

How to stop service cuts

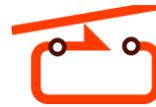
Also, a look at the airport proposal

Victoria Regional Transit Commission



Better Transit YYJ

- Volunteer group of CRD residents that advocate for more and better transit.
- Contact us at hello@bettertransityyj.ca if you have any questions or want to set up a meeting.



Agenda

- a. Airport bus**
- b. Speeding up transit**
- c. Support new funding model**

Airport Bus

How can we make this work?



70: Swartz Bay Express

- Fastest option to BC Ferries
- Hourly service synced to BC Ferries

71: Swartz Bay via West Sidney

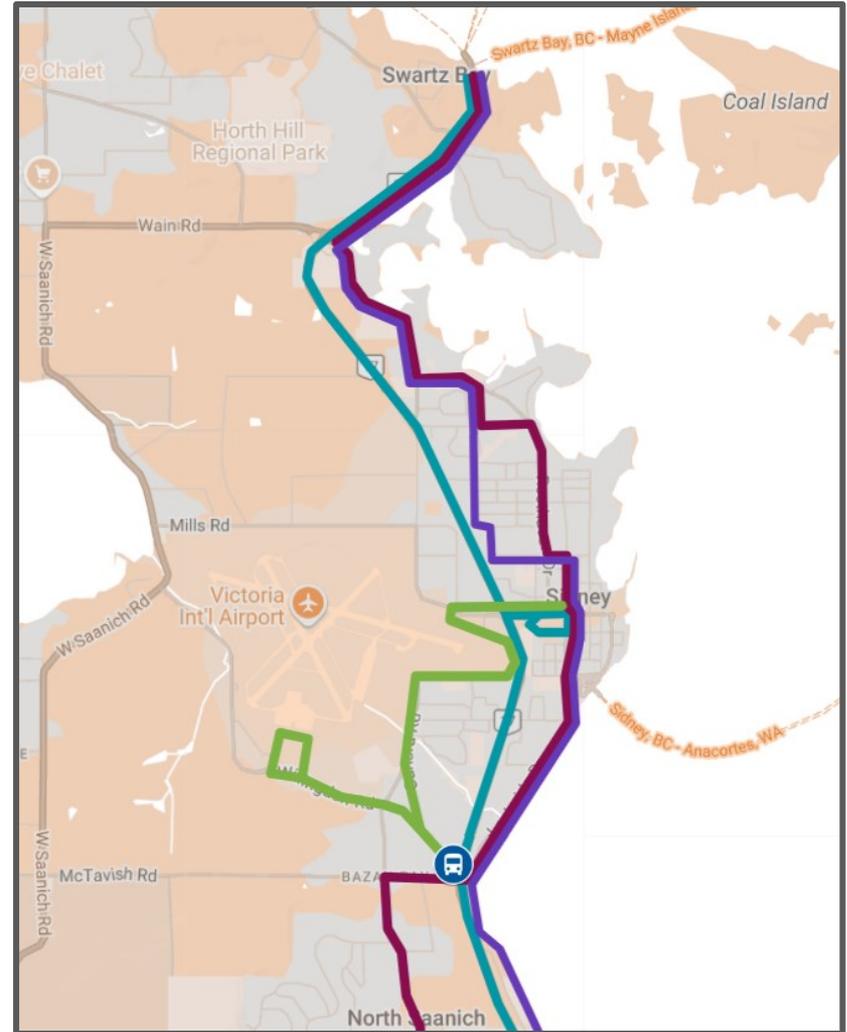
- Commute only bus for Sidney
- Three round trips only on weekdays

72: Swartz Bay via Saanichton

- Half hourly service all day
- Only transit option for most peninsula users (Sidney and Saanichton)

