



Quadra McKenzie Study

Transportation & Mobility Workshop

January 20, 2024



Land Acknowledgement



The District of Saanich lies within the territories of the ləkʷəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ peoples represented by the Tsartlip, Pauquachin, Tsawout, Tseycum and Malahat Nations. The First Peoples have been here since time immemorial and their history in this area is long and rich.

The Purpose of Today's Session is to...



- Provide a high-level overview of the Quadra McKenzie Study process—with a focus on Transportation & Mobility (and its relationship to land use);
- Share relevant transportation data, policy context, policy directions, and targets to help frame the table conversations; and
- Facilitate conversation and solicit feedback on the proposed Transportation & Mobility Network Structure and conceptual corridor and intersection designs.

Workshop Agenda

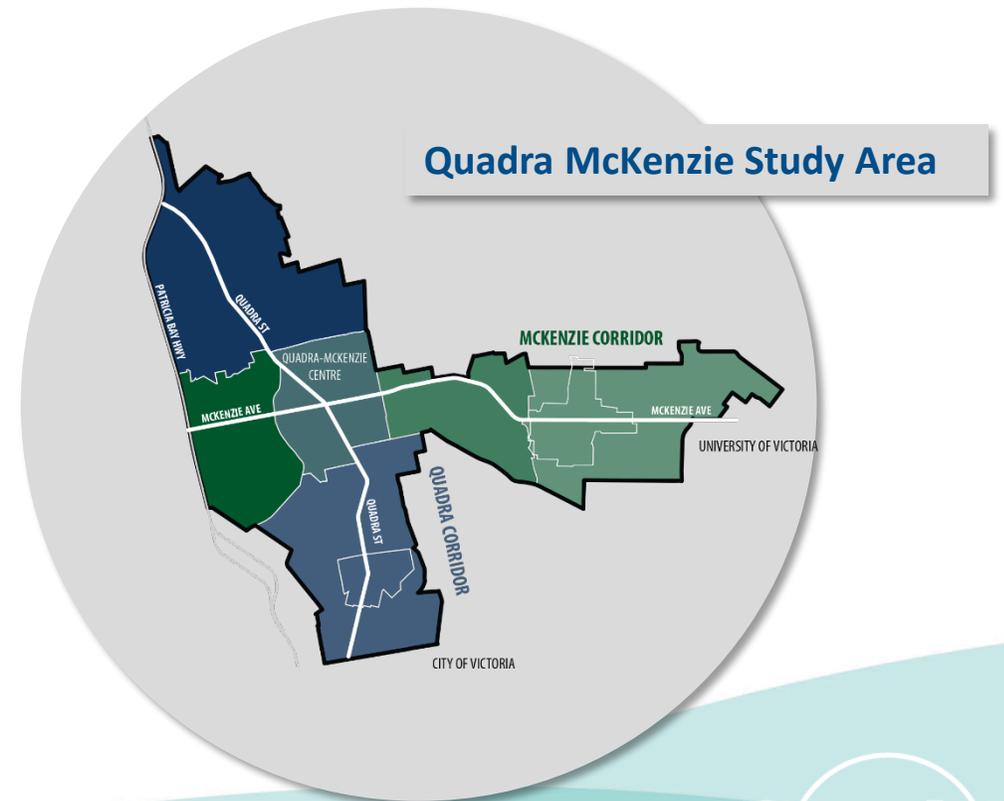


1. Welcome and Staff Presentation
2. Facilitated Table Discussions
 - Breakout Round 1
 - Breakout Round 2
 - Breakout Round 3
3. Report Back
4. Next Steps

Quadra McKenzie Study Overview



- Developing a plan to guide growth and change over next 20 years focused on land use and transportation.
- Centre, Corridor and Village areas:
 - McKenzie Corridor
 - Quadra Corridor
 - Quadra McKenzie Centre
 - University Centre
 - Four Corners Village



QMS Project Goals



Land Use

Implement Centre, Corridor and Village growth management framework to build compact, livable and sustainable communities.



Transportation & Mobility

Re-design McKenzie Avenue and Quadra Street as *Complete Streets* and enhance the active transportation network.

QMS Project Goals



Housing Diversity, Affordability and Supply

Focus housing growth within Quadra McKenzie Centre, Four Corners Village, and along the Quadra and McKenzie Corridors



Public Realm & Open Space

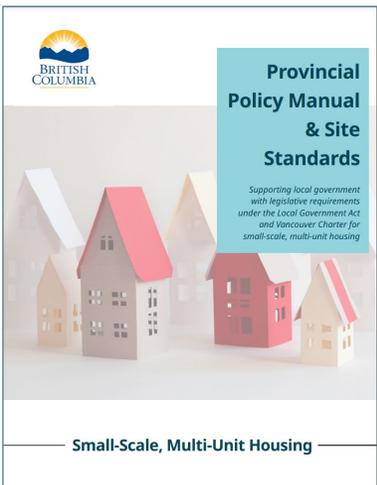
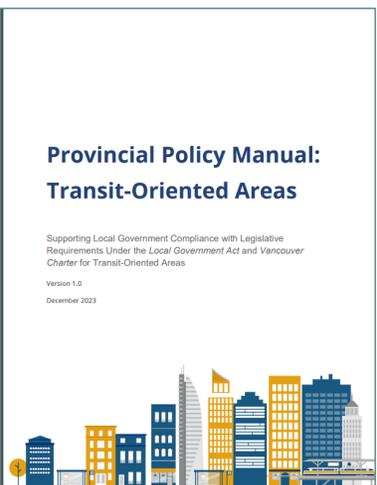
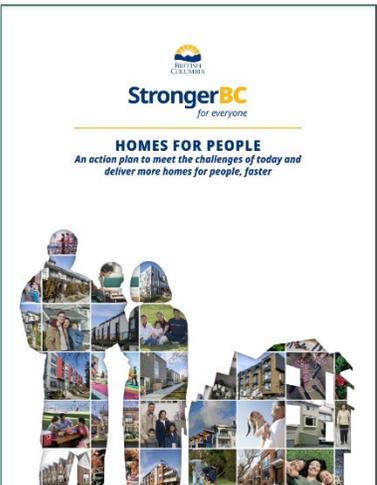
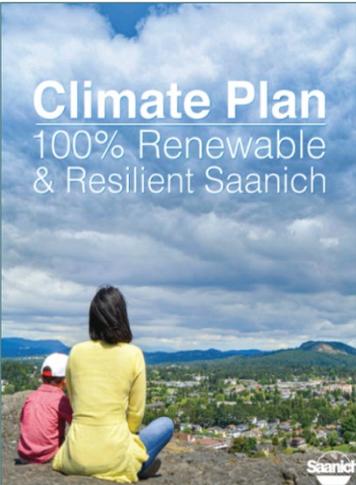
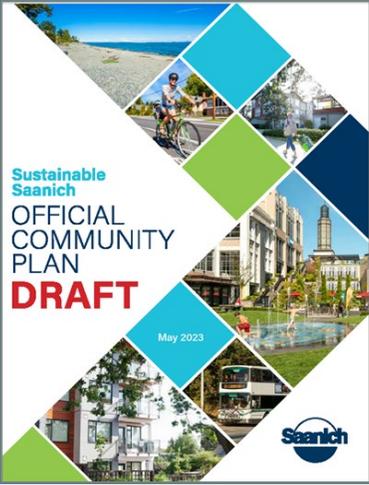
Support community liveability through a strengthened public realm and a walkable network of parks and amenities



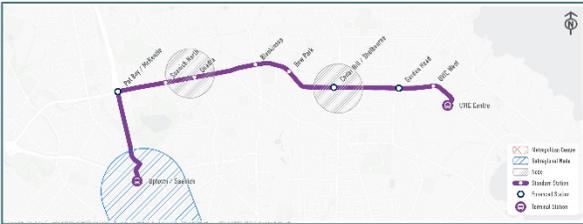
QMS Project Timeline



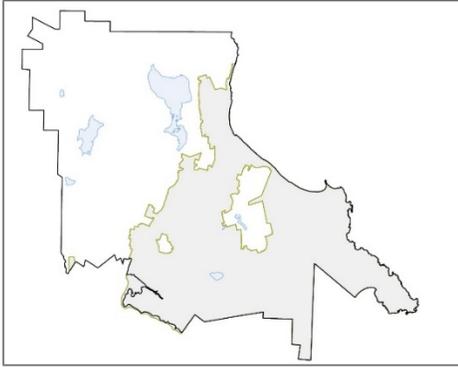
QMS Project Inputs & Influences



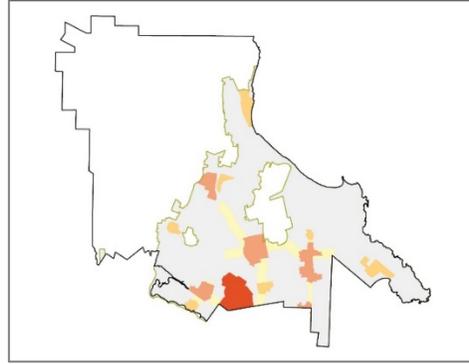
McKenzie Corridor RapidBus Study



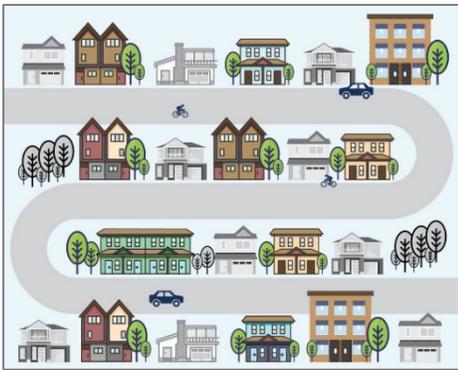
Saanich Official Community Plan (OCP)



Maintain the Urban Containment Boundary



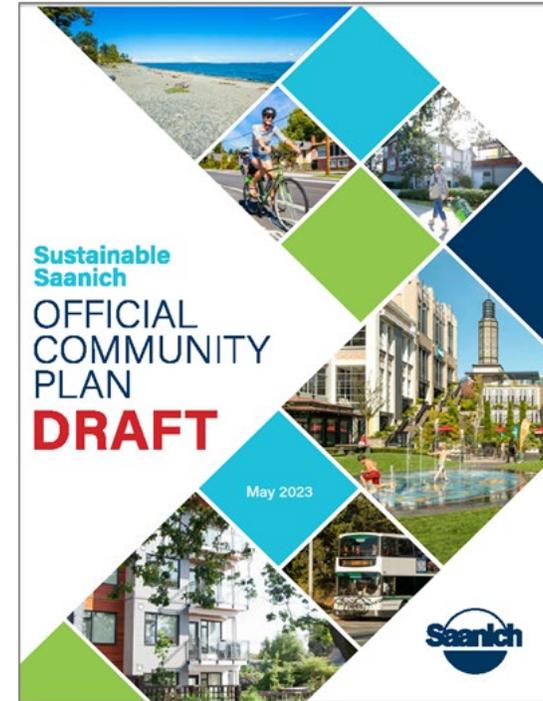
Accommodate most New Development in Primary Growth Areas



Expand Housing Diversity in Neighbourhoods



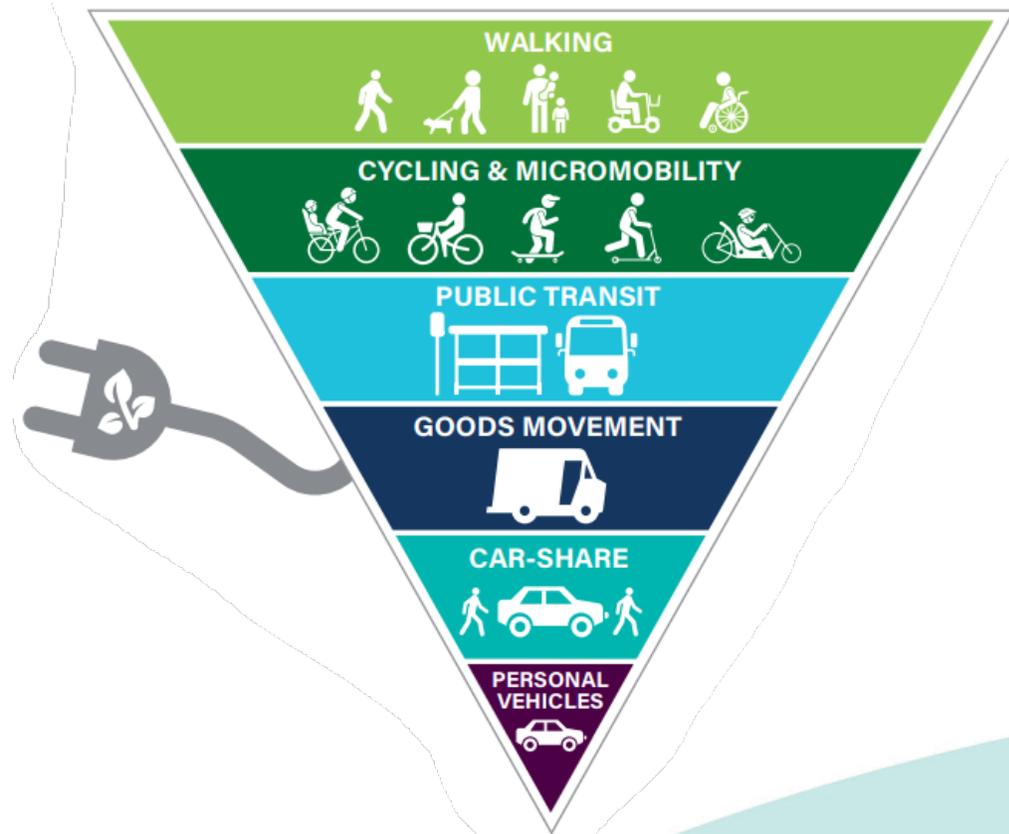
Make Saanich a 15-minute Community



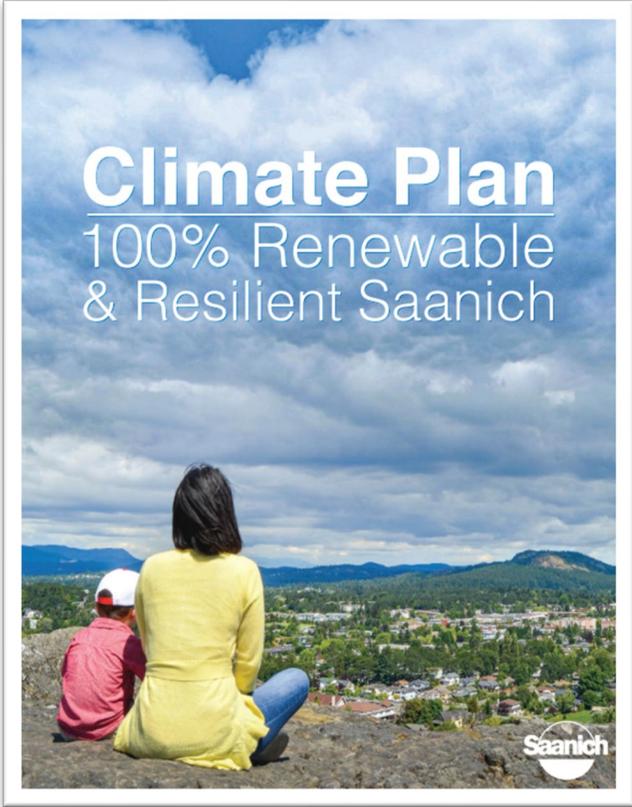
Saanich OCP - Transportation



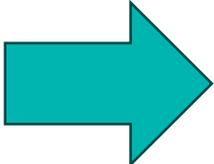
A key direction in the OCP is to prioritize modes within the transportation network based on the Mobility Priority Pyramid by creating exceptional environments for walking and cycling and taking transit to the next level.



