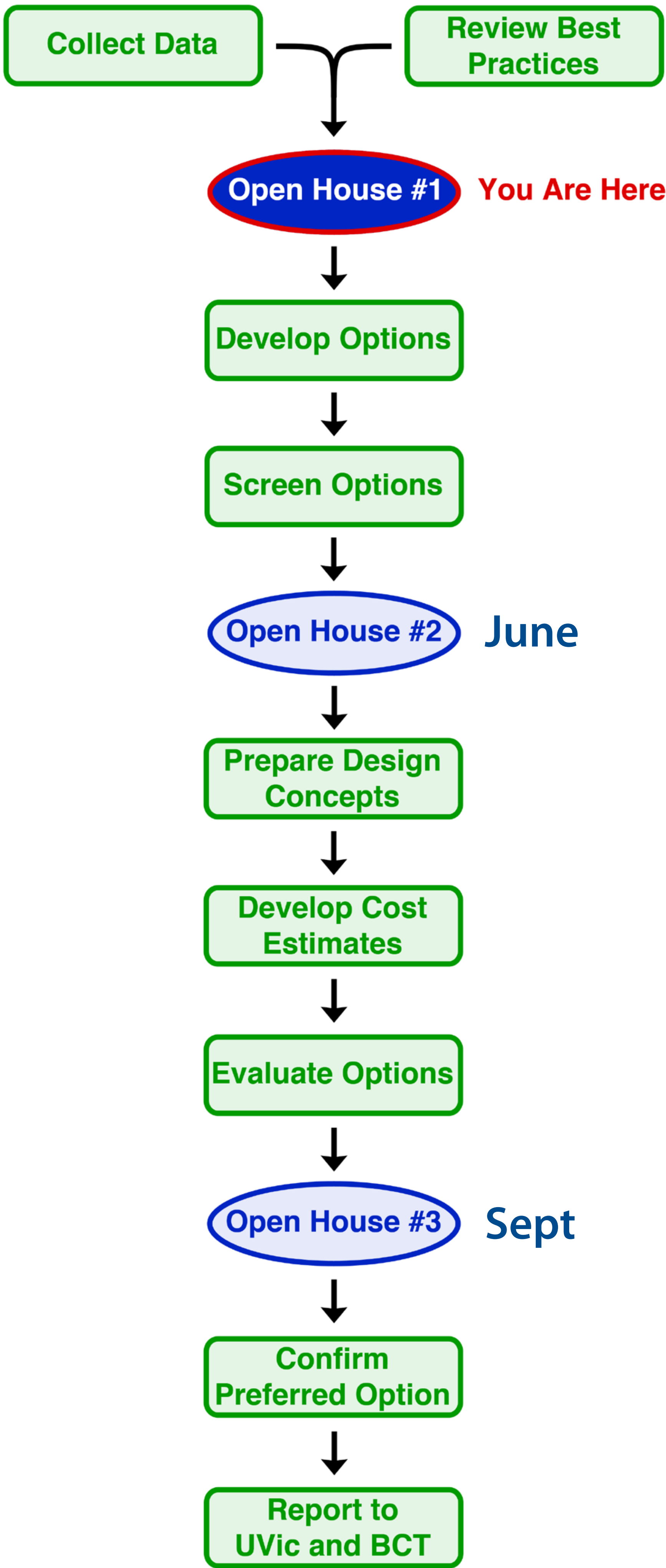


# Welcome to the UVic Campus Transit Plan Open House



The University of Victoria and BC Transit need your help to improve transit services at UVic.

Review the displays, ask questions and complete a Comment Sheet. Your input will help to develop the Campus Transit Plan.

## The Campus Transit Plan will identify:

- a preferred location and design for the transit exchange
- bus stops on campus
- bus routes to and through the campus
- pass-ups and reliability of the transit service

Visit [www.bctransit.com/transitfuture](http://www.bctransit.com/transitfuture) for comment sheets and display boards.



