



RapidBus Implementation: Douglas Street

PRESENTED TO: CITY OF VICTORIA COMMITTEE OF THE WHOLE
SEPTEMBER 29, 2022



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Presentation Objective

To provide an update on RapidBus and introduce the next phases of delivery across the region and in the City of Victoria



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BC Transit 10 Year Vision

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

- **Delivery of the Victoria Region Transit Future Plan**
 - Establish Critical Transit Facilities
 - Implement RapidBus and Frequent Transit Network
- **To meet emission reduction objectives of the Clean BC Strategy**



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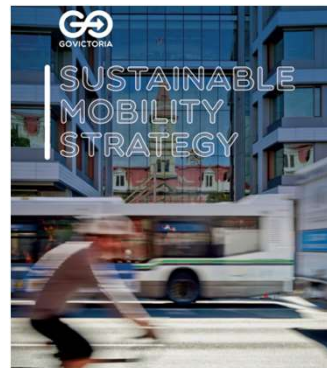
GoVictoria Alignment

Values

- Safety
- Liveability and Well-Being
- Equity and Affordability
- Climate Action
- Accessibility and Connectivity

Relevant Targets and Indicators

- By 2030, double transit ridership to, from, and within Victoria
- 95% of household transportation needs are fulfilled with less than 15% of their monthly income



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RapidBus Implementation Strategy

- RapidBus is transit service that outperforms the personal automobile in speed, comfort and reliability.
- Offers a strategic value proposition to manage demand, support mode shift and achieve GHG targets.
- RapidBus is connected, frequent, fast and reliable – and coming to the Capital Region.



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RapidBus Implementation Strategy

The RapidBus Implementation Strategy identifies three top priority RapidBus lines separated into two phases:

- **West Shore RapidBus Line (Phase 1)**
- McKenzie RapidBus Line (Phase 2)
- Peninsula RapidBus Line (Phase 2)

Phase 3 identifies other RapidBus candidates including Hillside, Quadra and Esquimalt.



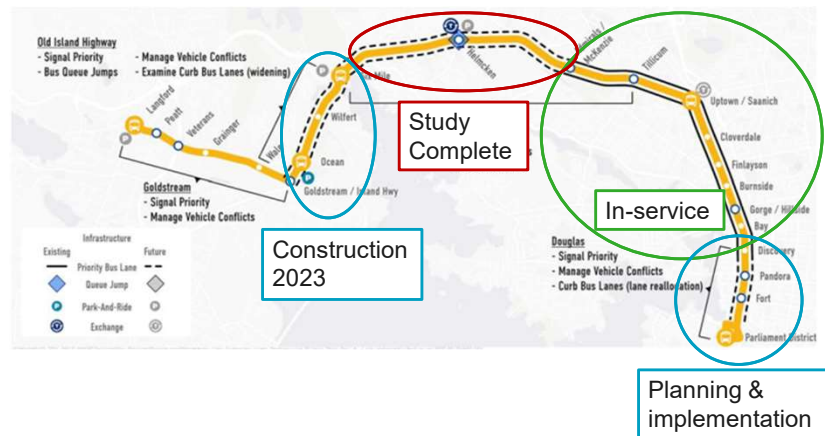
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RapidBus Implementation – West Shore Line

Initial implementation planned for early 2023

- Unique branding
- Improved service levels
- Bus stop spacing changes
- Station improvements
- Island Highway bus lane construction in 2023



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RapidBus Implementation – Other activities

- **McKenzie RapidBus Line**
 - UVic Transit Exchange Refresh
 - McKenzie RapidBus Corridor Study underway
- **Peninsula RapidBus Line**
 - Further coordination with MOTI and Sidney required
 - Significant service and infrastructure required
 - MoTI Hwy 17 @ Mt Newton Queue-jump and RapidBus Station project
- **Uptown Mobility Hub & TOD**



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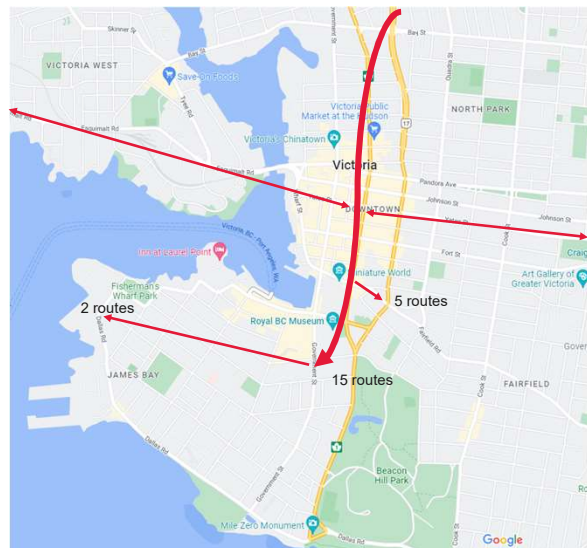
THE IMPORTANCE OF TRANSIT IN DOWNTOWN VICTORIA