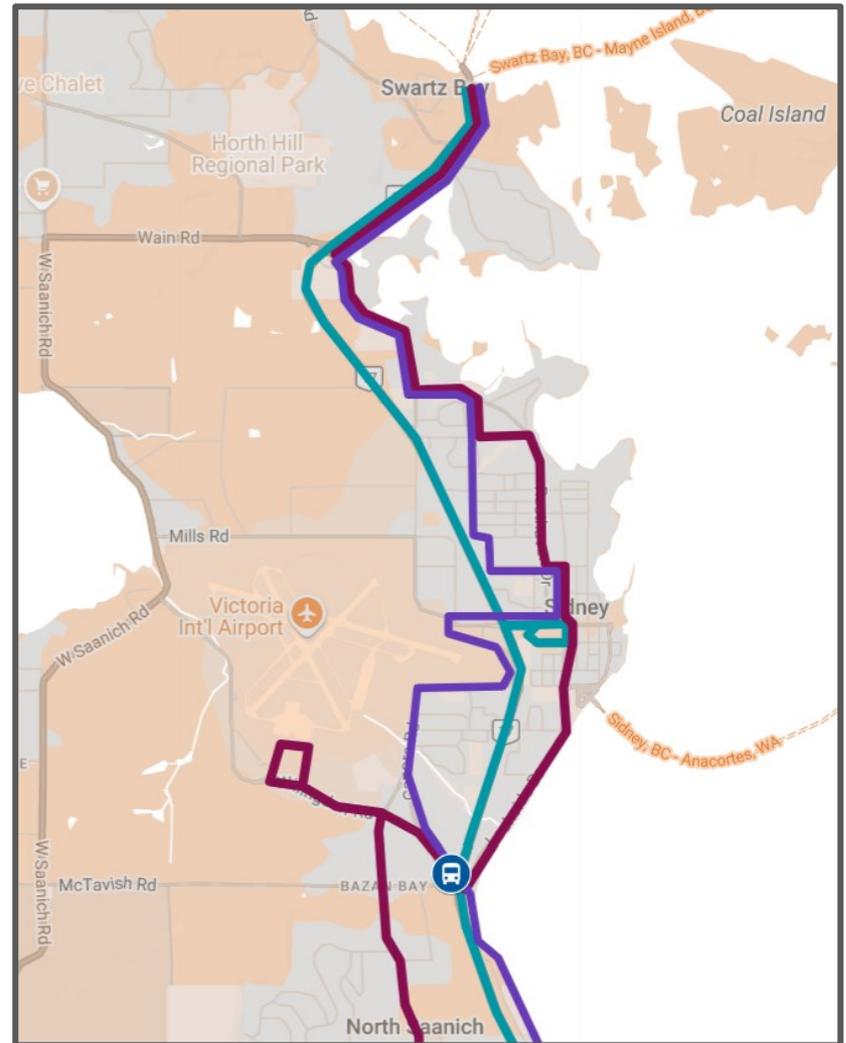
The Current Setup

-  70 Swartz Bay Ferry via Hwy #17 - Express
-  72 Swartz Bay Ferry via Saanichton
-  81 Saanichton/Swartz Bay via Lochside
-  88 YYJ Airport/Sidney
-  McTavish Exchange



Proposed Changes

-  70 Swartz Bay Ferry via Hwy #17 - Express
-  72 Swartz Bay Ferry via YYJ Airport
-  81 Saanichton/Swartz Bay via Lochside
-  McTavish Exchange



Our concerns

- West and South Sidney lose service frequency on key lifeline routes
- Route 72 takes ~10 min longer end to end making it almost a non-option for Downtown-Sidney/Swartz Bay trips (total trip time from Swartz Bay to Downtown goes from 70-90 min to 80-100 min)
- Passups at airport from overcrowded ferry trips



Our Desired Outcomes

- 1) Airport service should be prioritized for expansion alongside addressing overcrowding.

- 2) If the commission wants to pursue short-term change
 - Ensure that there are always direct options for ferry arrivals (currently 1-2 ferries every day are serviced by only the 72)
 - Overcrowded commuter trips should not be detoured
 - Consider adding a 1am trip from the airport, using the last trip of the 70



Context: School Bus Cuts and Funding Freeze

- SD63 recently increased costs for enrolment in school bus programs
- This will drive demand for BC Transit to provide service to SD63 schools in lieu of district-run school buses
- A similar dynamic has already caused persistent issues with SD62, which has put extreme pressure on BC Transit's Westshore bus network
- Provincial funding freeze also means progressive cuts to the transit network in Victoria