University of Victoria

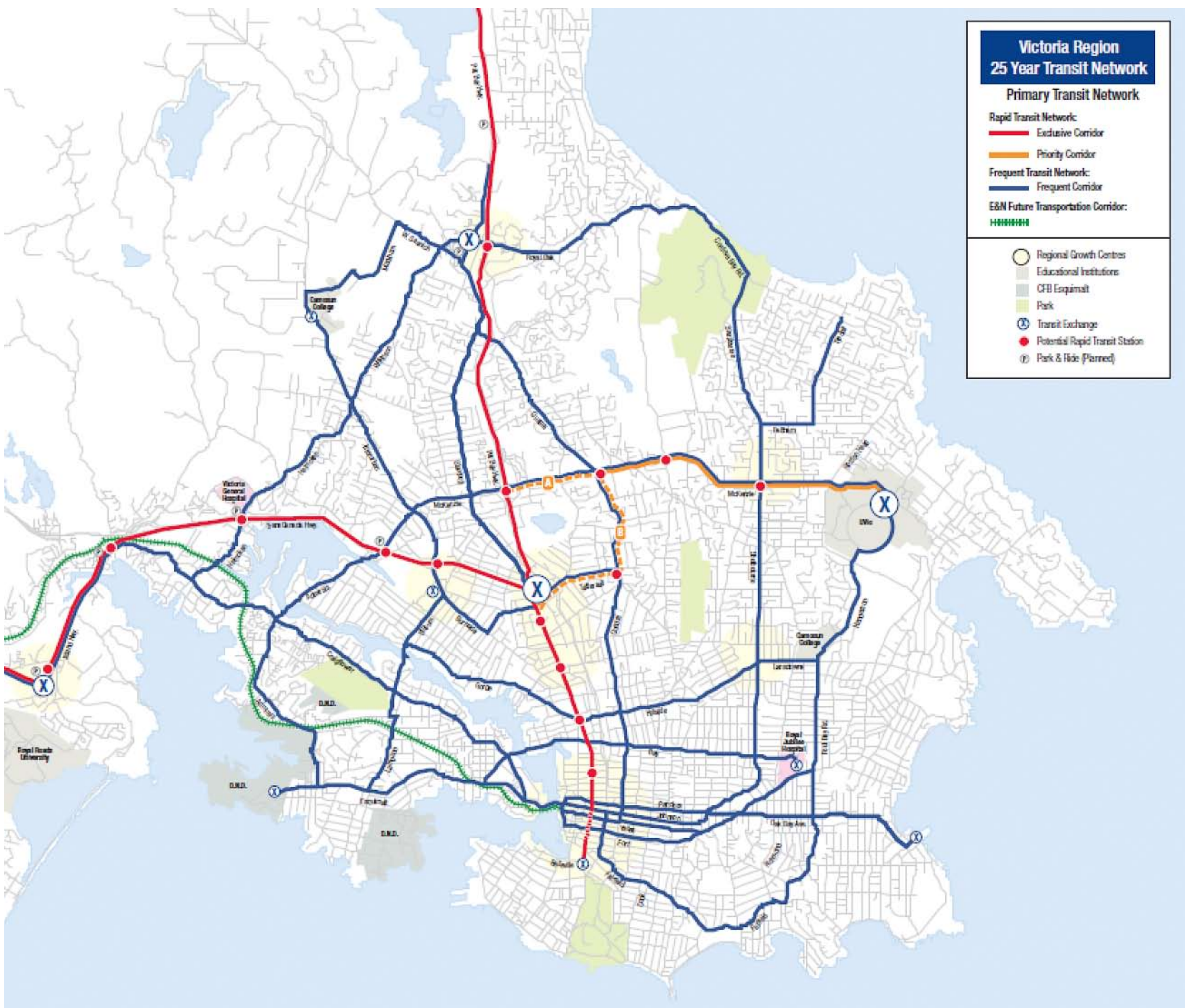
