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5 Year Plan Summary

During the last three years, funding constraints have resulted in reduced transit service in the Victoria region. Some low-priority routes were reduced or eliminated. Capacity on some routes has been maintained through the use of double deck buses.

This September, the Commission received a Five Year Draft Plan 2004-2009 on which to base public consultation. The plan presents a summary of service change concepts and investments to improve transit ridership to meet community goals. It takes its lead from the findings of the Capital Regional District's *Regional Growth Strategy and Travel Choices Strategy* which promote increased use of transit and other travel options to meet transportation, land use, quality of life and environmen-

tal goals.

The plan suggests service increases of approximately 3% per year in both the handyDART and conventional transit system to make transit more available and more attractive to the region's travellers. Investments in information, transit priority and other facilities are also recommended to enhance system effectiveness. The affordability of the development plan is assessed through potential funding scenarios. Fares and/or local tax increases are required to fund both a continuation of the current level of service and even more so to fund an increase in service.

This plan will be finalized after you have given your opinion on service levels and funding for the coming years.

The table below summarizes the Five Year Draft

Objective	Action
Strategy 1 - Increase the availability of transit	
Increase the transit service in rural communities and to newly developing communities through paratransit and route revisions	Expand paratransit service in Western Communities including Sooke and East Sooke and Peninsula communities to increase accessibility and availability of service
Increase inter-modal connections to transit	Royal Oak Transit Exchange Langford Transit Exchange East Sooke Park and Ride Beaver Lake Park and Ride McTavish Park and Ride Expansion All buses with bike racks, increased deployment of bike lockers and racks
Increase handyDART service, Taxi Savers, the availability of low floor buses and training and orientation initiatives	Increase handyDART services to restore 2 day service guarantee Increase Taxi Savers and training and orientation programs as demand grows to meet community needs Achieve full accessibility of conventional fleet
Increase hours of service to meet arrival and departure targets	Meets targets for service availability included in this Plan
Expand vanpool program	Double the number of vanpools entering the Greater Victoria Region

Objective**Action****Strategy 2 - Increase the Frequency of service**

Frequency of service over the next five years should be brought to minimum levels of service

To bring all routes to minimum service level target is estimated to cost \$9 M in service hours and require \$3 M in debt service payments over the 5 year period. Capacity increases needed to meet demand on routes which meet minimum service levels and will require a similar amount

Strategy 3 - Make transit more direct and quicker

Introduce Express Services

Introduce EXPRESS service on major corridors exceeding minimum service standards including Quadra, Esquimalt and Shelbourne Streets

Expand "Commuter" Services

Add additional "Commuter" trips where appropriate

Invest in Transit Priority

Complete Douglas Corridor improvements over five year period and develop plan for other corridors

Strategy 4 - Increase the reliability, comfort and security of service

Improve passenger waiting

Capital improvements to upgrade bus stops

Invest in real-time arrival information for both conventional and handyDART service

Real-time information system for conventional transit

Customer notification system for handyDART

Strategy 5 - Maintain affordable transit service

Increase market share with permanent or annual bus passes

Examine feasibility and introduce general adult subscription passes and guaranteed lowest price passes

Increase non-passenger revenues

Increase revenues from advertising and other mechanisms

Constrain costs

business strategies to maintain low overhead

Strategy 6 - Reinforce use of transit

Introduce personalized transit change information program

Use of web site and email to provide customers with immediate notification of pending service changes

Partner marketing campaigns to increase transit use

Partnerships in transportation marketing

Plan initiatives by strategy.

What's Next? The Victoria Regional Transit Commission has invited you to express your opinion on how much transit should be provided and how it should be paid for. By the end of the year, the Commission must approve a final service level and budget for next year and take steps to collect the local share of these expenses. ~~Here is the timeline for the decision process.~~

October to November 5

Public input regarding service growth and funding options

Late November, 2003

Results of public input is presented to Commission and a presentation of tariff and/or tax options to meet targets

December, 2003

Further discussion and/or response to Commission issues at meeting

January 13, 2004

Final approval of budget, consideration of tariff change

February 10, 2004

Approve any required funding regulation changes for 2004/05. Approve any required tariff revisions for April 1, 2004

For more background information, visit www.bctransit.com. There you will find the annual report and Service Plan 2003-2006