Saanich Climate Plan



PLAN GOALS



1. CUT EMISSIONS IN HALF BY 2030 AND TO NET ZERO BY 2050



2. TRANSITION TO 100% RENEWABLE ENERGY BY 2050

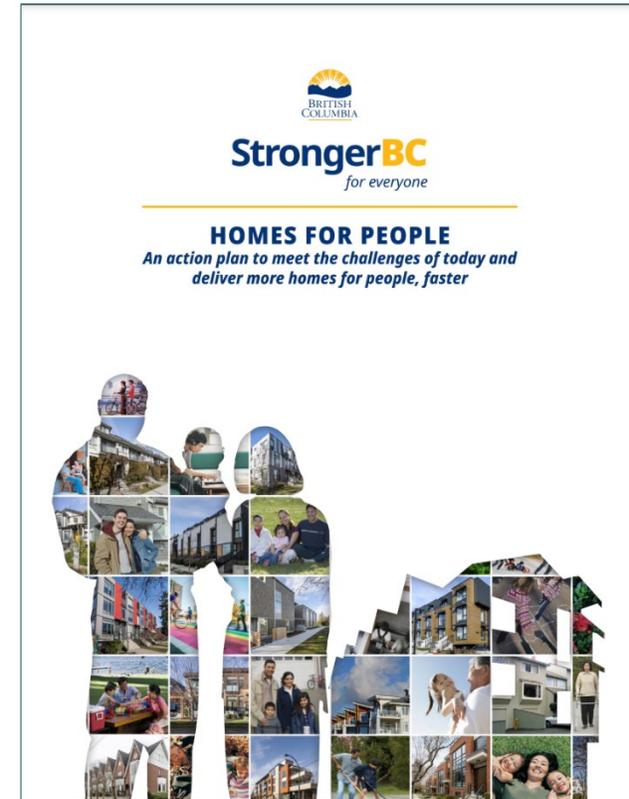


3. PREPARE FOR A CHANGING CLIMATE

Recent Provincial Housing Directions



1. Provincial Housing Targets
2. Small-scale Multi-unit Housing
3. Transit-Oriented Development



Provincial Housing Targets - Totals



Provincial housing targets for Saanich 2023–2028

4,610 net new units total

- 440 units year one
- 601 units year two
- 841 units year three
- 1,163 units year four
- 1,565 units year five

1,365
net new units
were completed
in Saanich
between
2018–2022.



Small-scale Multi-unit Housing



New small-scale multi-unit housing directions include:

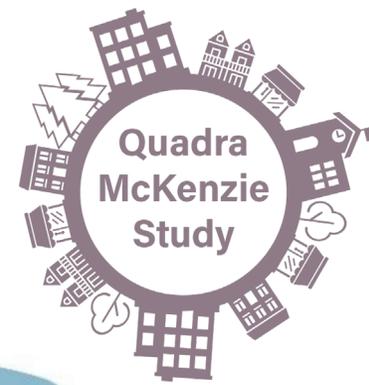
- On lots in all single-family zones, allowing a minimum of one secondary suite or garden suite; and
- On lots within the Urban Containment Boundary (UCB), allowing a minimum of:
 - 3 units on lots under 280 m²
 - 4 units on lots over 280 m²
 - 6 units on lots near frequent transit stops
 - .



****Zoning must be updated by June 30, 2024**

The District's Neighbourhood Homes project will address these directions: [Saanich.ca/neighbourhoodhomes](https://saanich.ca/neighbourhoodhomes)

Transit Oriented Development Areas (TODAs)



TODAs are intended to...

- Be areas of mixed-use development around transit stations and bus exchanges; and
- Provide a diversity of housing options and access to a variety of amenities and services, supporting local economic opportunities, and enabling greater mobility options.



The Province has set minimum densities and heights for development located close to transit hubs and frequent transit routes.

Land Use & Transportation



Through this study we have an opportunity to offer a greater land use mix along corridors and to design streetscapes that cater to all modes of transportation - prioritizing active transportation and transit.

By increasing the mix of uses – locating housing, services, amenities, and high-quality public realm closer together – we can reduce the distance people need to travel to meet their daily needs.

Living closer to work, school, daycare, shops, and services leads to an increase in active transportation modes (walking, rolling, cycling, and transit) and reduces dependency on private automobiles – leading to a healthier, more sustainable, and safer community.

Land Use & Transportation



Transportation expenses are typically the second largest expense for households following housing costs.

By planning for land use and transportation together, we can help reduce the overall cost of living.

Did you know?



It costs between \$50,000 - \$80,000 to construct an underground parking stall? This cost gets passed on to home buyers and renters leading to increased housing costs.

City of Mississauga (2022)

Residents of more walkable communities

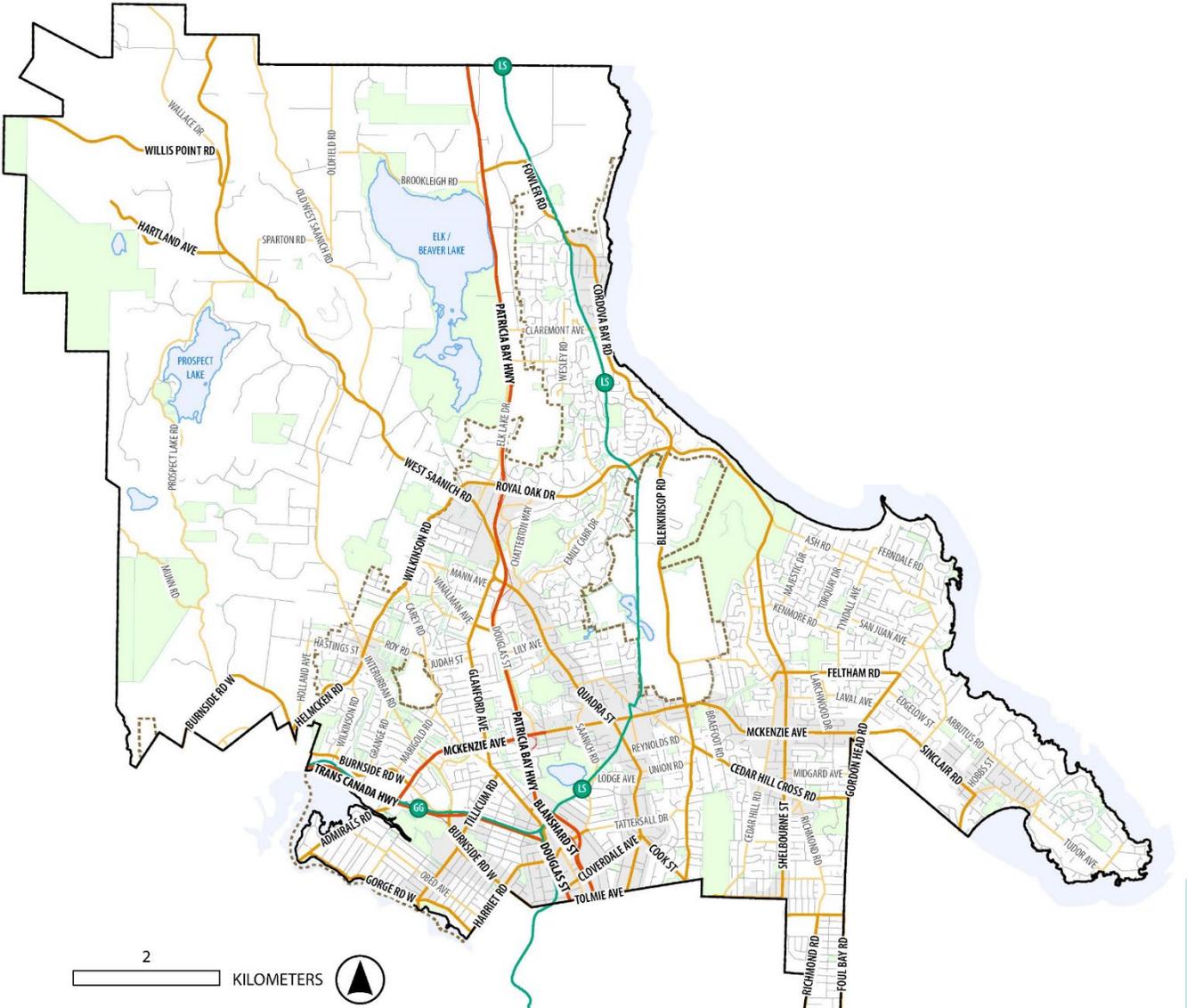
 **Walk**
2 - 4 Times
More

 **Drive**
5 - 15%
Less

than residents in more automobile-dependent areas

Land Use Impacts on Transport, T. Litman (2023)

Transportation Network



**ROAD NETWORK
BY STREET CLASSIFICATION**

- HIGHWAY
- MAJOR
- COLLECTOR
- RESIDENTIAL
- PRIVATE

PARKS AND CRD REGIONAL TRAILS

- GALLOPING GOOSE REGIONAL TRAIL (GG)
- LOCHSIDE REGIONAL TRAIL (LS)
- PARKS

URBAN CONTAINMENT BOUNDARY (UCB)

- LAND INSIDE THE UCB
- PRIMARY GROWTH AREAS

Saanich Transportation Stats



- 570 km of roadways
- 265 km of sidewalks
- 165 km of cycling lanes
- 40 vehicle and pedestrian bridges
- 84 Traffic Signals
- 9,000 Streetlights
- Approximately 20,000 traffic signs



Saanich Active Transportation Plan



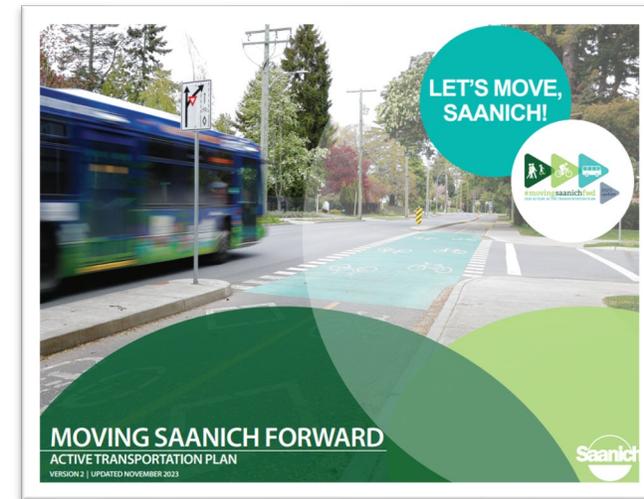
The **Active Transportation Plan (ATP)** is a guide for investment in active transportation improvements for the next 30 years

Active transportation is...

- Any active trip that you make to get yourself or others from one place to another

Active transportation includes...

- human-powered or electric-assisted modes such as walking, cycling, scooters, skateboards, wheelchairs, in-line skates and even walking or rolling to catch the bus!

