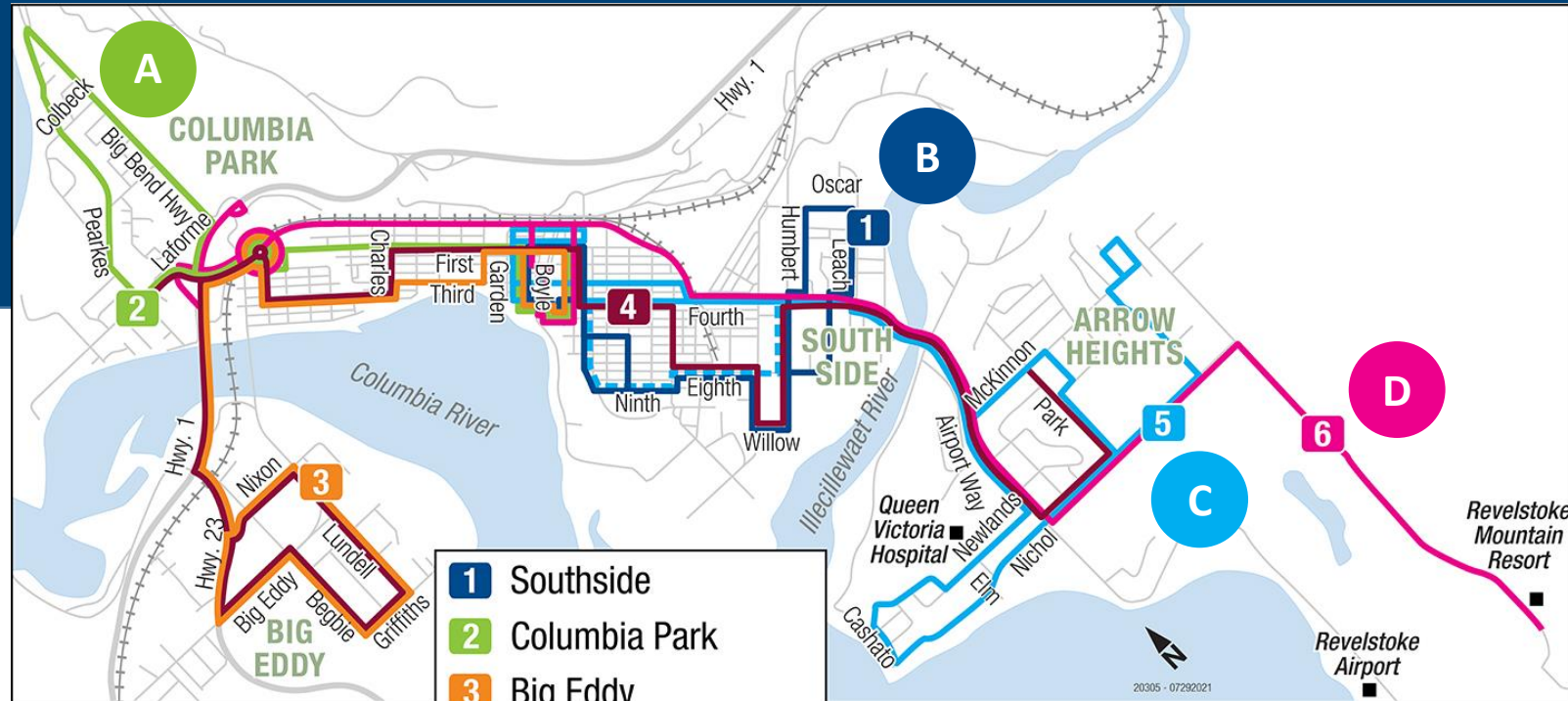
*Note that the Revelstoke fleet consists of four light duty vehicles, which are the smallest vehicle type offered by BC Transit. Right-sizing, the process of re-evaluating vehicle requirements and adjusting the size as appropriate, can be an effective way of better matching vehicle type to transit demand, but consideration must also be given to future transit demand.

11 Future Transit Network

The map below details the proposed future transit network in Revelstoke.

