

Future of rapid transit must include E & N line

Re: “Rapid Transit Plan Unveiled.” (Victoria News, Oct. 6)

That story lays out what I heard at the open house downtown on October 5th. However, it highlights a potential duplication of rapid transit options for the segment from Westhills to Langford.

Why have a B.C. Transit service (dashed green line) parallel to that part of the E&N in that same segment (black line)?

The E&N “West Hills” service in that area would permit transfers to the B.C. Transit line at Six Mile Exchange for all who wished to proceed to Uptown and to destinations other than Downtown (Victoria).

With very little cost, an upgrade of the E&N line to “frequent” transit capability, from Westhills all the way to Downtown, would permit B.C. Transit to concentrate on service from a free park-and-ride at the Glen Lake area (bottom left of the map), via Royal Roads, all the way to Uptown.

Passengers from the Sooke Road region, wishing to take the most direct route to Downtown, would transfer to the E&N line at Six Mile Exchange.

At some future date, that “Colwood” line will have to be expanded to include Sooke and Metchosin, but get it started now. Give the Sooke and Metchosin homeowners and developers some hope for transit relief.

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