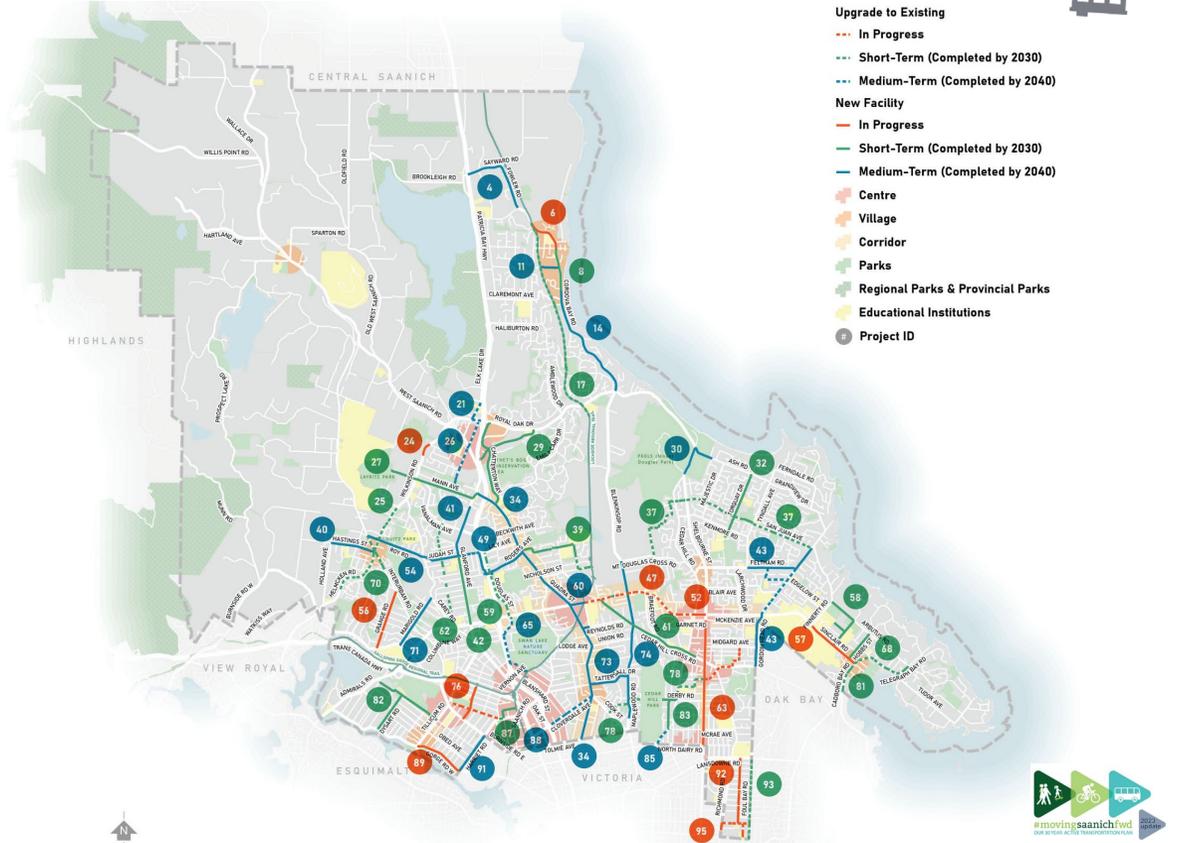
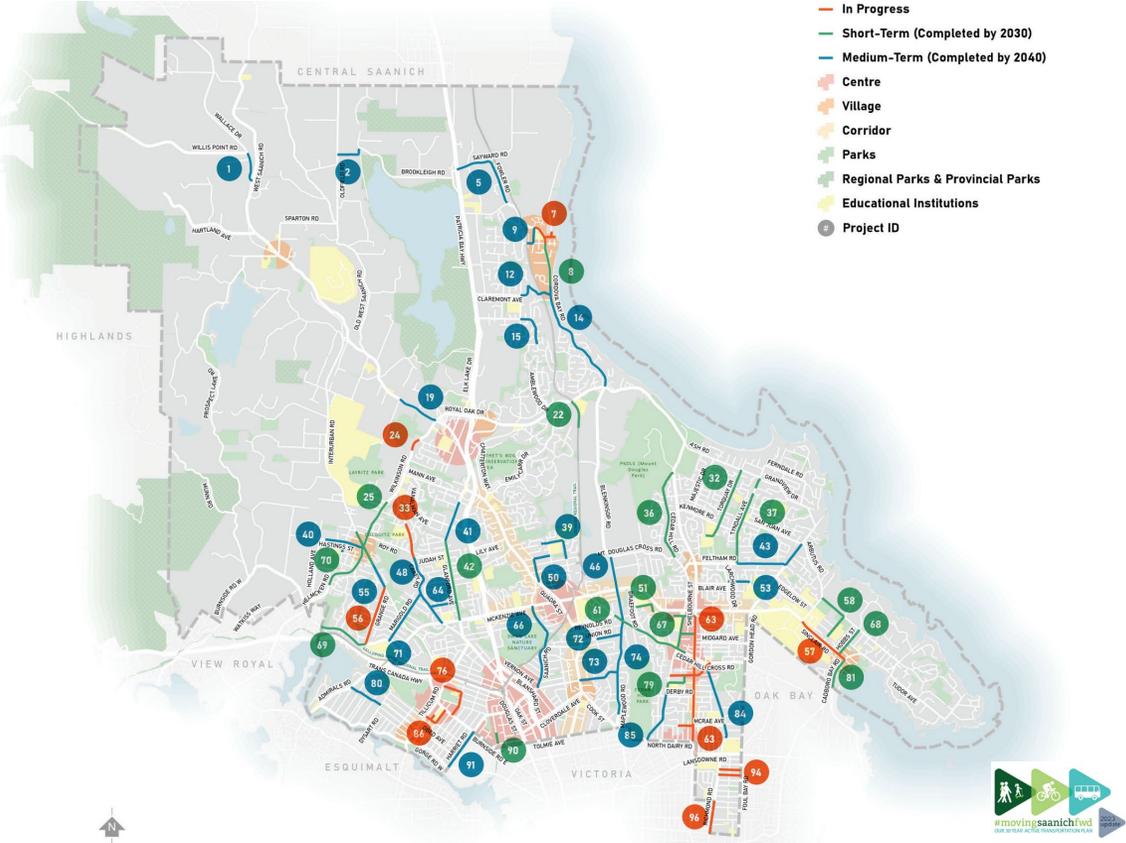


Active Transportation Plan Priorities



Sidewalk Priority Projects

Cycling Network Priority Projects

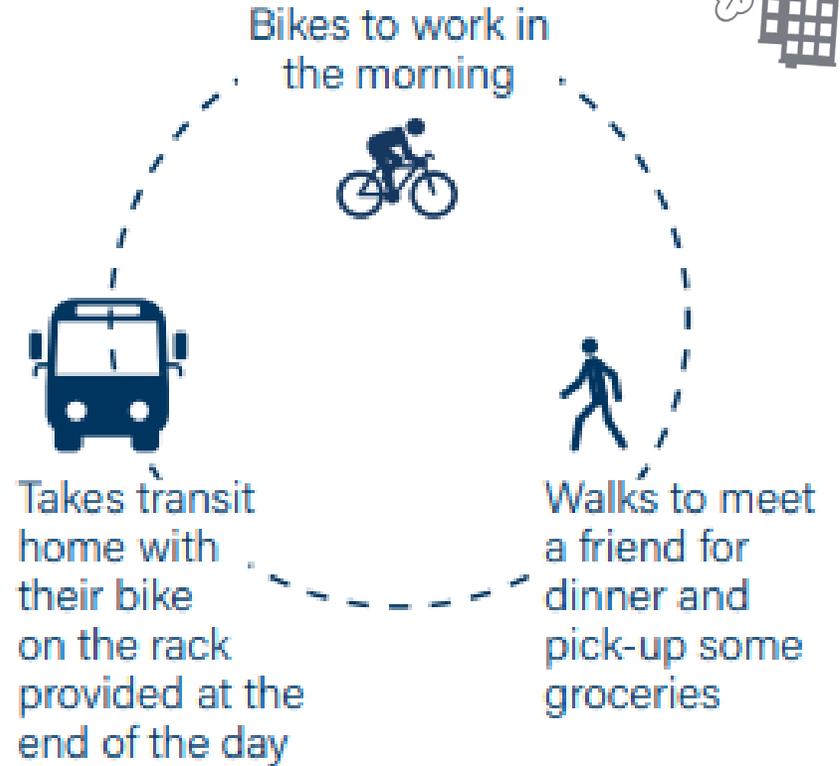
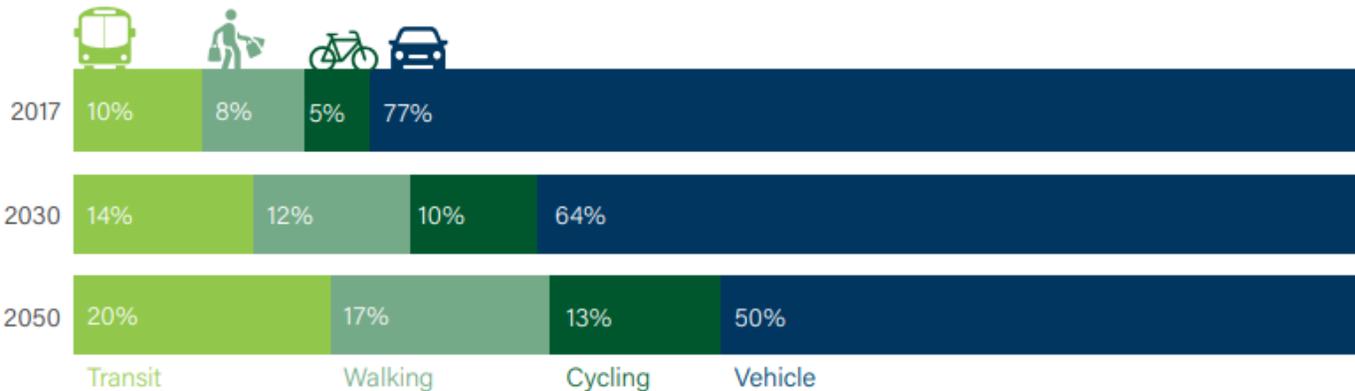


ATP - Multi-modal Targets



Multi-modal transportation refers to linking together different forms of transportation, such as walking, cycling, transit, and vehicle travel, to move around the community safely and conveniently.

Mode-split Targets to 2050



Road Safety Action Plan (RSAP)



The Road Safety Action Plan (RSAP) is...

- A 10-year plan to guide safety improvements on Saanich roads for all road users, including people who walk, cycle, roll, ride transit, or drive a car;
- Grounded in a Vision Zero and a Safe Systems approach;
- Evidence-based and data-driven; and
- Currently underway, expected completion Q2 2024.

ROAD
SAFETY
**ACTION
PLAN**



RSAP Actions



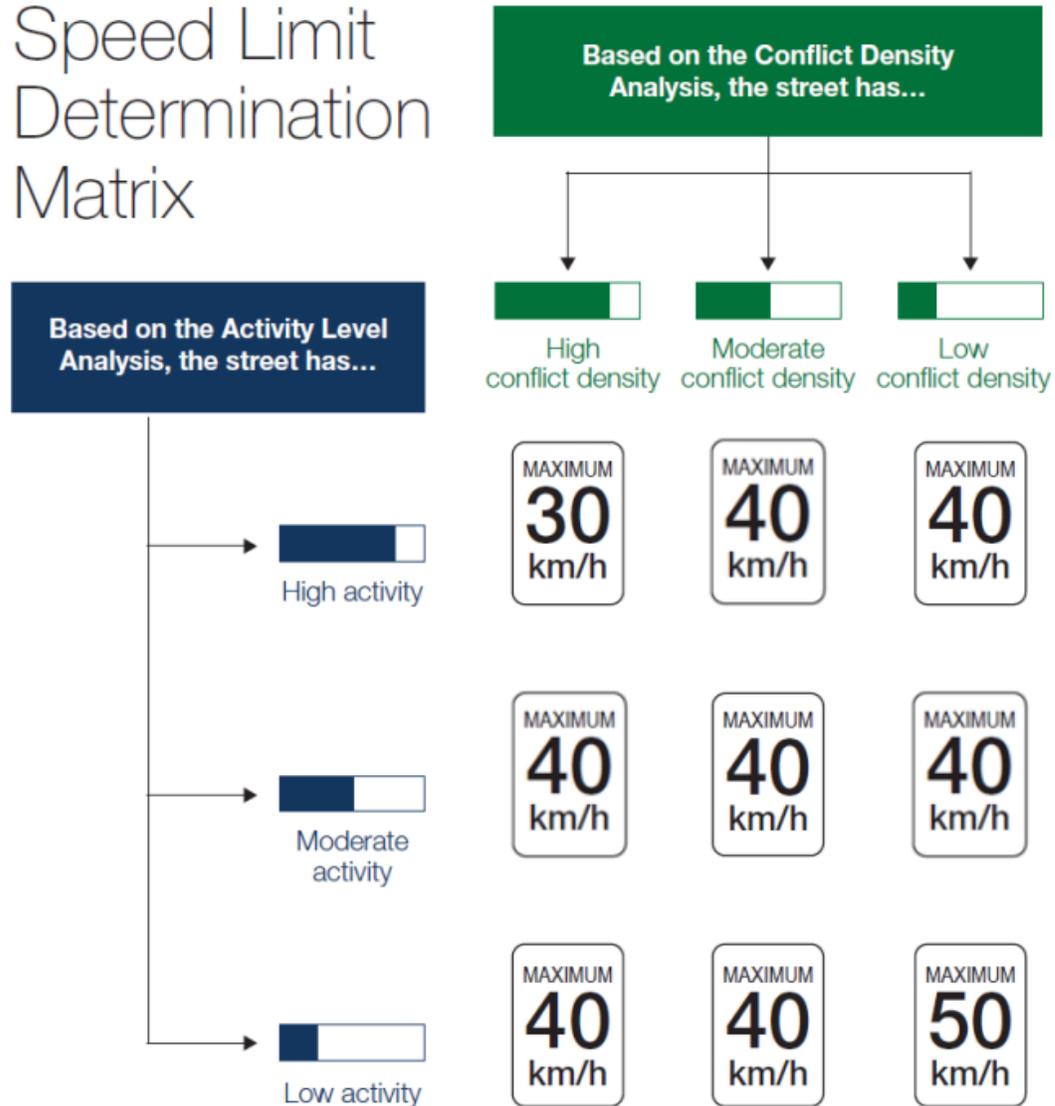
1. Establish Safer Speeds
2. Encourage Safe Road Users
3. Build and Maintain Safer Streets for All
4. Plan Land Use to Support Safer Streets
5. Improve Vehicle Safety
6. Enhance Care After a Crash



Speed Limits



Speed Limit Determination Matrix



Background

- 2019 Council lobbies for 30km/h residential limits
- 2022 Council adopts Speed Limit Establishment Policy
- 2023 Speed Limits reduced on 40km of roads
- 2024 Council directs staff to reduce limits on 50km of roads

