

## Consultation & Next Steps

Consultation with the community has been extensive. A Community Liaison Committee (CLC) has met regularly since December 2008 to provide input and report back to their respective committees. Acting as a "sounding board" for the project team, the CLC includes 36 representatives from communities, the business sector, transportation groups, schools, cycling and other groups.

In July 2010, all businesses along the Uptown to Downtown section of the rapid transit alignment were invited to participate in a survey on the issues and opportunities associated with establishing a rapid transit alignment on Douglas Street. More than 500 businesses and over 400 of their customers participated and provided their feedback.

Businesses highlighted the need to recognize a continuing role for the automobile. Both business and customer responses suggested that the overall impact of rapid transit on the Douglas Street corridor would be positive.

In addition, information has been shared and input received in over 100 meetings and information sessions with business organizations, municipalities, community associations and other interest groups and the general public, including:

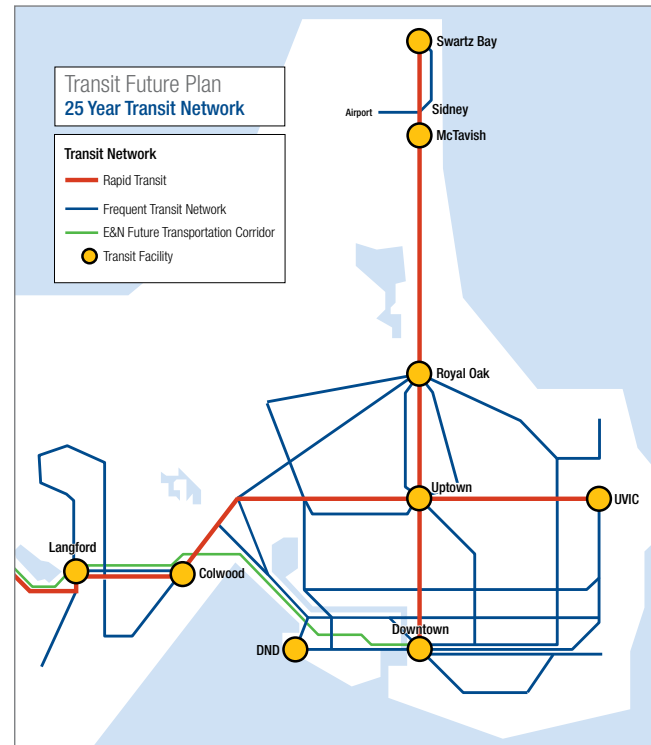
- 5 rounds of public open houses at 10 locations, attracting nearly 1,200 visitors
- Travelling displays on the Transit Future bus, attracting 4,200 visitors
- More than 40 meetings with municipal and CRD representatives, including staff and councils of all 13 Capital Region municipalities
- Regular updates to the Victoria Regional Transit Commission and the Accessible Transportation Advisory Committee (ATAC)

Input has reflected strong support for rapid transit, and especially for a rail-based solution. The most common comment was "Get on with it!"

To that end, the conclusions and recommendations, including a strategy for implementing the system, will be finalized and presented this year to local and senior governments for funding approval.

## Transit Future Plan

The rapid transit connection to the West Shore is one part of the 25-year Transit Future Plan for the Capital Region. The plan also identifies the need to investigate Rapid Transit between Swartz Bay and Downtown, Uptown and UVic, and UVic and DND.



## Useful Links

### Provincial Transit Plan

[www.th.gov.bc.ca/transit\\_plan/](http://www.th.gov.bc.ca/transit_plan/)

### Victoria Regional Rapid Transit

[www.bctransit.com/vrrt](http://www.bctransit.com/vrrt)

### Transit Future

[www.bctransit.com/transitfuture/](http://www.bctransit.com/transitfuture/)

### Ministry of Transportation and Infrastructure

[www.gov.bc.ca/tran/](http://www.gov.bc.ca/tran/)

### Capital Regional District

[www.crd.bc.ca/](http://www.crd.bc.ca/)

### More information:

[www.bctransit.com](http://www.bctransit.com)

