



# Transit Future Plan

VICTORIA REGION | May 2011

Executive Summary



# Executive Summary

Transit has tremendous potential to contribute to stronger, more sustainable communities. The need to realize this potential in the Victoria region is increasingly important because of factors such as climate change, population growth, increasing traffic congestion and an aging demographic. The Victoria region has an estimated population of 350,000 residents with an average of more than 1.2 million trips (all modes of travel) made each day throughout the region. An estimated population of 453,000 by 2038 is expected to create a 40 per cent increase in daily trips equating to 1.7 million trips per day in the Victoria region.

Meeting the demands of the forecasted population and traffic growth in the Victoria region requires a shift in focus from moving vehicles to moving people. In the past, government at all levels has attempted to build its way out of traffic congestion by expanding the road network, but this has only resulted in temporary success. Major investments in expanding the road network to accommodate the private automobile do not align with local, regional and provincial planning aspirations. Without a significant increase in the use of transit and other sustainable modes (e.g., walking and cycling) the increase in daily trips will result in increased congestion on key local and regional transportation corridors. Congestion has negative environmental, social and economic impacts on the community and contributes to higher transit costs.

The Transit Future Plan envisions the Victoria region's transit network 25 years from now and describes what services, infrastructure and investments are needed to get there. The plan was designed to create a stronger link between land use and transit planning, support the key initiatives of BC Transit's Strategic Plan and support the Provincial Transit Plan.

The Transit Future Plan includes a review of the existing transit services, regional and local land use plans, travel data, demographic projections and travel demand forecasts. Consultation efforts included detailed discussions with municipal partners, a stakeholder's workshop, the Transit Future bus tour, Rapid Transit open houses, a project web site and an online planning game. In total, BC Transit engaged with more than 5,000 people in the region.

The background research and community engagement resulted in the creation of a unified vision for transit and the development of a transit network designed to meet the needs of the Victoria region.





## Vision and Goals

### Vision Statement

*“To be a leader of integrated transportation solutions connecting people and communities to a more sustainable future”*

### Goals

#### 1. Transit is an attractive alternative to the private vehicle

- Fast and direct
- Convenient and reliable
- Easy to use
- Comfortable
- Accessible to everyone

#### 2. The transit system reduces our impact on the environment

- Support a sustainable urban form
- Support a sustainable transportation network
- Investigate new vehicle technologies

#### 3. The transit system is efficient

- Maximize ridership for the amount of resources used
- Match transit services levels to demand
- Match transit vehicles to demand



## The Transit Future Network

The Transit Future Plan network is comprised of four layers of transit service. Together the different layers of service create a comprehensive transit network to best meet the existing and future needs of the region. The service layers are designed to efficiently move people around the region facilitated by the implementation of transit priority measures.

### Rapid Transit Network (RTN)

RTN services are designed to move high volumes of passengers between major regional destinations along key transportation corridors. Services are frequent (15 minutes or better between 7:00 a.m. and 10:00 p.m.) seven days a week and stop less often than traditional transit services. Investments in RTN infrastructure, technology, vehicles and service levels combine to greatly increase system performance. To improve travel time and reliability, RTN services utilize an exclusive (Exclusive Corridor) or semi-exclusive (Priority Corridor) right-of-way to eliminate or significantly reduce the impact of general traffic on transit vehicles. RTN services use high capacity transit vehicle technologies such as light rail vehicles and high capacity buses. Other investments required along the corridor are premium transit stations, off-board ticketing and typically corridor branding.



### Frequent Transit Network (FTN)

FTN service provides medium to high density mixed land use corridors with a convenient, reliable and frequent (15 minutes or better between 7:00 a.m. and 10:00 p.m.) transit service seven days a week. The goal of the FTN is to allow customers to spontaneously travel without having to consult a transit schedule. The FTN will carry a large share of the transit system's total ridership and for this reason justifies capital investments such as transit priority, right-of-way improvements, a high level of transit stop amenities and corridor branding.