Influence of Data



72 Hour
Volume and
Speed Counts

Saanich Police
Accident Data

Peak Hour
Turning
Counts

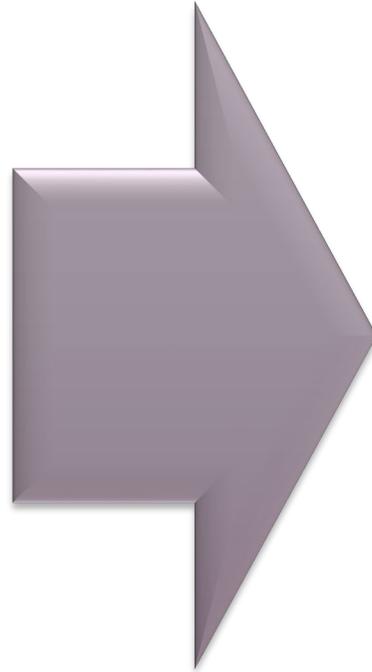
ICBC Accident
Data

Saanich Police
Speed Reader
Board Data

Bikemaps.org

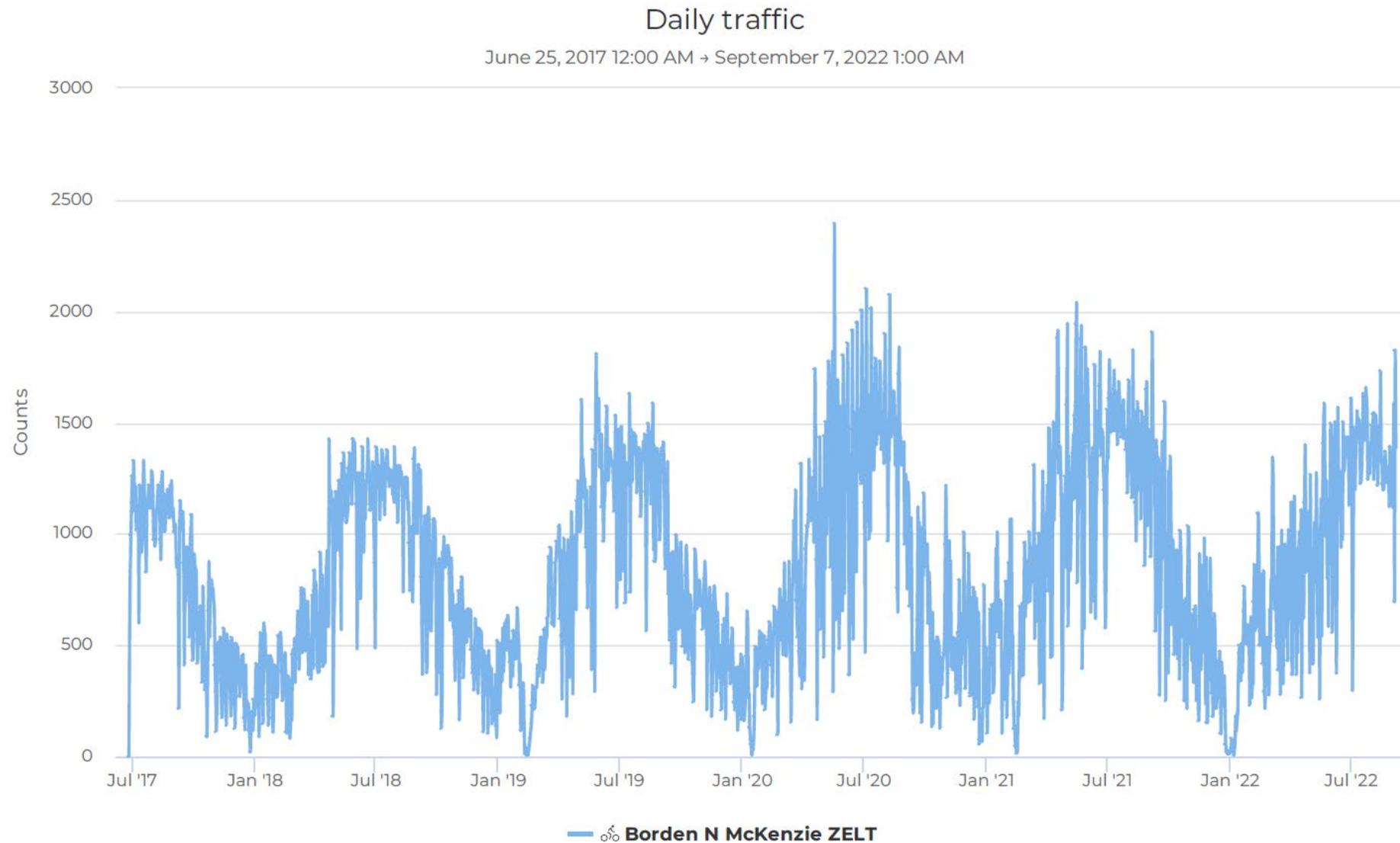
Manual
Pedestrian
Counts

Cycling Counts



- Identify issues
- Track and identify trends
- Adjudicate complaints
- Select appropriate solutions
- Apply consistent treatments
- Plan for maintenance
- Prioritize investments

Cycling Data Example



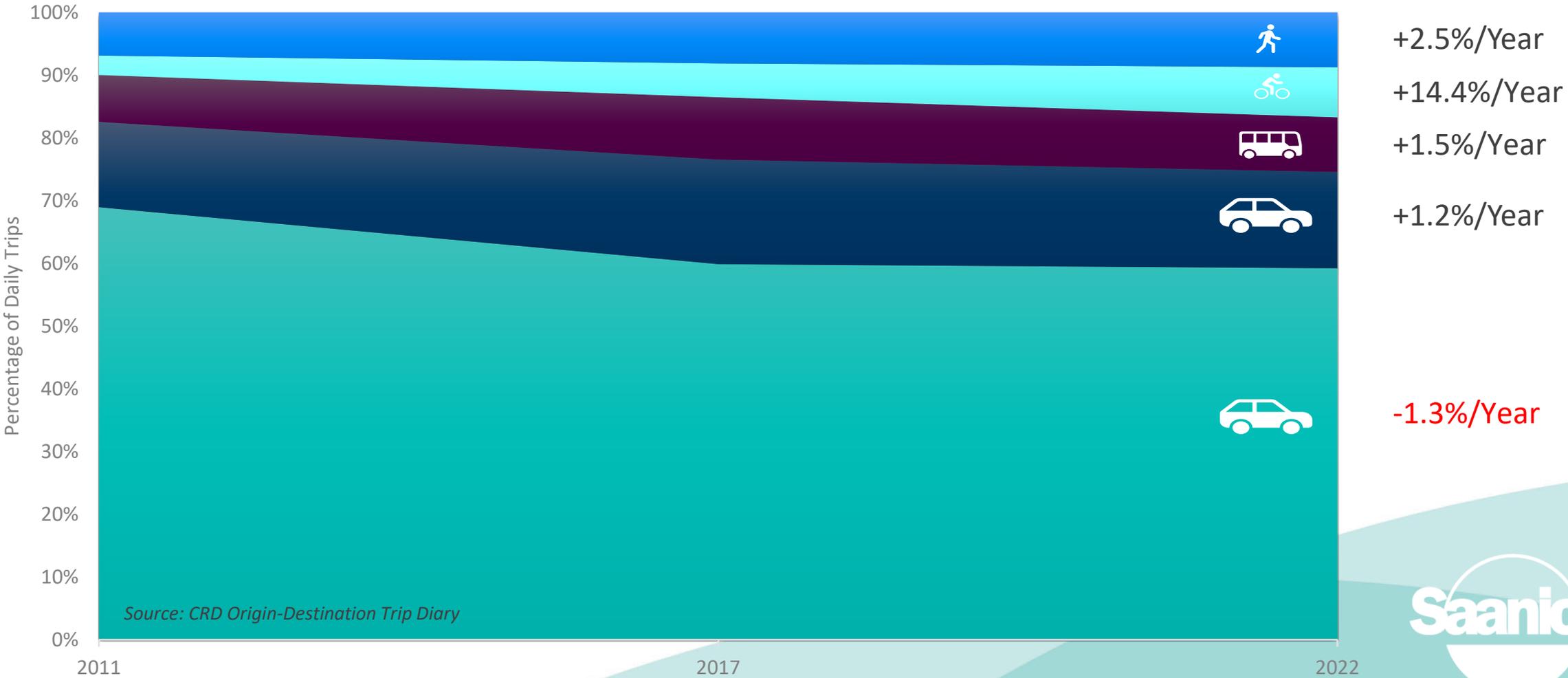


McKenzie and Quadra Corridors

Number of Daily Trips



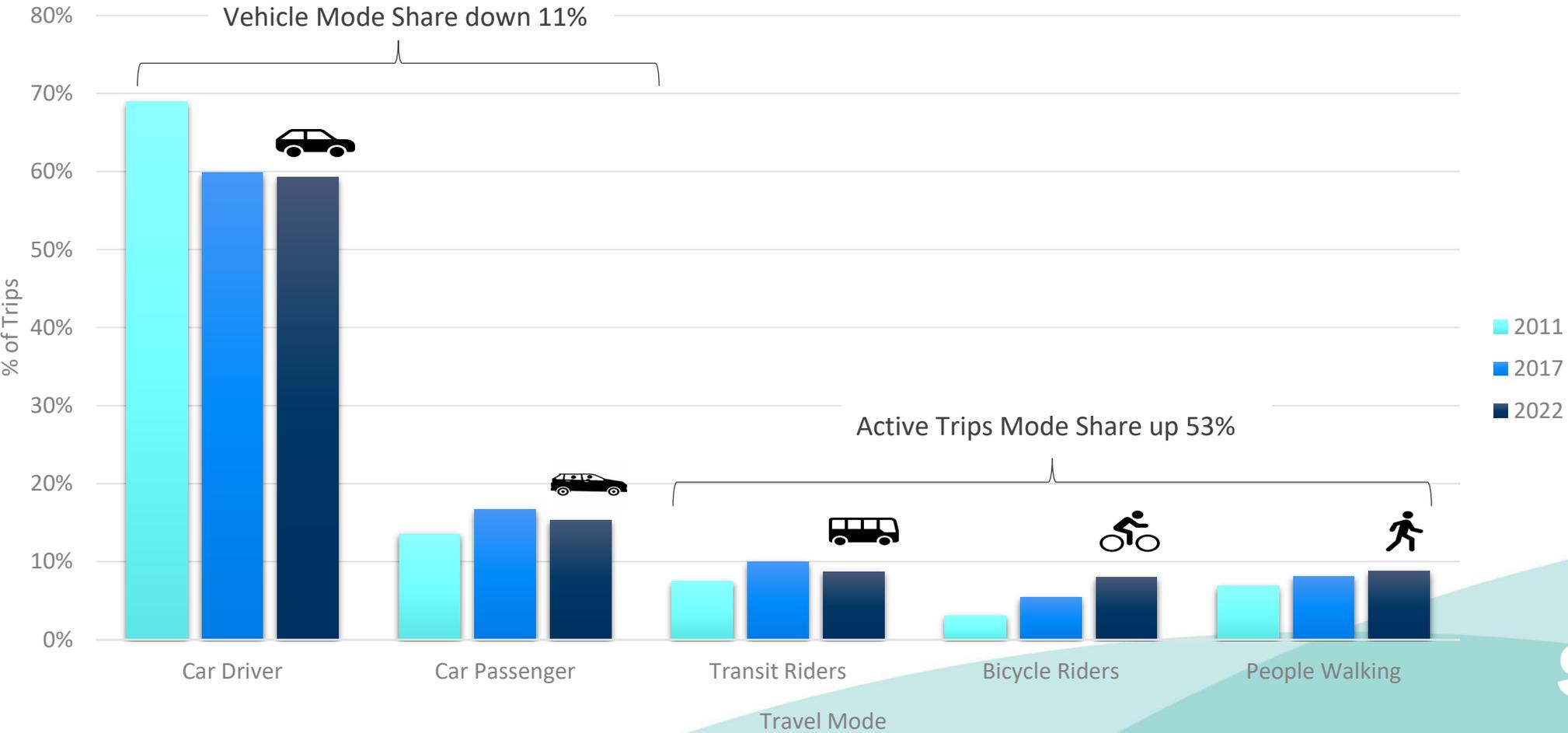
People in Saanich are taking less trips, traveling by bike more often