## Victoria Regional Rapid Transit Project

Victoria – West Shore



## Planning Update and Recommendations

Spring 2011



## Background

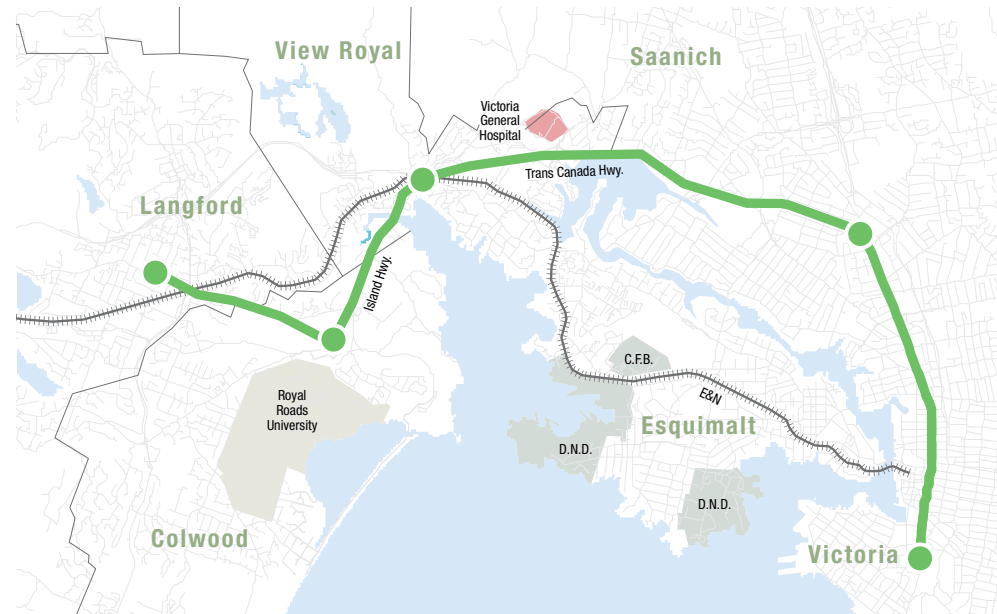
The Victoria Regional Rapid Transit Project (VRRTP) is developing a rapid transit system that will provide a safe, convenient, reliable, attractive and green alternative to automobile travel in the Capital Region, beginning with connections to the West Shore. The project has been undertaken as a partnership between the Ministry of Transportation and Infrastructure, the Capital Regional District and BC Transit.

The project is a response to growing road congestion and the commitment to meet ridership and greenhouse gas (GHG) emission targets contained in the 2008 Provincial Transit Plan (PTP). The PTP calls on the Victoria Regional Transit System to increase market share from 7% to 12% by 2030, nearly doubling ridership to 55 million passengers per year. The PTP also aims to reduce Provincial GHG emissions and other air contaminants from cars by 4.7 million tonnes by 2020.



## The Alignment

In 2010, the rapid transit alignment was endorsed by all directly-affected municipalities (Victoria, Saanich, View Royal, Colwood and Langford), the Victoria Regional Transit Commission and approved by the BC Transit Board of Directors. The alignment follows Douglas Street between downtown Victoria and Uptown in Saanich, then runs parallel to the Trans-Canada Highway and the Galloping Goose Trail to Six Mile/Colwood Interchange, along the Island Highway to City Centre Colwood, then into Station Avenue in Langford via Goldstream.



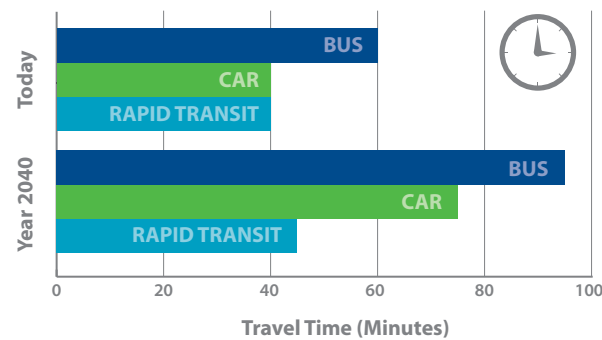
## What is Rapid Transit?

Rapid transit is a higher level of transit service designed to improve travel time, reliability, passenger comfort and convenience along an exclusive right-of-way. A rapid transit system provides frequent, high-capacity service that runs all day, every day. This is important in the Capital Region, which already experiences heavy transit demand all day.

As road congestion increases, rapid transit will provide a significant travel time advantage over the automobile because it operates in an exclusive running way that allows it to by-pass the general traffic stuck in congestion and eliminates the need to find and pay for parking.

### The Rapid Transit Travel Time Advantage

Peak Period Travel Time West Shore to Downtown Victoria



## The Technology

Two rapid transit technologies were considered to operate on the exclusive right of way; Bus Rapid Transit (BRT) and Light Rail Transit (LRT).

These options were evaluated against a business-as-usual (BAU) scenario, i.e. growing the fleet of conventional buses to run in mixed traffic with transit priority improvements.

A detailed analysis drew the following conclusions:

- LRT is the only technology with the capacity to achieve ridership targets.
- LRT delivers the most benefits, especially over the long term.
- LRT has the highest level of community support.
- At \$950 million, LRT is the most costly to build, but it is also the only technology where the operating cost per passenger will go down over time.
- At \$520 million, BRT has a positive benefit-cost ratio, but won't do the job over the long term as it will reach capacity within 10-15 years.
- At \$250 million, BAU slightly improves existing bus service; however, it does not deliver any of the expected benefits of a rapid transit system (e.g. increased ridership, improved travel time, reduction of GHG emissions and increased incentives for new development). In fact, over time BAU is the most expensive option to operate.