This future network reflects the service proposals outlined in subsequent sections of this Transit Future Service Plan, and will be achieved over time as resources and funding become available.

- A** Route 2 Columbia Park extended up Pearkes Drive north of Colbeck Road
- B** Route 1 Southside split into two separate routes (Route 1 and 5)
- C** New Route 5 Arrow Heights created
- D** New Route 6 RMR Express created



- 1** Southside
- 2** Columbia Park
- 3** Big Eddy
- 4** Commuter
- 5** Arrow Heights
- 6** RMR Express

12 Service Priorities 2022-2025

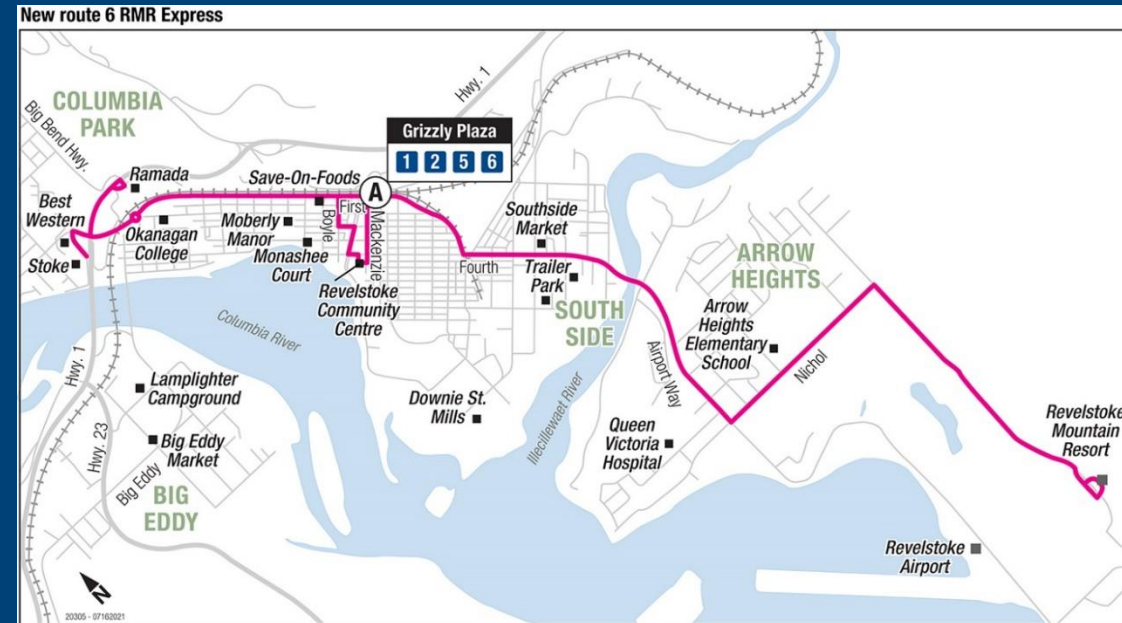
Priority	Description	Expansion Resources
Revelstoke Mountain Resort service	Combine the existing Everything Revelstoke shuttle service with a new service provided by BC Transit and the City of Revelstoke, providing service between Revelstoke Mountain Resort and downtown Revelstoke.	2100 additional annual service hours, 3 buses
Evening service (Routes 1, 2, 3, 5)	Introduce evening service, extending transit service until 10 p.m. during the week and on Saturdays.	1700 additional annual service hours
Sunday service (Routes 1, 2, 3, 5)	Introduce Sunday service, providing transit service between 10 a.m. and 6 p.m. on all routes except Route 4 Commuter.	500 additional annual service hours
Modify Route 1 Southside to serve Mount Cartier Court	Extend Route 1 Southside to provide service to Mount Cartier Court.	300 additional annual service hours

Introduce Revelstoke Mountain Resort service

Establish a new route providing service between Revelstoke Mountain Resort and downtown Revelstoke. Through this priority, the existing Everything Revelstoke shuttle service will be assumed by BC Transit.

This service will support community growth by providing transit service to Revelstoke Mountain Resort, as well as the surrounding area as it continues to develop. This priority will provide a link between the City of Revelstoke and the resort, connecting residents and visitors alike to amenities, recreational opportunities and accommodation.