Mode Share Changes



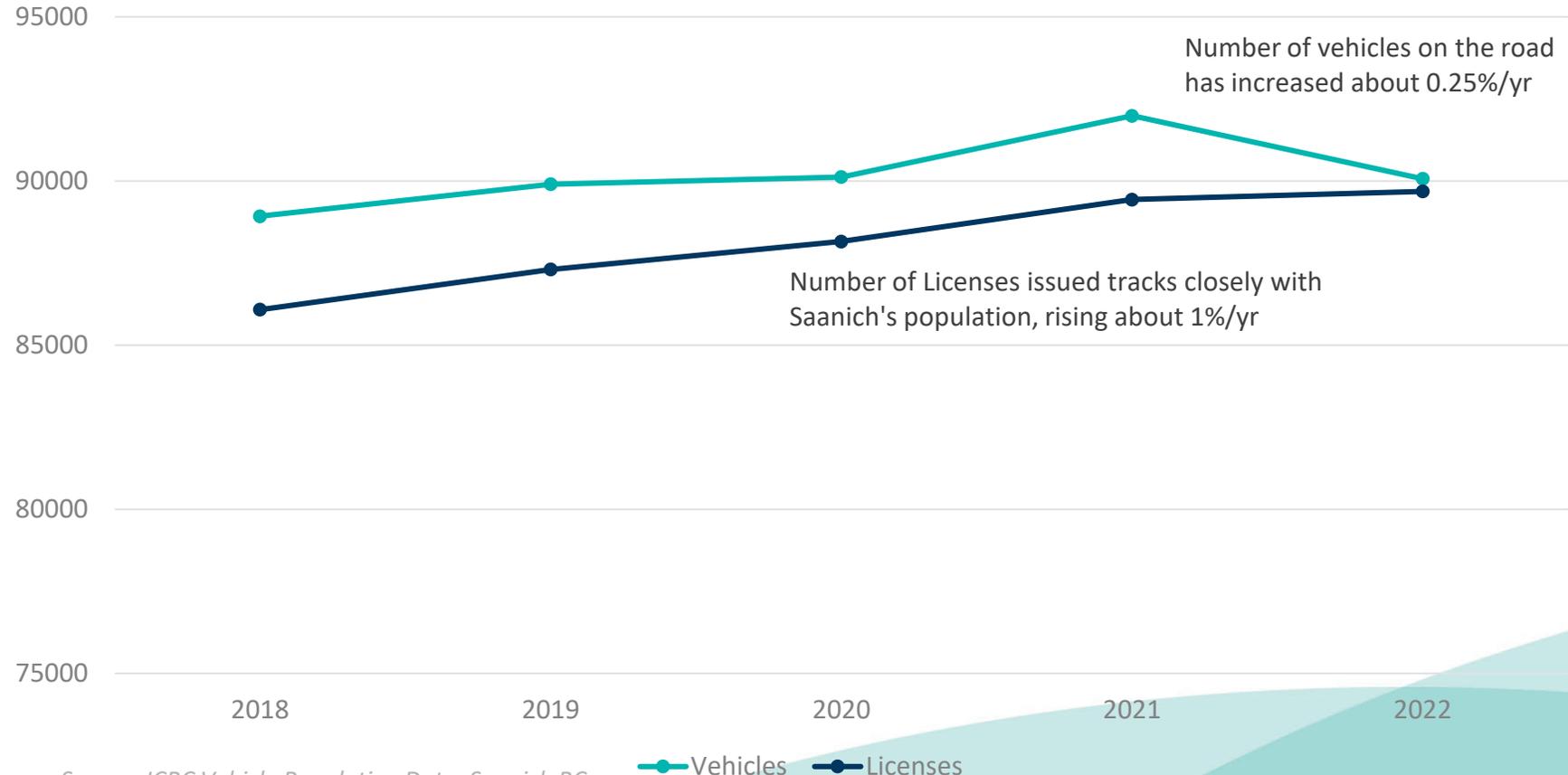
Lots of Residents are choosing different ways to travel



Number of Licenses and Vehicles



Number of Vehicles compared to Licenses issued (2018-2022)



Source: ICBC Vehicle Population Data, Saanich BC

—●— Vehicles —●— Licenses



McKenzie Corridor



- Rapid Transit Corridor
- Primary East-West Corridor in Saanich
- Connections with UVIC and Provincial Highways
- Long stretches of Corridor with limited services and amenities

CORRIDOR



LAND USE



HOUSING



TRANSPORTATION



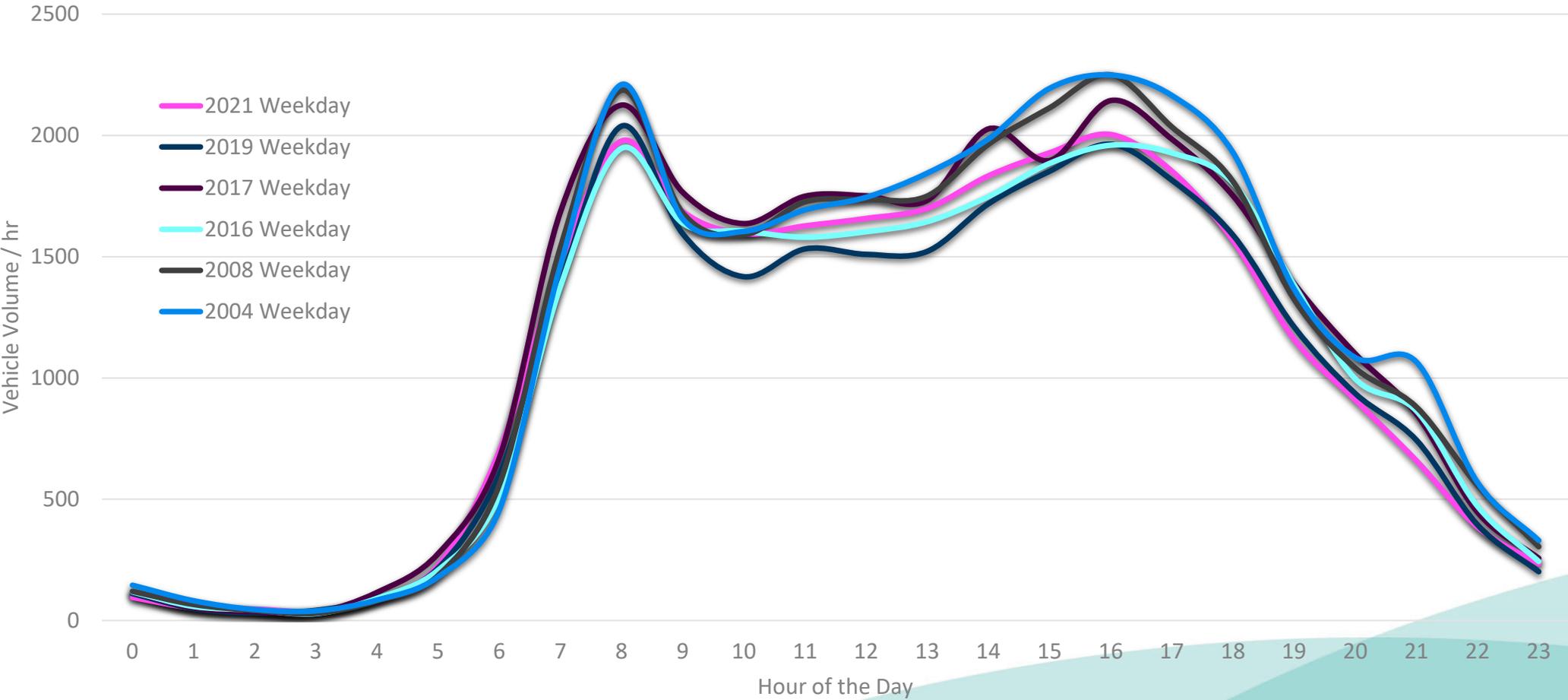
PUBLIC REALM



McKenzie Ave Vehicle Volumes



Vehicle Volumes on McKenzie

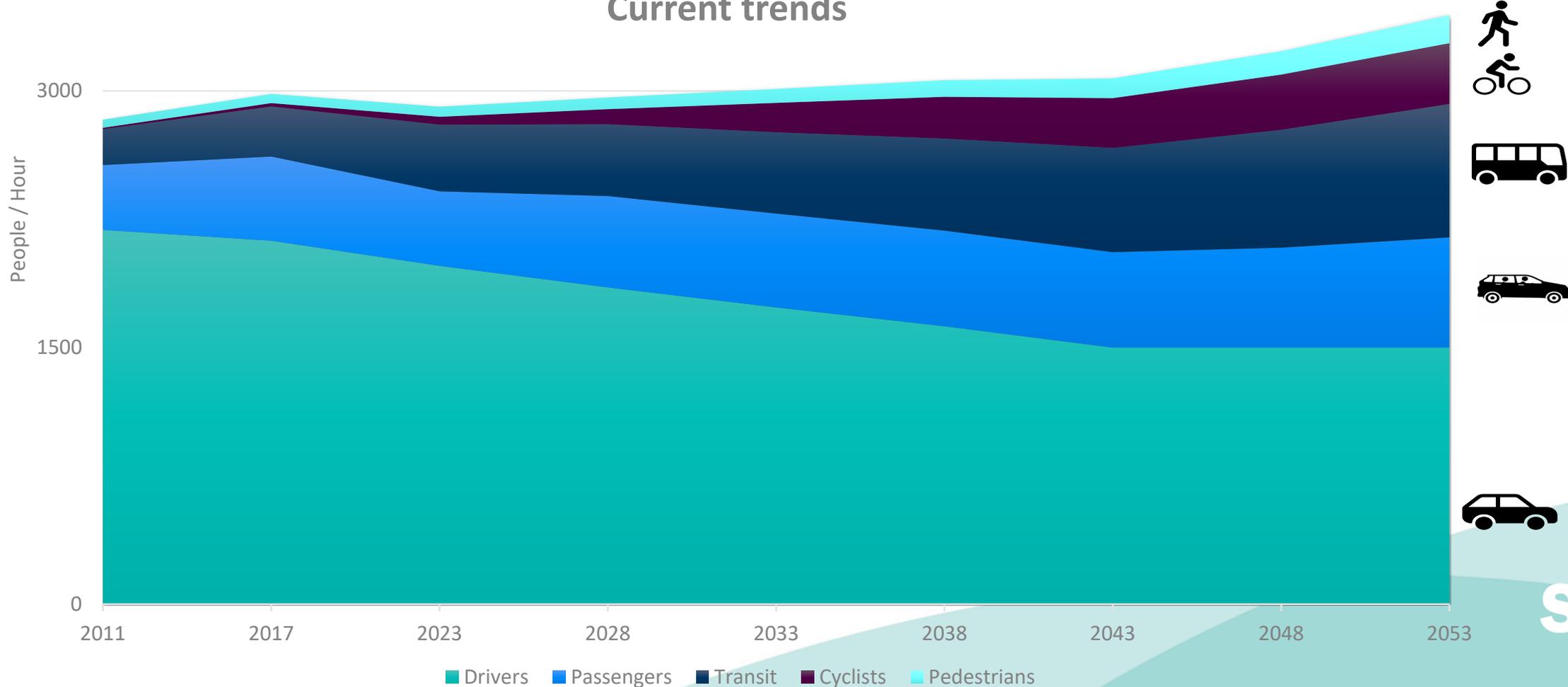


McKenzie Ave People Per Hour

4500



Anticipated Travel on McKenzie Current trends

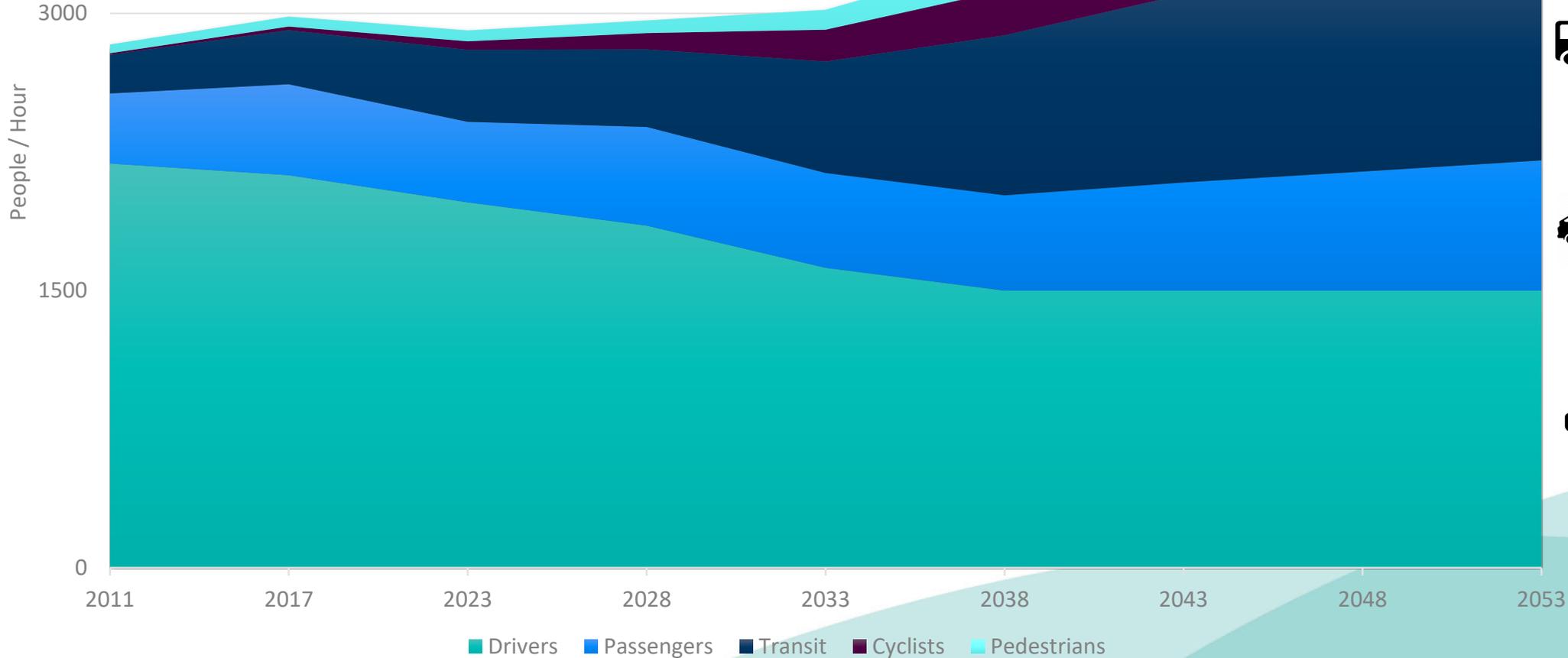


McKenzie Ave People Per Hour

4500



Anticipated Travel on McKenzie
High Growth and Regional Transit Priority



McKenzie RapidBus Corridor Study



- Informed by Official Community Plan policy
- Aligns with BC Transit Regional RapidBus Implementation Strategy
- Aligns with Saanich Active Transportation Plan