### Local Transit Network (LTN)

The LTN is designed to connect neighborhoods to local destinations and to the RTN and FTN. LTN services allow customers to plan a trip to work, school or the local shopping centre by transit. Frequency and vehicle type are selected based on demand. In some cases, smaller transit vehicles can be utilized to better match customer demand and operating conditions to local roads.



### Targeted Services

Targeted Services are a collection of transit services that do not fit into the other definitions and are more focused on the specific needs of customers. These services include:

- Interregional services that provide connections between cities
- handyDART services that provide door-to-door services for customers unable to use the conventional service
- Express service that provides a direct limited-stop route between destinations
- Rural para-transit that provides flexible transit routing in rural areas





# Transit Future Plan 25 year transit network

## RTN and FTN corridors

### Rapid Transit Network:

- Exclusive Corridor
- Priority Corridor

### Frequent Transit Network:

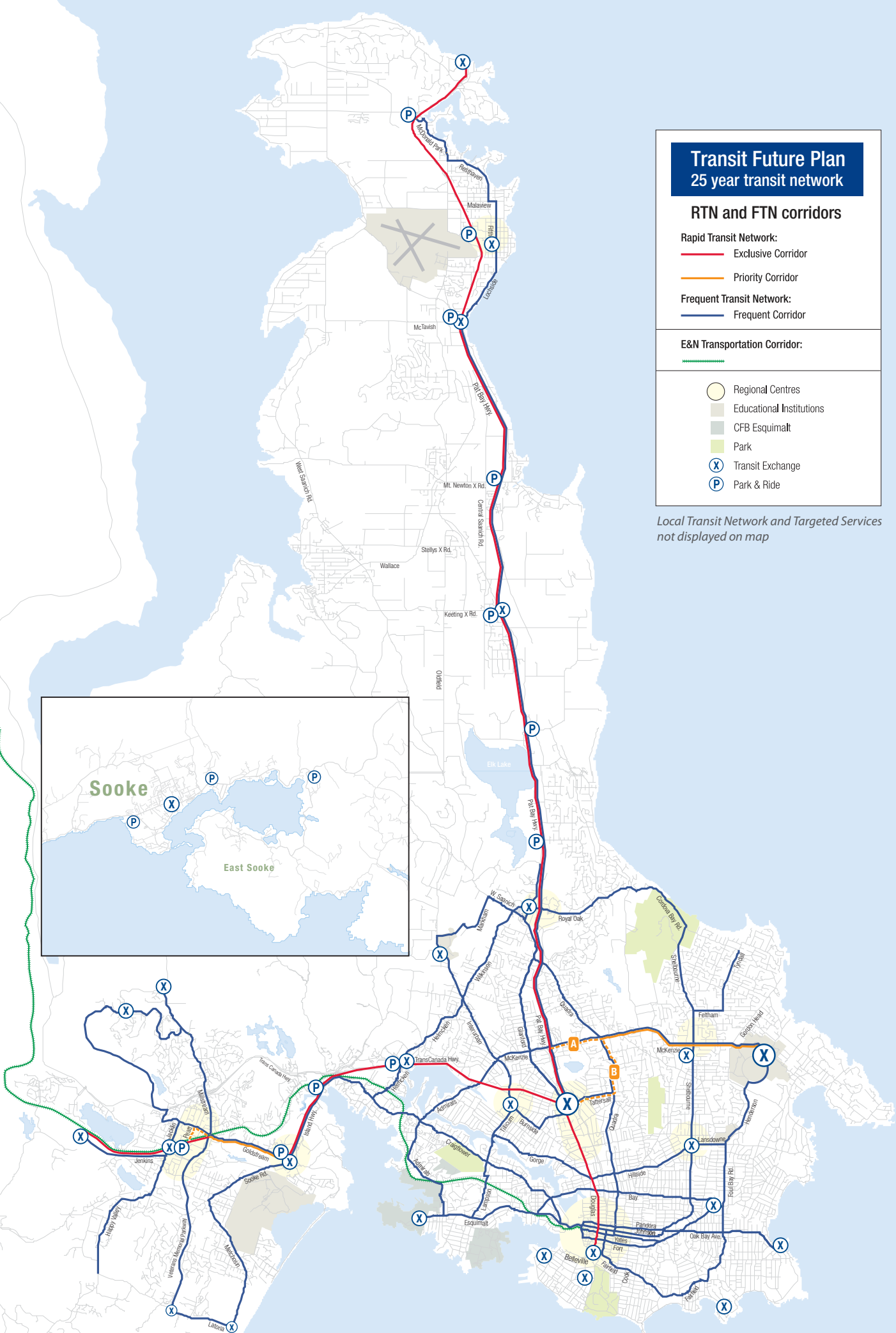
- Frequent Corridor

### E&N Transportation Corridor:

- - -

- Regional Centres
- Educational Institutions
- CFB Esquimalt
- Park
- X Transit Exchange
- P Park & Ride

Local Transit Network and Targeted Services not displayed on map



## Implementation Plan

Establishing the Transit Future Plan network requires prioritizing transit investments and developing an implementation strategy to transform today's network into the future network.

### Network Priorities

#### Priority #1 – Existing initiatives and network efficiencies (1–2 years)

- Complete Victoria Regional Rapid Transit Project Study
- Implement cost neutral or cost saving Transit Future Plan network changes as a part of the 2011 Victoria service review
- Establish limited stop service on RTN corridors
- Identify and implement transit priority opportunities with short implementation timelines
- Invest in on-street amenities throughout the transit network
- Identify and implement opportunities to expand Park & Ride capacity on the West Shore
- Implement Google Transit Trip Planner

#### Priority #2 – Establish critical transit facilities (prior to network expansion)

- University of Victoria (UVic) Exchange
- Uptown Exchange
- New operations and maintenance facilities

#### Priority #3 – Implement RTN and FTN

1. Implement Victoria Regional Rapid Transit Project recommendation (0–5 years)
2. Create FTN route structure and complementary LTN services (0–5 years)
3. Commission second RTN Corridors Study (1–3 years)
4. Implement short term RTN improvements (2–7 years)
5. Implement transit priority on FTN corridors (0–10 years)