Introductory service levels would align with the existing winter service, and would increase over time to include trips year round.



2100

Annual service hours

3*

Heavy duty vehicles

*Three vehicles are required to maintain the proper spare ratio.

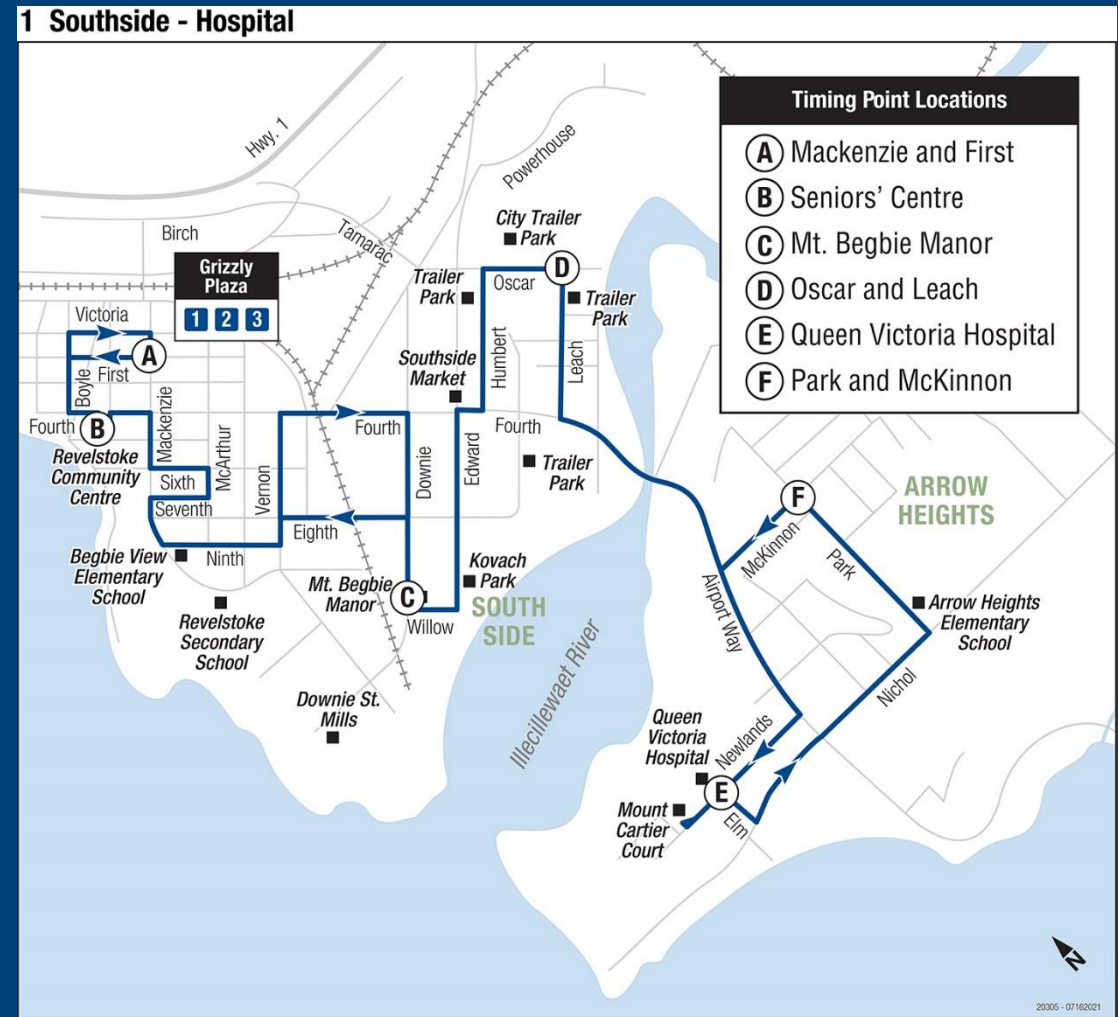
Extend Route 1 Southside to Mount Cartier Court

Extend Route 1 Southside to Mount Cartier Court, providing more direct transit service for those accessing the care home, in response to requests from staff, residents and caregivers at MCC.