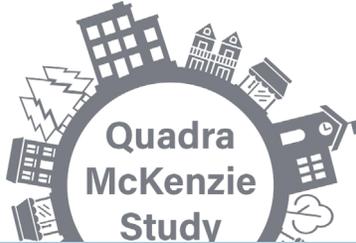
McKenzie RapidBus Corridor Study



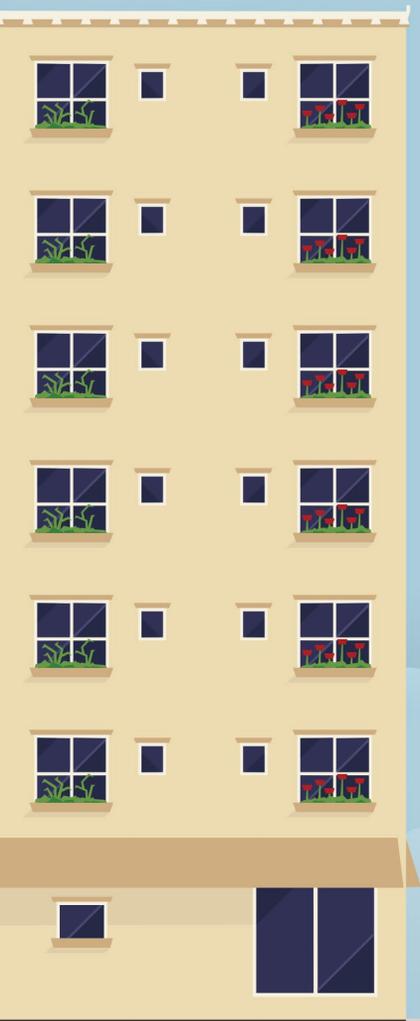
- Provides long-term vision for the corridor that:
 - Provides walking and cycling infrastructure for people of all ages and all abilities
 - Integrates public realm improvements
 - Facilitates RapidBus service from Uptown to UVIC
 - Identifies Rapid Bus station locations
 - Enhances tree planting opportunities



McKenzie RapidBus Corridor Study



McKenzie Ave Vision at Intersections



3 m	2.5 m	2 m	2 m	1.5 m 0.3 m	3.3 m	3.1 m	3.1 m	3.1 m	3.3 m	0.3 m 1.5 m	2 m	2 m	2.5 m	3 m
Outdoor dining	Sidewalk		Bike lane		Bus lane	Drive lane	Turn lane	Drive lane	Bus lane		Bike lane		Sidewalk	Outdoor dining

McKenzie RapidBus Corridor Study



McKenzie Ave Vision Mid-block



3 m	2 m	2 m	2 m	1.5 m	0.3 m	3.3 m	3.1 m	3.1 m	3.3 m	0.3 m	1.5 m	2 m	2 m	2 m	3 m
Outdoor dining	Sidewalk		Bike lane			Bus lane	Drive lane	Drive lane	Bus lane			Bike lane	Sidewalk	Sidewalk	Outdoor dining

McKenzie RapidBus Corridor Study



Next Steps

- Short term improvement options being developed
- Integrate and confirm vision with QMS Study
- Review with Council in tandem with QMS Study
- Review with Victoria Regional Transit Commission
- Implementation!

Blink RapidBus Line 95
Effective April 10, 2023

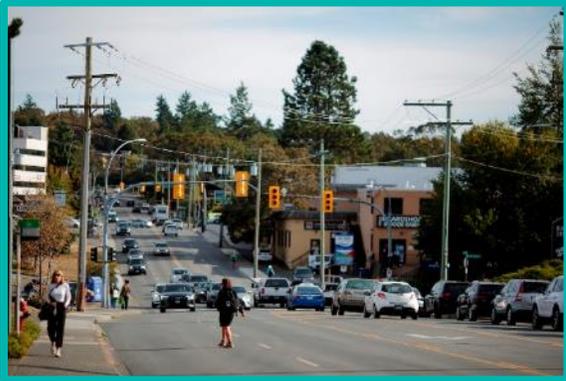
- 12% more service than the Route 50
More reliable due to fewer stops
- This corridor has the most ridership within the Victoria transit system, carrying over 10,000 rides per day
- Future enhancements include: more frequency, more transit priority, and improved stations

Stops: Langford Exchange, Milligan, Graham, Jackson, Langford Centre, Oakridge, Ketchikan, West, Oakridge/Manly/Beaumont Way, Colwood Exchange, Belmont, Six Mile, Hammonds, Beckwith, Tillicum, Uptown, Fairweather, Phillipsen, George/Oakside, Glenora, Parkside, East, Quarry, Langford Exchange

Blink RAPIDBUS



Quadra Corridor



- Frequent Transit Corridor (7-minute frequency)
- Four Corners Village
- Connection with City of Victoria
- Long stretches of Corridor with limited services and amenities

CORRIDOR



LAND USE



HOUSING



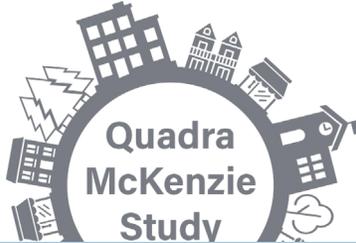
TRANSPORTATION



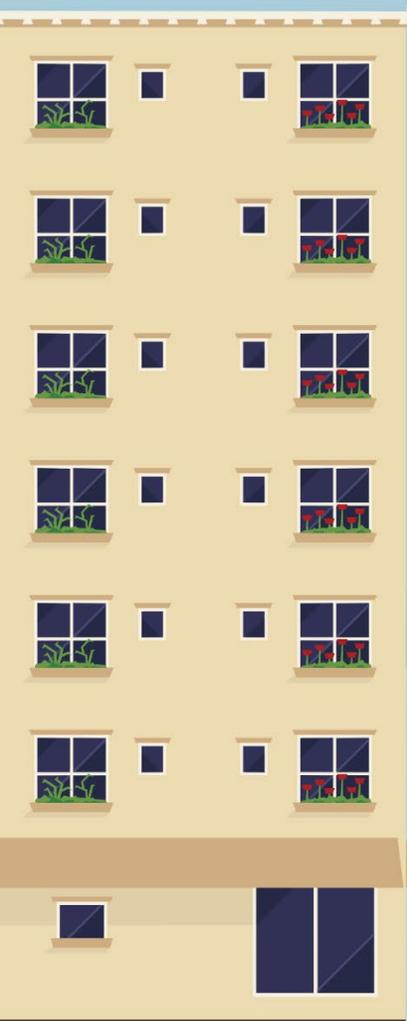
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Quadra Street Vision



Quadra Street Vision at Centres / Villages

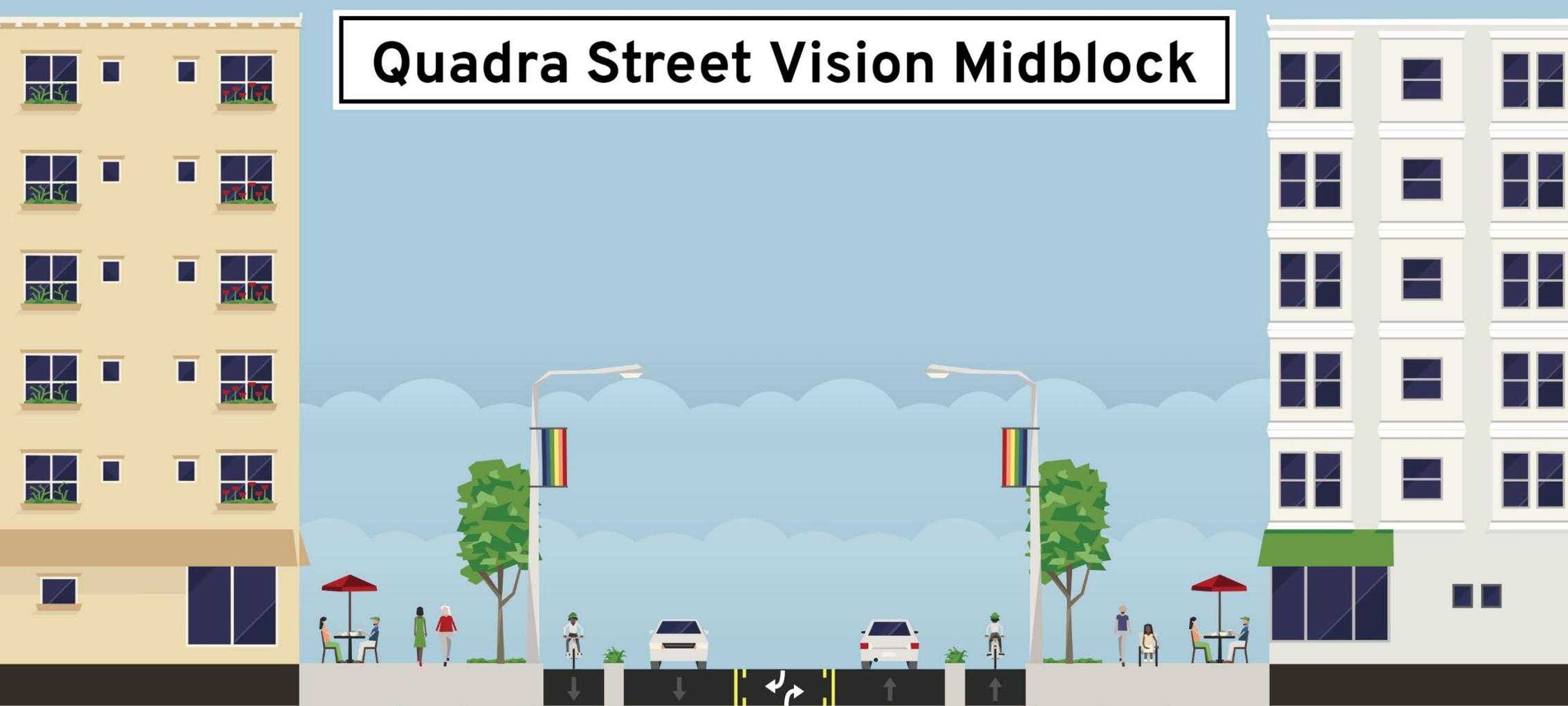


3 m	2.5 m	2 m	2 m	1.5 m 0.3 m	3.3 m	3.1 m	3.1 m	3.1 m	3.3 m	0.3 m 1.5 m	2 m	2 m	2.5 m	3 m
Outdoor dining	Sidewalk		Bike lane		Bus lane	Drive lane	Turn lane	Drive lane	Bus lane		Bike lane		Sidewalk	Outdoor dining

Quadra Street Vision



Quadra Street Vision Midblock



3 m	2 m	2 m	0.3 m	1.8 m	0.6 m	3.3 m	3 m	3.3 m	0.6 m	1.8 m	0.3 m	2 m	2 m	3 m
Outdoor dining	Sidewalk			Bike lane		Drive lane	Center turn lane	Drive lane		Bike lane		Sidewalk		Outdoor dining

Made with **Streetmix**





Quadra McKenzie Transportation & Mobility Workshop

JANUARY 20, 2024



Agenda

- BC Transit Overview
- Transit Future Plan
- RapidBus Implementation Strategy
- Regional Corridor Strategy
- Tillicum-McKenzie and Quadra Transit Corridor Plans



Victoria Regional Transit System Overview

Conventional Transit

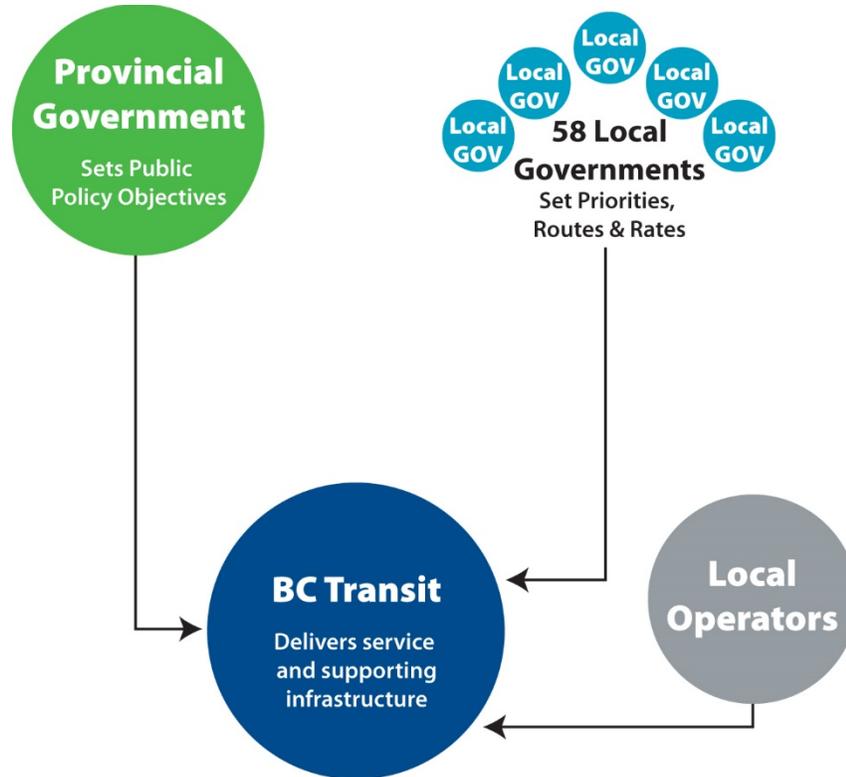
- Fixed routes and schedules
 - 57 transit routes
- 22.4 million boardings in 2022/23
- Range of vehicles, services:
 - Double Deckers
 - 30' 35' 40' vehicles
 - Community shuttles

Custom Transit (handyDART)

- Door to door, demand responsive
- Eligible people with a disability
- Operated by First Canada ULC
- Supported by taxi programs



System Operates Through Partnership: BC Transit's Model



Victoria Regional Transit Commission

- Plans community, establishes transit priorities and routes
- Sets service levels and approves budgets
- Set fares
- Provide local tax subsidy

BC Transit

- Turns VRTC priorities into transit operating and capital plans
- Works with Province to access funding
- Operates Victoria conventional service
 - Custom Transit operated via contracted service provider
- Manages capital program