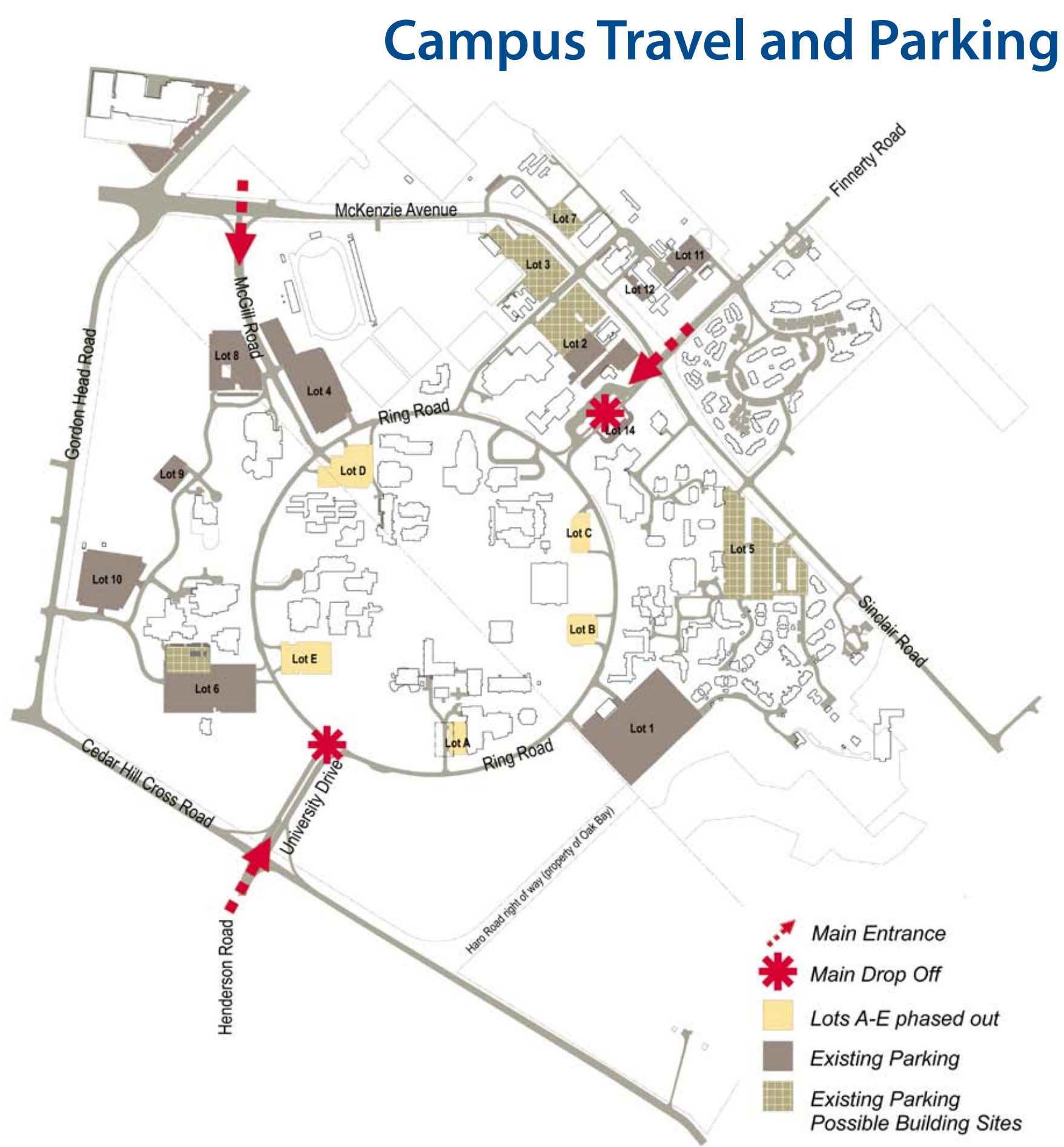
Victoria Regional Transit Commission