Note that transit service to Mount Cartier Court would be maintained via Route 5 Arrow Heights once Route 1 is split into two separate routes.

300

Annual service hours



13 Infrastructure Priorities 2022-2025

Priority	Description
Invest in bus stop infrastructure	<p>Improve accessibility, safety and provide additional amenities at bus stops.</p> <ul style="list-style-type: none">• Seek investment in shelters through the BC Shelter Program• Seek investment through Revelstoke capital planning• Minor Betterments funding



14 Beyond 2025 Service Priorities

Priority	Description	Expansion Resources
Modify Route 1 Southside, increasing its area of coverage in the Southside neighbourhood	Extend the area of coverage on Route 1 Southside, bringing transit to areas not currently served by BC Transit. This priority would involve splitting Route 1 Southside into two separate routes, one of which would exclusively serve Southside before travelling downtown.	3200 additional annual service hours, 2 buses*
Introduce new Route 5 Arrow Heights	Split existing Route 1 Southside into two routes, one of which would extend the area of coverage in Arrow Heights. Peak service would be provided to Revelstoke Secondary School, Begbie View Elementary and Mt. Begbie Manor.	
Extend Route 2 Columbia Park	Extend Route 2 Columbia Park further up Pearkes Drive. Note that this is contingent on the connection of Pearkes Drive to Highway 23N.	350 additional annual service hours*
Extend Route 3 Big Eddy to the Community Centre	Extend Route 3 Big Eddy to the Revelstoke Community Centre.	0 additional service hours*

*assumes evening service and Sunday service have been implemented

Modify Route 1 Southside, increasing coverage area

Extend the area of coverage on Route 1 Southside, bringing transit to areas not currently served by BC Transit while also providing more direct service for Southside residents.

This priority would involve splitting Route 1 Southside into two separate routes, one of which would exclusively serve Southside before travelling downtown, and another route serving Arrow Heights.

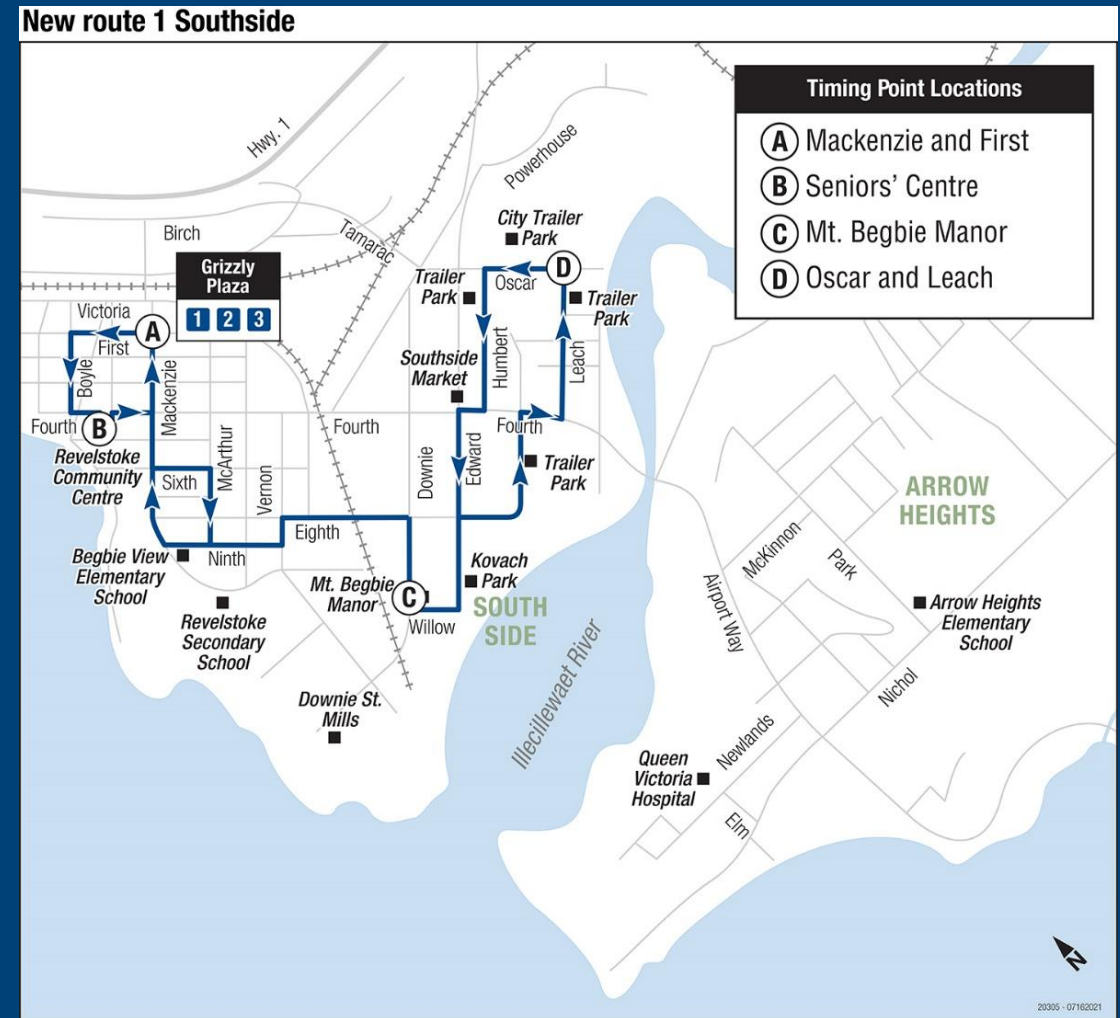
Resource requirements detailed below are for both the modified route 1 Southside and new route 5 Arrow Heights, as it is recommended that these be implemented simultaneously.