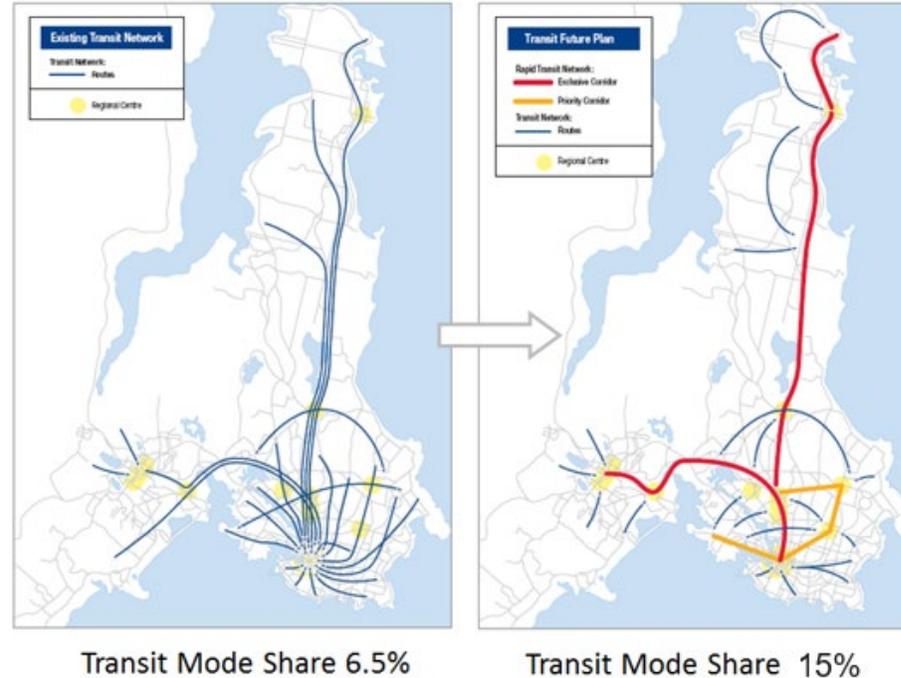
Local Government Collaboration

- Bus stops and shelters
- Collaboration on infrastructure for multi modal transportation (municipalities responsible for roads)
- Local planning initiatives (OCP etc.)
- Development Referrals
- Stakeholder engagement
- Collaboration with MOTI on Highways infrastructure
- Collaboration with CRD on regional growth strategies, regional parks and trails



Transit Future Plan

- The 2011 Transit Future Plan:
 - Outlined the 25 Year Vision for the Victoria Regional Transit System
 - Designated the transit network with a hierarchy of services, including planned Frequent and Rapid Transit Corridors



RapidBus

CONNECTED, FREQUENT, FAST AND RELIABLE

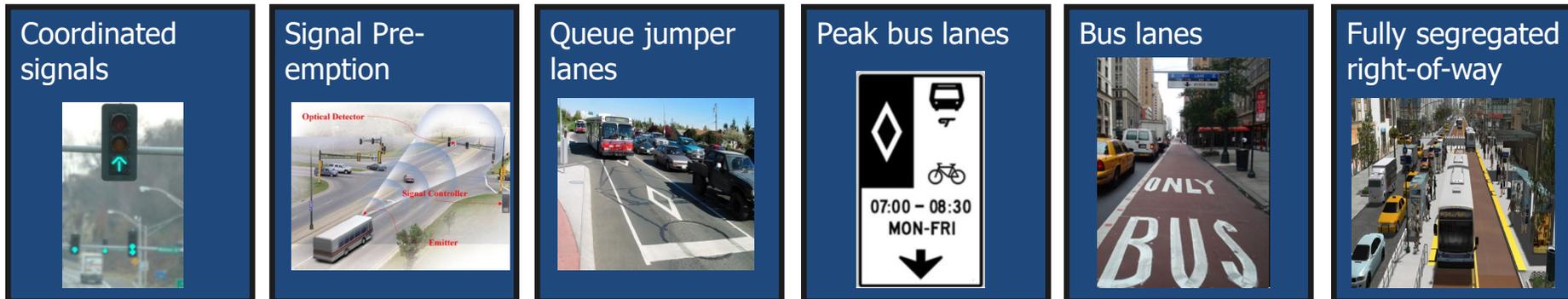
- RapidBus is a bus delivered rapid transit service designed to connect and support designated urban centres of high density, mixed-use areas of the region
- Features include branded services, corridor treatments, unique stations, limited stops and high frequencies



Transit Priority Continuum

Transit priority is a term used to refer to a variety of **physical and operational improvements** designed to give transit vehicles and their passenger's **priority** over general vehicle traffic.

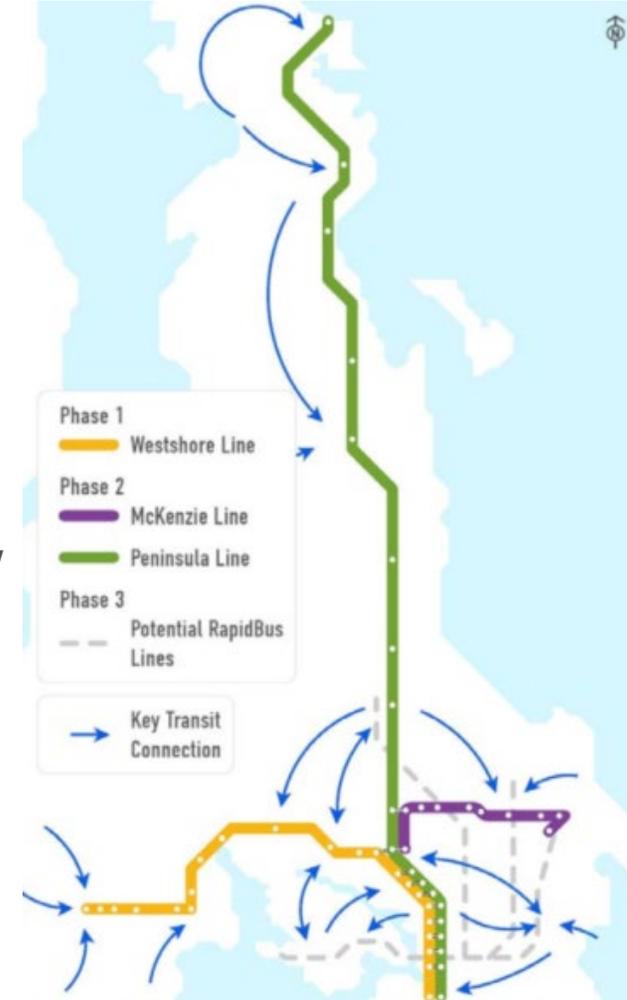
Transit priority elements can be:



RapidBus Implementation Strategy

Endorsed by the Victoria Regional Transit Commission in 2021. The RapidBus Implementation Strategy identifies three top priority RapidBus lines separated into two phases, and several other potential RapidBus Lines (including Quadra):

- **West Shore RapidBus Line (Phase 1)**
 - **Island Highway Priority Project**
 - Transit priority improvements at intersections on the Island Highway between Highway 1 in the Town of View Royal and Wale Road in the City of Colwood
- **McKenzie RapidBus Line (Phase 2)**
 - Corridor Study
- **Peninsula RapidBus Line (Phase 2)**



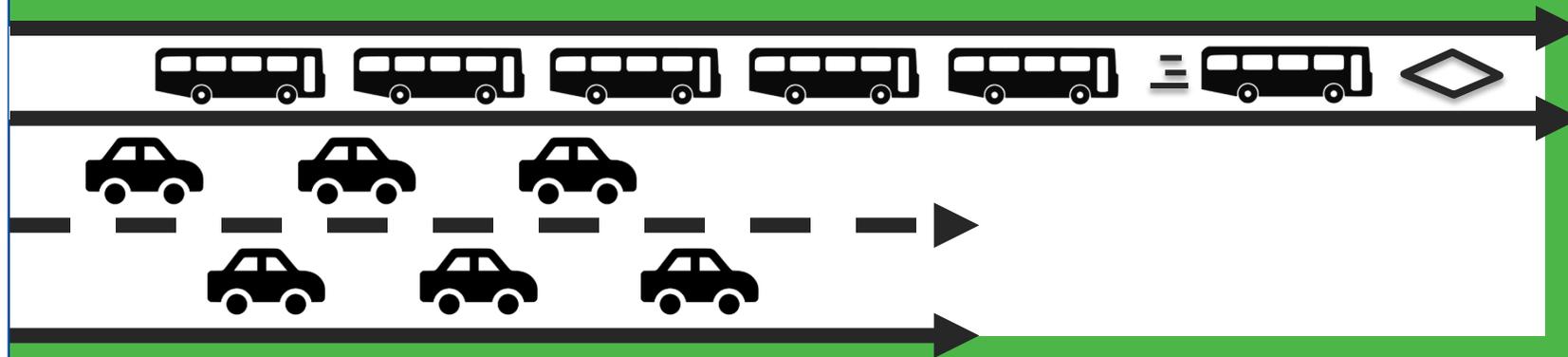
West Shore RapidBus Line Launch

The flagship Blink West Shore RapidBus Line was launched on April 10th.

- Introduced the new Route 95 Langford/Downtown
- Route 95 replaced Route 50, operating along the same route, but with added service and fewer bus stops
 - 7-8 minute frequency at peak periods on weekdays
 - Minimum of 15 minute service from 7am-10pm Monday to Saturday and 8am-10pm Sunday
 - New Blink RapidBus branding at RapidBus stations

- 
- **Douglas Street Bus Lanes Installed**
COMPLETED 2015
 - **Douglas Street Bus Lanes Extended**
COMPLETED 2018
 - **Douglas Street Bus Lane Extended to McKenzie Interchange**
COMPLETED 2020
 - **First Blink RapidBus Line Launched**
COMPLETED 2023
 - **Transit Priority and Rapidbus Station Infrastructure**
 - **Victoria/Swartz Bay and Uptown/UVic RapidBus Lines**

50 Langford / Downtown
15% MORE DAILY BOARDINGS after
Bus Lanes completed in 2018

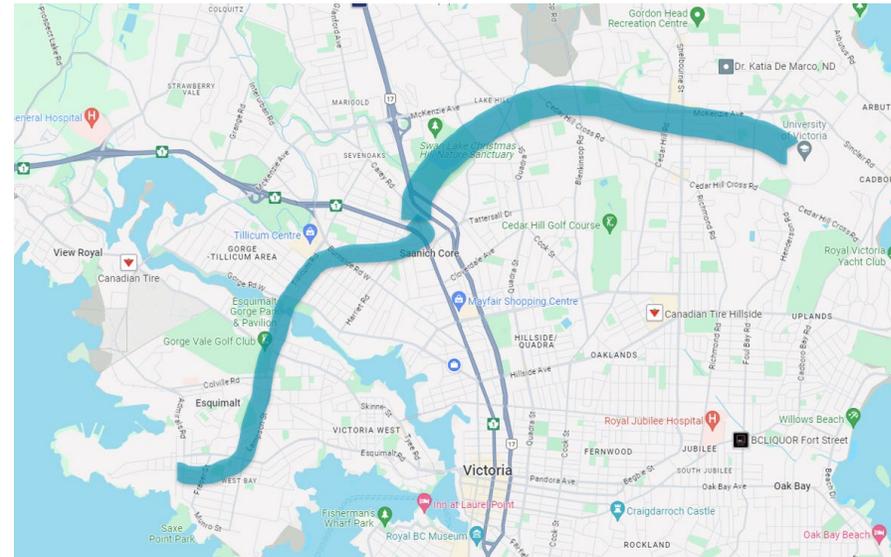


Regional Corridor Strategy

- Key goals of the Regional Corridor Strategy:
 - Update the Transit Future Network included in the 2011 Transit Future Plan to align with the future Uptown Mobility Hub
 - Support service and infrastructure planning for future RapidBus corridors
 - Improve alignment between transit, land use and density
- Top priority Transit Corridor Plans emerging from the Regional Corridor Strategy:
 - Quadra Street
 - Tillicum Road/McKenzie Avenue
 - Hillside Avenue

Tillicum-McKenzie Transit Corridor Plan

- Confirm the future transit network along the Tillicum-McKenzie Corridor:
 - Consider connections to the future Uptown Mobility Hub
 - Confirm network changes required to support the McKenzie RapidBus Line implementation
 - Improve alignment between density, ridership and service levels
- Develop short, medium, and longer-term transit service and infrastructure priorities along the Corridor



Tillicum-McKenzie Transit Corridor Plan

RapidBus Considerations:

- McKenzie already designated as Rapid Transit Corridor
 - Work underway on transit priority infrastructure with Saanich
- Tillicum corridor not currently being considered for Rapid Transit, but opportunities for targeted transit priority measures will be considered through this plan



