BC Transit – Developing Rapid Transit between Victoria and the Westshore – Multi Modal Integration
September 2017
Who is BC Transit?

Provincial authority responsible for the planning, funding and operation of all transit throughout the Province outside of Metro Vancouver

- 51+ million passenger trips
- 1,013 buses in a range of sizes
- $321 million operating & capital budget
- 1.5 million British Columbians served
- 130 Communities, 82 transit systems

Partnerships:
- 59 local government partners
- 18 private management companies, 5 public organizations, 14 non-profits
Victoria Regional Transit

- Second largest system in British Columbia
- 100,000 passenger trips per day, system-wide
- 40% of people travelling Douglas Street ride a bus during peak times
- Existing service exceeds 40 buses per hour in the peak direction along the majority of the Douglas corridor
Transportation and Transit

- Today, **two out of three people** that travel within the City arrive from other municipalities.
- In the future, there will be a 40% increase in the number of trips (by all modes).
- Traffic congestion is **already** a major issue.
Transit Future Plan

Developed for the region based on future land use plans with input from local governments, businesses and the public.

The Transit Future Plan uses four layers of transit service to tailor transit to community needs:

- Rapid Transit
- Frequent Transit
- Local Transit
- Targeted Services

Transit Mode Share 6.5%

Transit Mode Share 12%
Rapid Transit Goals

- Transit reliability
- Improved travel time
- Ridership and mode share
- Customer satisfaction
- Align with OCP and growth
- Improved access to downtown and surrounding area
The “Buzzer” – November 10th 1975 said the future of transit is:

- New FastBUS network supported by a layer of LocalBUSes with focal points for transfers and a series of Park & Rides
- New Downtown Transit Centre and Terminal plan at Town & Country
- Planning team bringing LRT vehicles to showcase in the spring
- Discussing with municipal staff and council the possibility of exclusive bus lanes on Douglas to give transit priority
Douglas Street

- The Douglas Street corridor has been identified in all local government and BC Transit plans as the future rapid transit corridor.

- **35%** of the employment in the region is on or adjacent to the Douglas Street Corridor.

- **40%** of people travelling Douglas Street ride a bus during peak times.

- Douglas Street bus lanes can improve transit travel at peak travel times by up to **four minutes** and deliver **better on-time performance** for transit.
Douglas Street North of Pandora

- Total People: 45,559 per day
- 47 per cent of the people travelling on Douglas are carried by four per cent of vehicles
Damn those bike paths and bus lanes taking all the space!
Transit Priority on Douglas Street

2012: VRTC and joint meeting of Saanich/Victoria Councils directed BC Transit to work with both municipalities and the Ministry of Transportation and Infrastructure (MoTI) to implement transit priority on Douglas Street as a first step towards building a rapid transit line to the West Shore.
Reliability Matters!

- Significant delays to transit are related to street design
  - Requires a coordinated action by transit and road authorities
- Reliable, consistent and frequent service encourages ridership bringing value to cities
- Slow and inconsistent service discourages passengers

Unlocking the potential of transit requires active measure to make transit trips take less time
Typical Transit Travel Time

Transit Travel Time: Frequent Corridors

- Traffic & Intersection Delays
- Dwell Time
- Time in Motion
- Passenger Access & Wait Times
- Unlocking Efficiencies

33% Boardings
43% Moving
24% Red Signals
Savings from Transit Improvements

Transit slowed by congestion

- 70 min round trip
- 10 min frequency
- $7 = 7$ buses needed for route

Investments that help transit move

- 10 minute savings from TSP
- $60 = 60$ min round trip
- $6 = 6$ buses needed or
- $8.5 = 8.5$ min frequency
Douglas Street Bus Lanes

Detailed analysis identified bus lane options would provide the greatest value to support transit and could be implemented in a timely and cost-effective manner.
Douglas Street Bus Lanes Project

- In May 2013, City of Victoria and Victoria Regional Transit Commission approved the bus lanes.

- Phase 1: Fisgard to Hillside (North and South) - COMPLETE 2014
- Phase 2a: Hillside to Tolmie (Northbound) - COMPLETE 2015
- Phase 2b: Tolmie to Hillside (Southbound) – TARGET 2017

*Times Colonist - January 14, 2014*
Douglas Street Bus Lanes - Public Engagement

Multiple meetings to gather feedback and garner support:

- Capital Regional District (CRD) Planning, Transportation and Protective Services Committee
- CRD Board of Directors
- City of Victoria
- District of Saanich
- Victoria Chamber of Commerce
- West Shore Chamber of Commerce
- Victoria Downtown Business Association
- CRD Business and Residential Taxpayers Association
- Tourism Victoria
- Burnside Gorge Community Association

A Transit Future Bus tour encouraged the public to review the options and provide their feedback and opinions.

- 500 members of the public reached
- 300 online surveys submitted
Rapid Transit Corridor

![Map of the Rapid Transit Corridor showing various phases and locations such as Colwood/View Royal, Six Mile, McKenzie Interchange, WestHills Terminal, Uptown Terminal, and Tofino to Hillside. The map includes symbols for future, current planning, and implemented bus lanes.]
Branding & Improved Ease of Use

- More intuitive map design
- Markets Transit Future layers
- Improved wayfinding, service legibility
Stops/Stations

Future steps should include development of station locations and customer amenities
Uptown Transit Hub
A Multi-Modal Hub

Supporting Saanich’s Uptown Douglas Corridor Plan

- Enhance the role and identity of the Uptown Centre as a regional hub and focal point in Saanich
- Support a more attractive, vibrant and walkable urban centre
- Support a connected, sustainable and balanced transportation network that encourages more walking, cycling and transit use
- Enhance open spaces, cultural and community facilities
- Integrate public realm improvements and land use changes to support the development of complete streets and the future introduction of rapid transit on
Thank you

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Thank you!