3200

Annual service hours

2

Light duty vehicles



Introduce new Route 5 Arrow Heights

Split existing Route 1 Southside into two routes, one of which would extend the area of coverage in Arrow Heights and provide transit service to a growing area of Revelstoke.

Peak service would be provided to Revelstoke Secondary School, Begbie View Elementary and Mt. Begbie Manor.

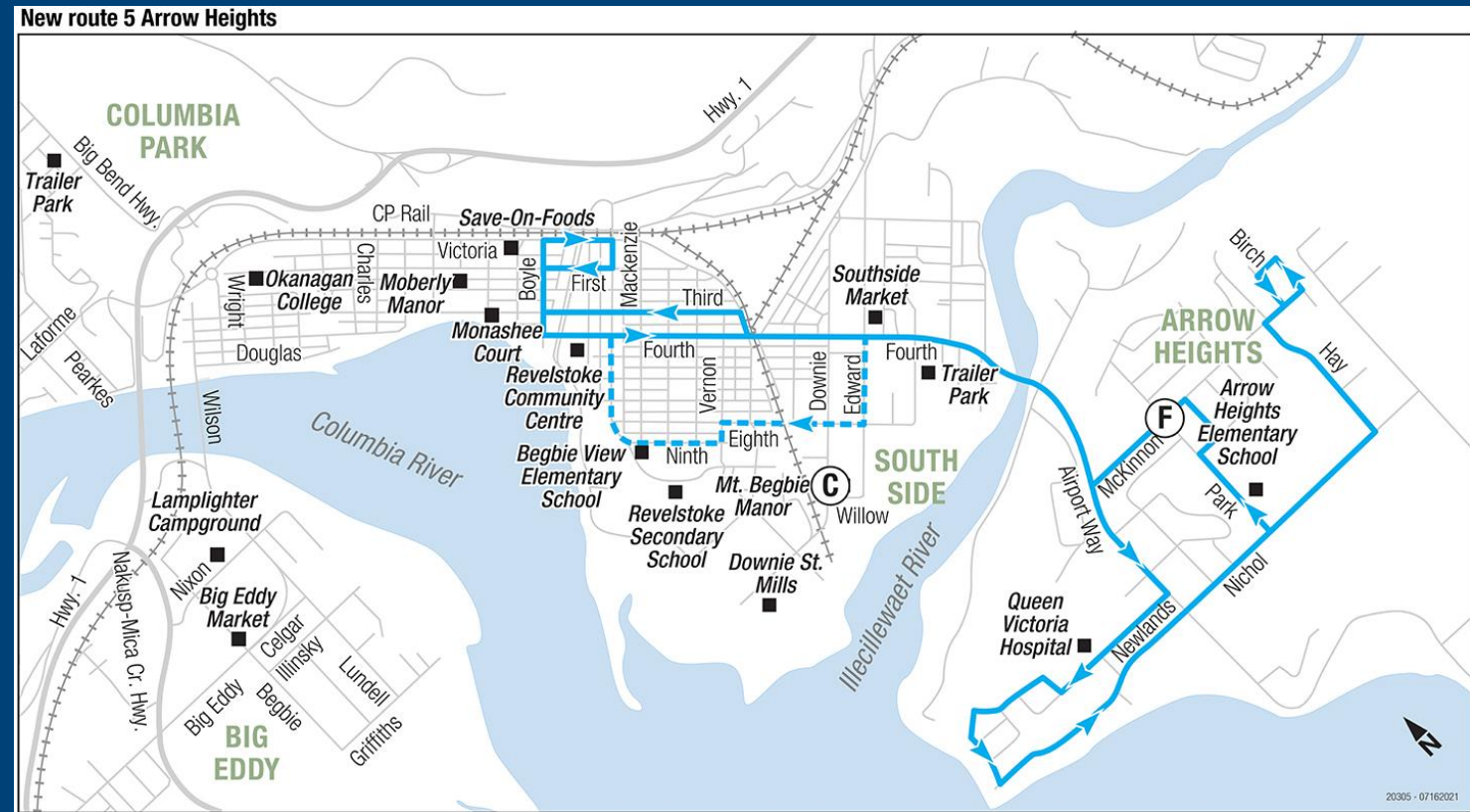
Resource requirements detailed below are for both the modified route 1 Southside and new route 5 Arrow Heights, as it is recommended that these be implemented simultaneously.