Quadra Station Area

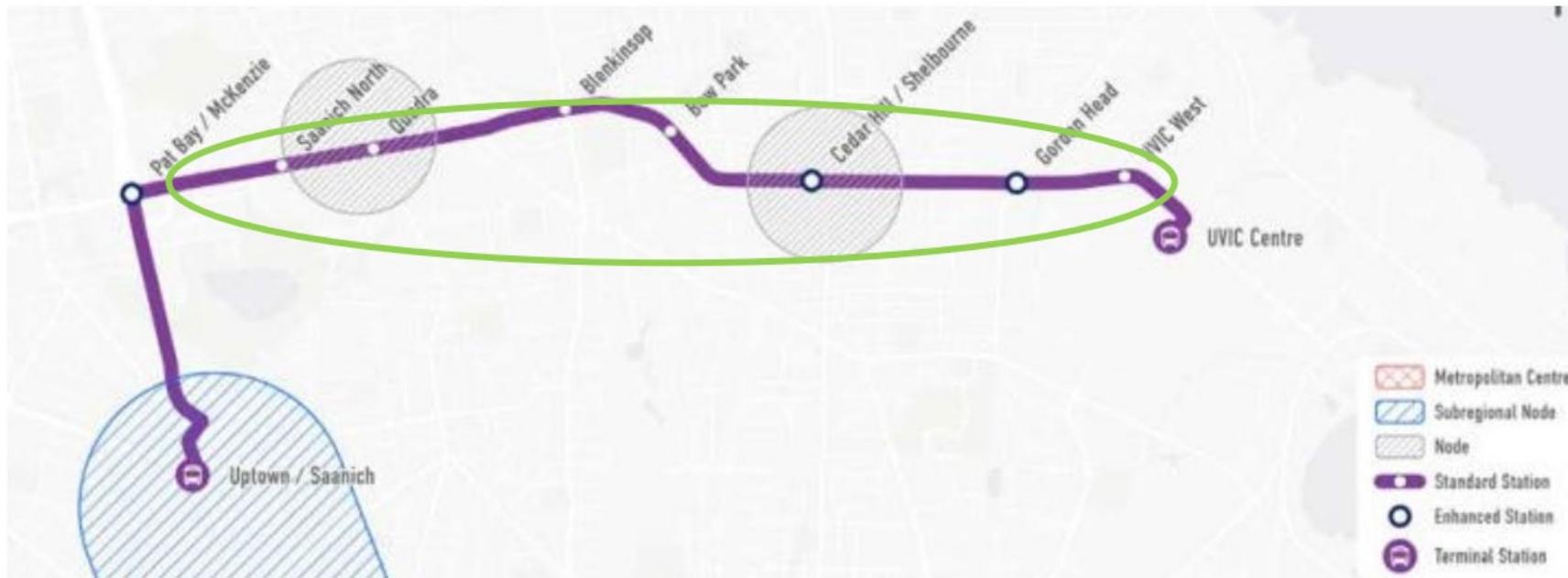


Cedar Hill / Shelbourne Station Area



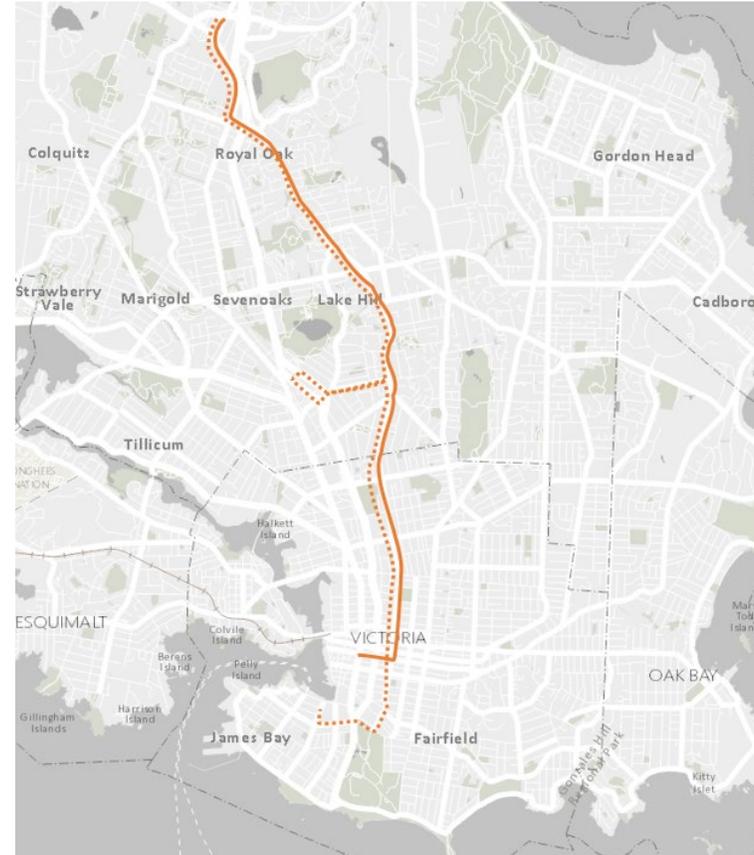
McKenzie Corridor Study

- Establish the long-term vision for the corridor infrastructure
 - Transit priority and stop locations
 - Active Transportation and safety improvements
 - Identify priority improvements (shorter-term)



Quadra Transit Corridor Plan

- Confirm the future transit network along the Quadra Street Corridor:
 - Improve alignment between density, ridership and service levels
 - Review the corridor for future RapidBus candidacy
 - Consider connection demand to the future Uptown Mobility Hub
- Develop short, medium, and longer-term transit service and infrastructure priorities along the Quadra Street Corridor



Quadra Transit Corridor Plan

RapidBus Considerations:

- Quadra identified as a potential future RapidBus corridor
 - Will explore possibility and tradeoffs with designating Quadra as a RapidBus corridor through this process in collaboration with Saanich, including public engagement.
- Several service design options possible, with different implications for stop spacing and access



Thank you



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Transportation and Mobility Workshop

Project Goals



Land Use

Implement Centre, Corridor and Village growth management framework to build compact, livable and sustainable communities



Transportation & Mobility

Re-design McKenzie Avenue and Quadra Street as complete streets and enhance the active transportation network

Project Goals



Housing Diversity, Affordability and Supply

Focus housing growth within Quadra McKenzie Centre, Four Corners Village, and along the Quadra and McKenzie Corridors



Public Realm & Open Space

Support community liveability through a strengthened public realm and a walkable network of parks and amenities



Workshop Structure

Discussion Topics



Topic 1: Mobility Network Structure



Topic 2: Corridor Design / Streetscape



Topic 3: Key Intersection Designs

Today's Workshop

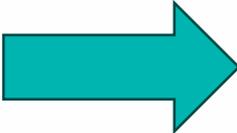


- Three topics
- Facilitated by staff
- Everyone will have a chance to discuss each of the three topics
- Each group will build on the last group's work

Today's Workshop



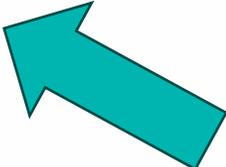
Mobility Network Structure



Corridor Designs



Key Intersection Concepts



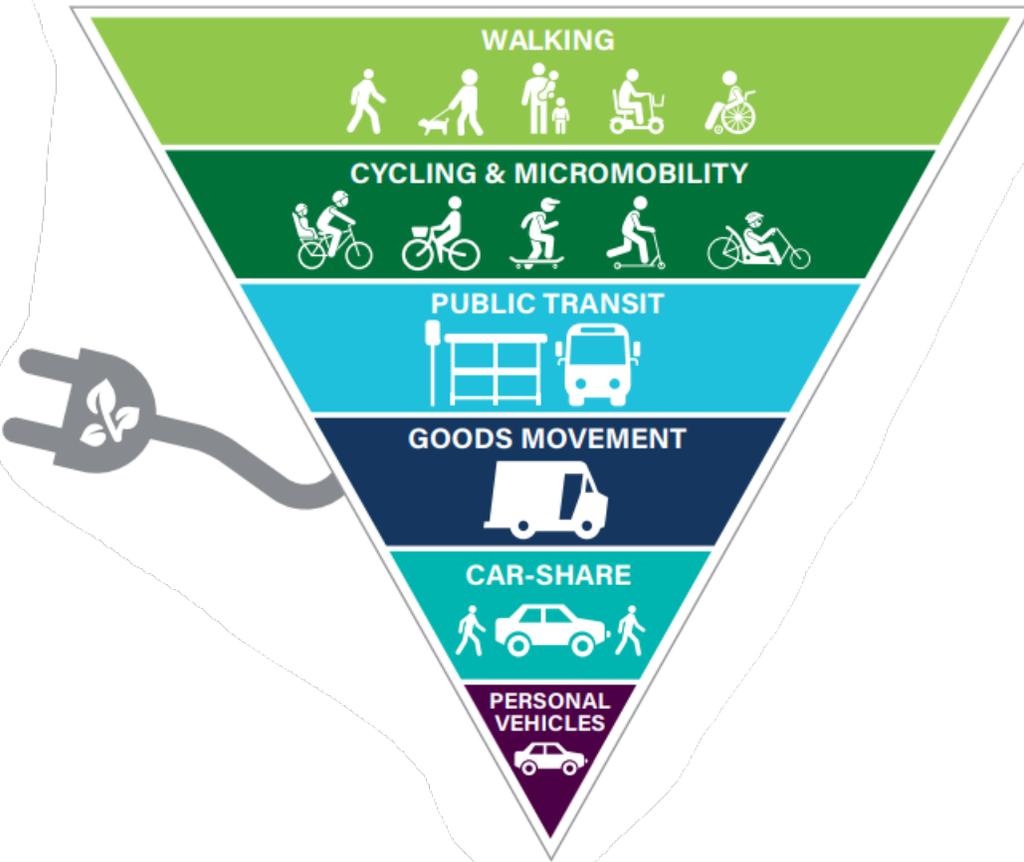
Principles to keep in mind



- We are looking forward 20+ years
- Concepts are preliminary and open to change
- 15-minute community
- Climate and Housing crises are urgent and require immediate attention

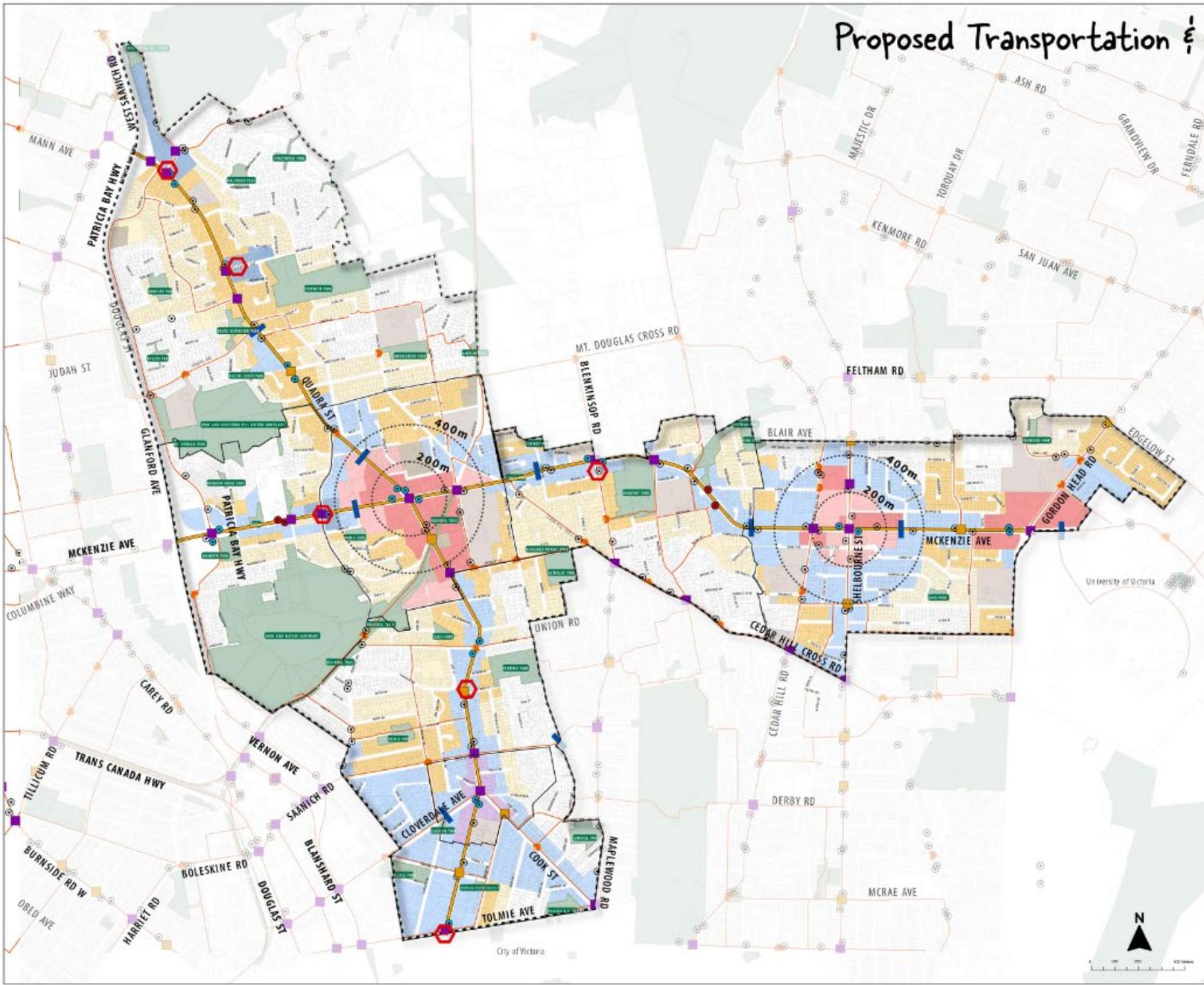


Principles to keep in mind



- Mobility pyramid
- Transit will be a key partner in realizing the vision
- Walking + Cycling + Transit are the priority
- Goods movement and on demand services are evolving

Proposed Transportation & Mobility Network



Legend

Building Typology

- Centre-Core (High-Rise) 1.2-1.8
- Centre (Mid-Rise) 1.2
- Neighborhood Apartment (Low-Rise) 3-4
- Neighborhood Townhome (Low-Rise) 3
- Village-Core (Mid-Rise) 5-1.1
- Corridor Hub (Mid-Rise) 6-8
- Corridor (Mid-Rise) 6
- Mixed Institutional
- Mixed Employment (Industrial) 4-6
- Agricultural Commercial
- Neighborhood Homes 3

Boundary

- QMS Sub Areas
- QMS Study Areas

Trails and Roads

- Highway
- Major
- Collector
- Residential
- Private
- Galloping Goose Regional Trail (GG)
- Lochside Regional Trail (LS)
- Trail

General

- Parcels
- Hubs (for consideration)
- Park
- Transit Exchange Buffers

Transportation

- ⊙ Regular Bus Stop
- Bus Stop Proposed for Closure
- Future Rapid Bus Stop
- Active Transportation Plan (ATP 2023)
- Traffic Signal
- Pedestrian Signal
- Crosswalk
- Proposed New Crosswalks
- Park





Next Steps + Upcoming Engagement Opportunities

Coming Up



- **Online Feedback Opportunities** available at [Saanich.ca/QMS](https://saanich.ca/QMS)
- **One More Workshop in January**
January 27 – Land Use Follow-up
- [Saanich.ca/QMS](https://saanich.ca/QMS)