6. Implement full RTN (7+ years)
7. Increase service levels on FTN corridors (as required)
8. Expand FTN (as required)

### Ongoing Initiatives

- Address current service needs
- Match vehicle type to local demand
- Develop LTN
- Improve customer information
- Improve transit facilities
- Make transit more accessible

### Partnership Opportunities

- Shelbourne Corridor Study
- Victoria International Airport bus service
- Swartz Bay transit station
- Highway 17 and Beacon Rd. Interchange Concept Development Study
- Admirals Rd. Transportation Study
- Douglas Corridor Study



## Moving Forward

### Funding the plan

Full implementation of the Transit Future Plan will require significant capital and operating investment in the transit system over the next 25 years. In particular, investments in transit priority measures are critical to the plan's success by increasing demand and creating an increasing return on service hour and fleet investments. Given the level of transit investments anticipated over the coming decades, the way in which transit is, and will be, funded needs to be reviewed.

The ambition of this plan and the Provincial Transit Plan will require BC Transit and its partners to continue their endeavors to achieve stable and predictable revenue sources beyond the existing funding mechanisms. For this reason, BC Transit and the CRD will coordinate efforts to achieve more stable and predictable funding sources in direct partnership with the region's municipalities and other stakeholders.

### What we need to succeed

BC Transit has begun to take steps to guide the Transit Future Plan from vision to reality. A key step is the need for ongoing dialogue with local partners and the province on transportation policy, funding and the linkage between land use and transit planning.

Moving forward, BC Transit will use this plan to communicate the vision and direction of transit in the region, to prioritize investments and to encourage integration with local and regional plans and projects.

The Transit Future Plan is designed to accommodate the ridership necessary to achieve provincial and regional transit mode share targets. Municipal, regional and provincial planning agencies are pivotal to the plan's success. They can increase demand for transit through strategic Transit Oriented Development, transit friendly land use practices, Travel Demand Management practices and the provision of right-of-way for significant transit priority measures.



BC Transit would like to thank all those who were involved in the creation of this plan

*The complete Transit Future Plan document can be found online at [www.bctransit.com](http://www.bctransit.com)*



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