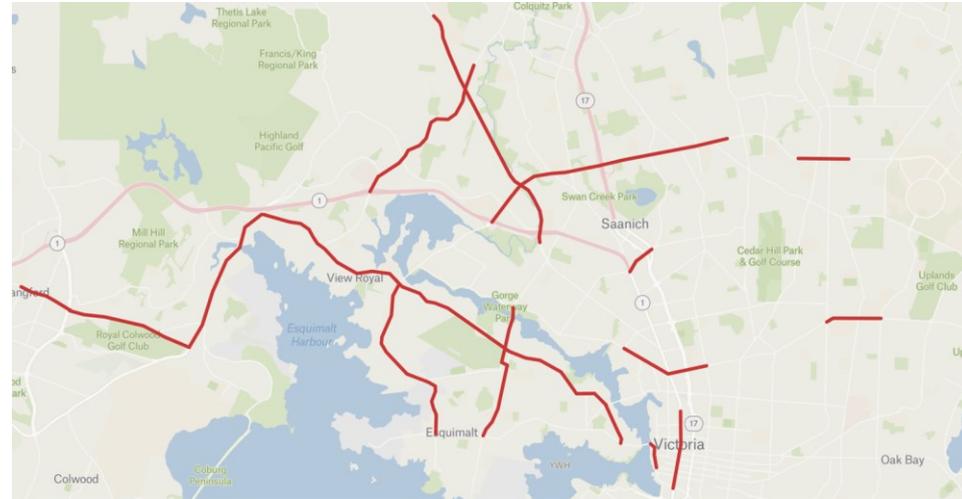
Funding freeze

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The solution we control:
Speeding Up Transit

Emergency Bus Lanes

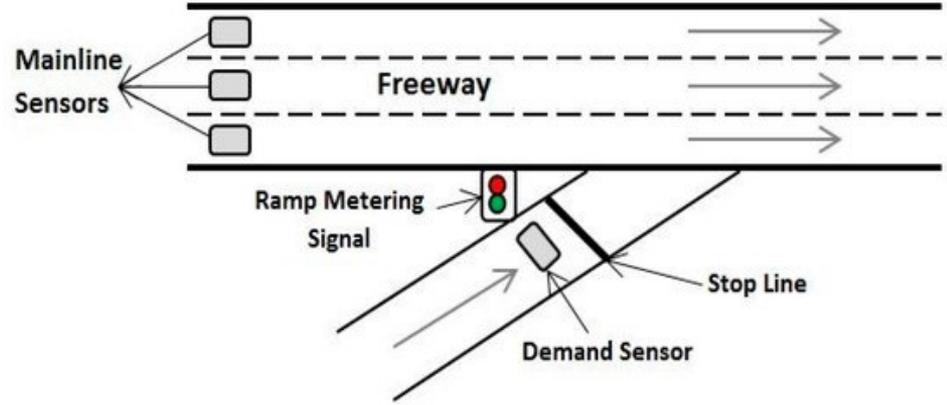
- With funding frozen, the only short-term method to ensure service cuts don't happen is to make service more efficient
- Many current transit bottlenecks in the VRTS could be improved through “quick build” interventions
- Although BC Transit is responsible for service changes, it is municipalities who must make these infrastructure changes!



View Royal, Colwood, Langford, Victoria, Esquimalt, and Saanich are the sites of almost all major bottlenecks

Mid-term: Metering

- Uses automatic changes to traffic signals to hold traffic out of narrow streets.
- Traffic held on wider streets can be bypassed by transit.
- Used in Cambridge, Canberra, Zurich, and Portland, OR.



Ramp metering is one example of this technology, but it can also be applied to intersections and corridors

Desired Outcomes

- Written request to municipalities and to MOTT for quick built transit priority on [these corridors](#)
- Write to the CRD and the Province to explore a metering study for the region



Funding

New Funding Model

- The province has [committed](#) to a developing new funding tools for transit in Metro Vancouver for 2027.
- Any tools developed through this should be made available in the CRD
- Regions should also be able to fund transit above and beyond what the province supports
- New proposed funding model based on provincial funding for a given service level vs set number of hours

Desired Outcomes

- Official request to the province for more funding tools for the VRTC: vehicle charge, sales tax for transit, transit payroll tax.
- VRTC support for shifting from a service hours split to funding for a given level of service, allowing the VRTC to support expansion even with a provincial freeze