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Impact of Transit

- Each day, nearly 40,000 commuter trips are made into Victoria.
- 41% of employment within the Greater Victoria area is located in the City of Victoria
- Almost all routes designed to flow through Downtown Victoria – 27 of 32
- 5 routes terminate downtown
- 15 routes take layover and recovery



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Existing Service

- 32 regional & inter-community routes
- 1,900 buses/day
- Up to 140 buses/hour
- The 7 Douglas Street stops (Discovery to Belleville) serve over 15,000 passengers/day



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DOUGLAS STREET EXISTING CONDITIONS & CUSTOMER EXPERIENCE

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Existing Bus Stops



Lack of Seating & Constrained through-access



Outdated Bus Shelters

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Existing Street Infrastructure



Buses mixed with General Traffic



Uncomfortable Cycling Environment

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City Infrastructure Renewal Planning



Road Surfaces



Traffic Signals



Street Trees & Furniture

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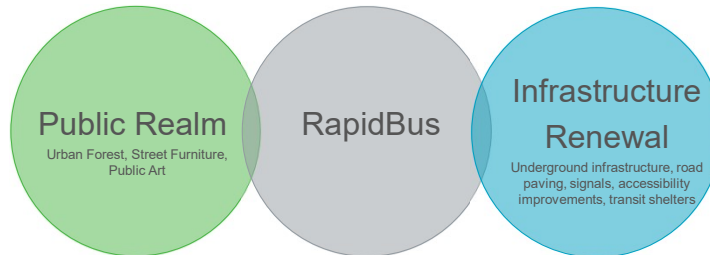
DOUGLAS STREET DOWNTOWN VISION

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RapidBus Downtown Vision

Douglas Street will be the central downtown transit street serving Victoria and the Capital Region



BC Transit and City Staff are ready to plan for transformational investments that achieve multiple objectives for Douglas Street and deliver on this vision

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How do we make RapidBus a Reality?

Working in partnership to plan, design and deliver:

- Accessible, modern transit stations
- Generous barrier free sidewalks
- High-quality public realm treatments
- Coordinated infrastructure renewal



3 distinct projects:

- Finlayson to Discovery: station improvements
- Discovery to Belleville: analysis, design and delivery
- Legislative Terminus: planning, design and delivery

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RapidBus Elements & Strategies

Local Transit

Frequent Transit

Rapid Transit

Low Volume

Ex Carey

- Basic stops
- Use of general purpose traffic lane

Moderate Volume

Ex Gorge

- Enhanced stops
- Passenger Information
- In-lane stops
- Active transit signal priority
- Transit approach lanes and queue jumps

High Volume

Ex Downtown Couplets

- Dedicated transit lanes, peak only
- In-lane stops
- Boarding islands/bulbs
- Low-speed signal progression
- Active transit signal priority
- Premium stops or stations and passenger information
- All door Boarding

Very High Volume

Ex Douglas

- Transit ways or dedicated transit lanes with turn management
- Dual transit or dedicated lanes with pull out stops
- On-street terminals
- Boarding islands/bulbs
- Premium stops or stations and passenger information
- Transit signal progression
- All door boarding

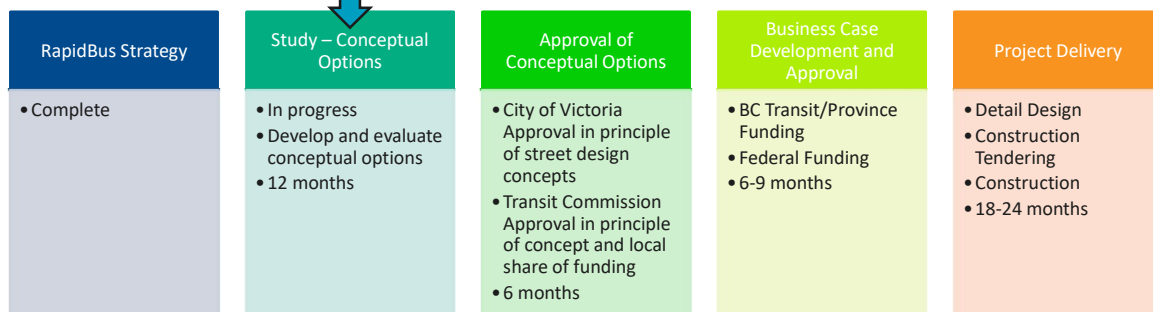
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Discovery St. to Belleville St: Process & Steps

We are here:

Identify and assess options



- Major infrastructure improvements typically take 2-5 years to plan and implement
- Public engagement
- Project approval by City Council, Victoria Regional Transit Commission and BC Transit Board

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**Thank You
Questions?**



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EXTRA INSPIRATION

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Inspiration – Great Transit Streets



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Inspiration – Great Transit Streets



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Inspiration – Transit Malls



Third Avenue (Seattle, Washington)



Nicollet Mall (Minneapolis, Minnesota) and 16th Street Mall (Denver, Colorado)



New York City Department of Transportation image