3200

Annual service hours

2

Light duty vehicles



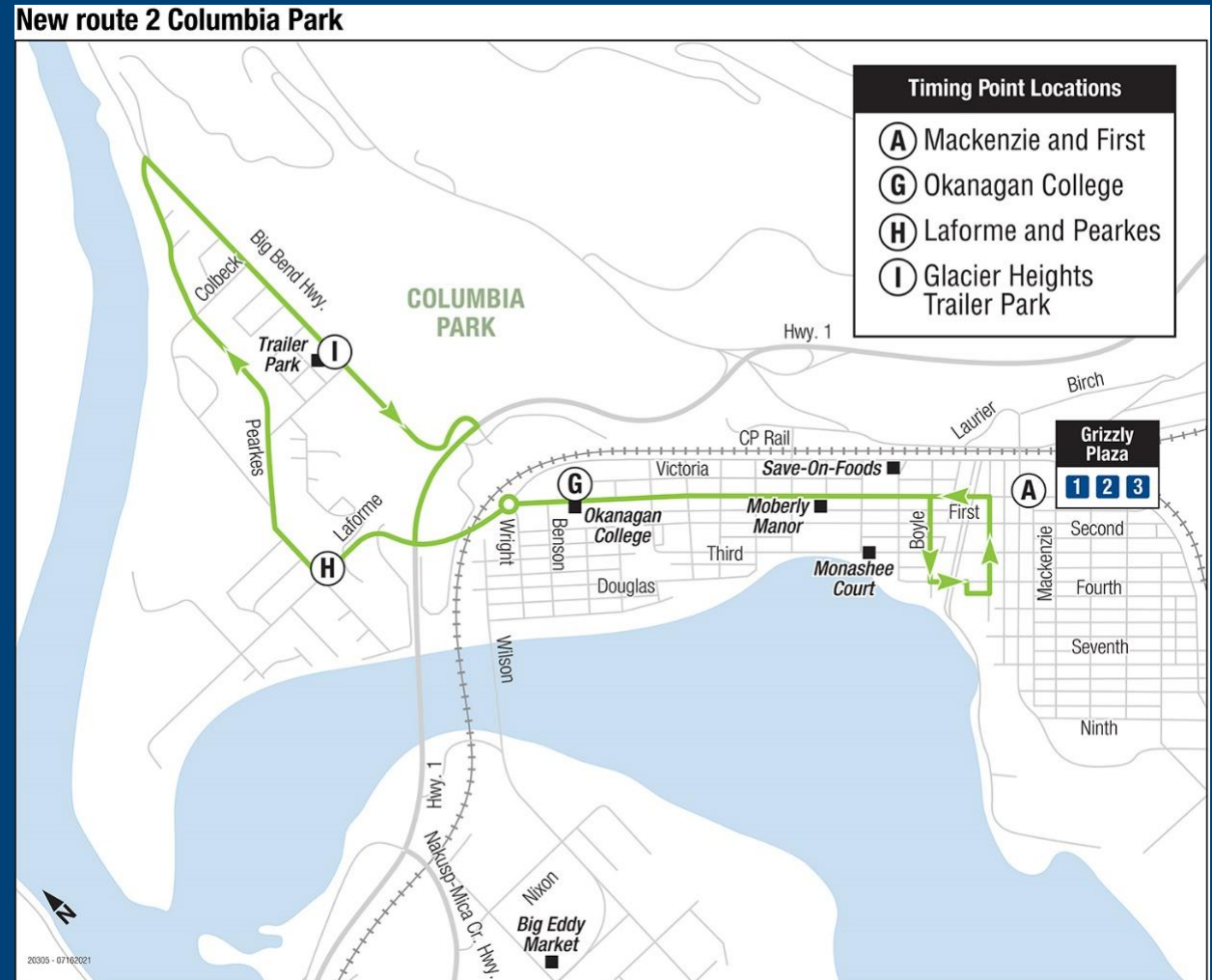
Extend Route 2 Columbia Park

Extend Route 2 Columbia Park further up Pearkes Drive, increasing its area of coverage and bringing transit service further north.

Note that this extension is contingent on the connection of Pearkes Drive to Highway 23N.

350

Annual service hours

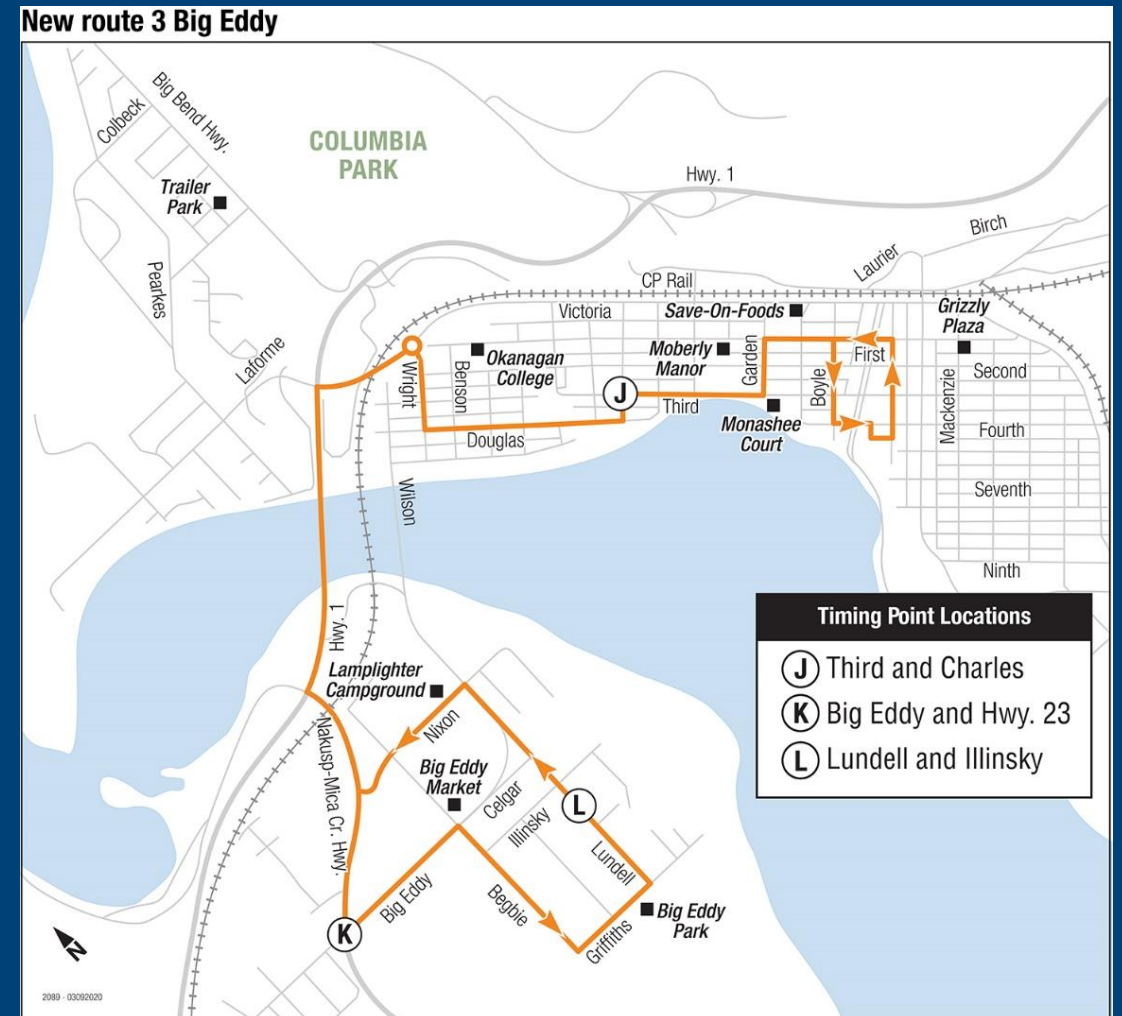


Extend Route 3 Big Eddy to the community centre

Shift Route 3 Big Eddy service to terminate at the Revelstoke Community Centre.

Future routing could be modified to continue serving Grizzly Plaza, pending further discussion and engagement.

This is proposed as a cost-neutral change, but if the route was to continue serving Grizzly Plaza additional operating resources would be required.



15 Investment Strategy

To achieve the goals of this plan, capital and operating investments in the transit system will be required over the next five years and beyond.

This plan calls for an additional 8150 annual service hours, as well as five additional vehicles.

Three of these additional vehicles are recommended to be heavy duty, as they are to be directed towards the Revelstoke Mountain Resort service, which will require additional space for passengers. The remaining two vehicles are recommended to be light duty vehicles, consistent with the existing Revelstoke fleet.

In order to achieve the goals laid out in this plan, consistent provincial and local funding is required. BC Transit will continue working with the City of Revelstoke to further develop the transit system.

16 Moving Forward

Monitoring

Performance of the transit system is monitored on an annual basis, which is typical for transit systems of this size. Performance may be monitored more closely after a significant service change to evaluate the change and make necessary adjustments.

Implementation

Service improvements will be integrated into the three year Transit Improvement Process (TIPs), which is updated on an annual basis and guides how expansions are implemented across BC Transit systems.

Through TIPs, the priorities outlined in this plan will be costed and presented in a Memorandum of Understanding to Revelstoke Council for approval. Once approved, BC Transit will proceed with the request to secure Provincial funding required to implement these priorities. Through TIPs, local governments commit financially to their first year of expansions (subject to provincial funding), while items in Years 2 and 3 are presented for budgeting and planning purposes and are re-costed annually.

At the start of the annual TIPs process, BC Transit staff will work with local government staff to identify service improvements for implementation. Additional targeted engagement may be conducted as required to ensure that priorities align with community need at that time.



17 Acknowledgements

Thank you,

The development of this Transit Future Service Plan provides the planning overview for the continued development of the Revelstoke transit system.

This plan was made possible by participation from local governments, key stakeholders and the public. BC Transit would like to thank all those who participated in the development of this document. Your commitment to bettering transit service in the City of Revelstoke is appreciated.