# Objectives of the Campus Transit Plan:

- Increase the attraction and use of transit
- Reduce motor vehicle traffic
- Promote and accommodate safe and efficient movement on campus for everyone
- Support development of a pedestrian-friendly campus



Victoria Region 25-Year Transit Network

## Campus Plan Foundation Principles

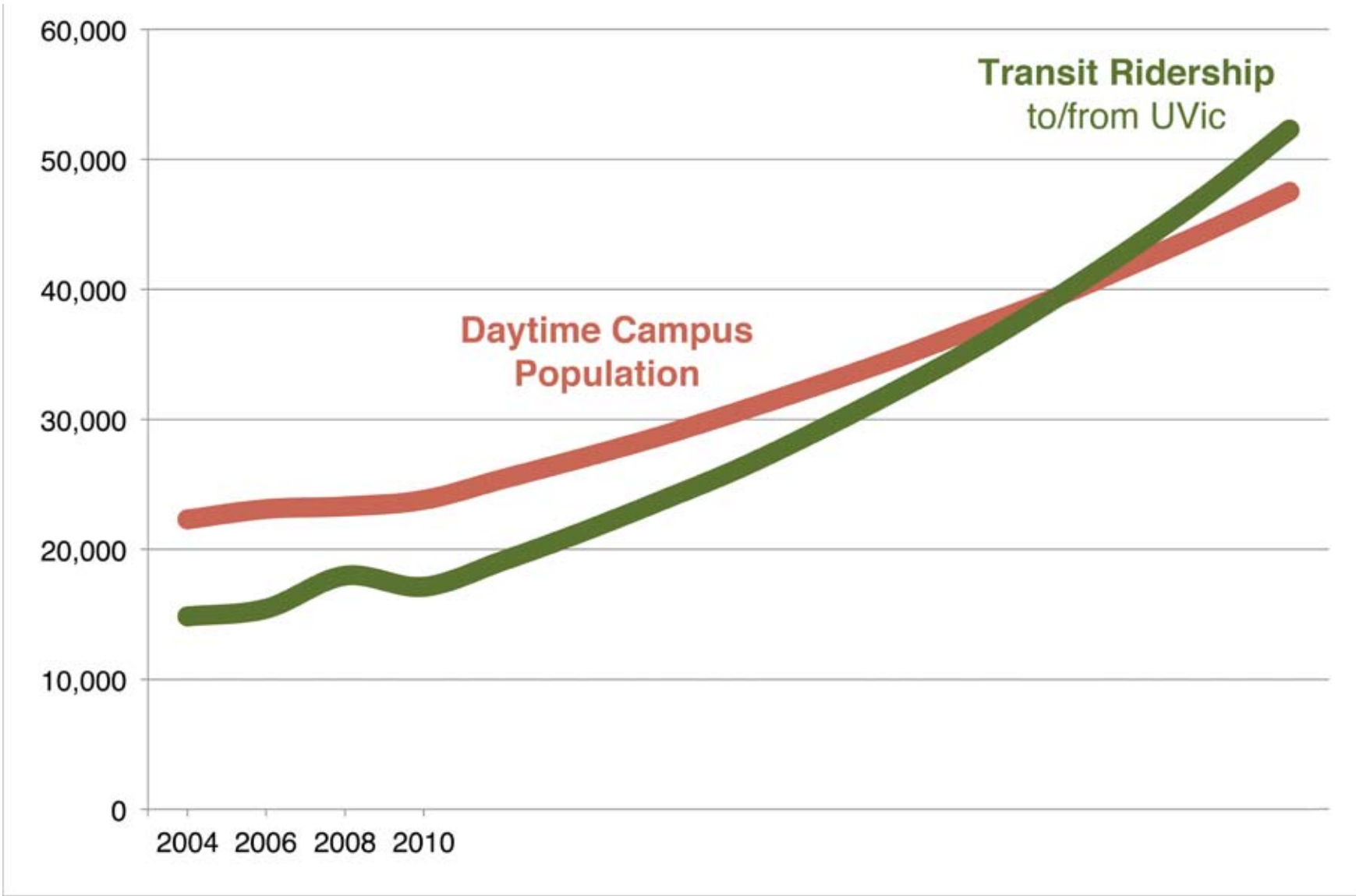
1. Academic priorities
2. Community consultation
3. Natural areas
4. Open space system
5. Compact growth
6. Sustainable buildings and facilities
7. Spirit of place
8. Traffic
9. Parking



# Today's Issues

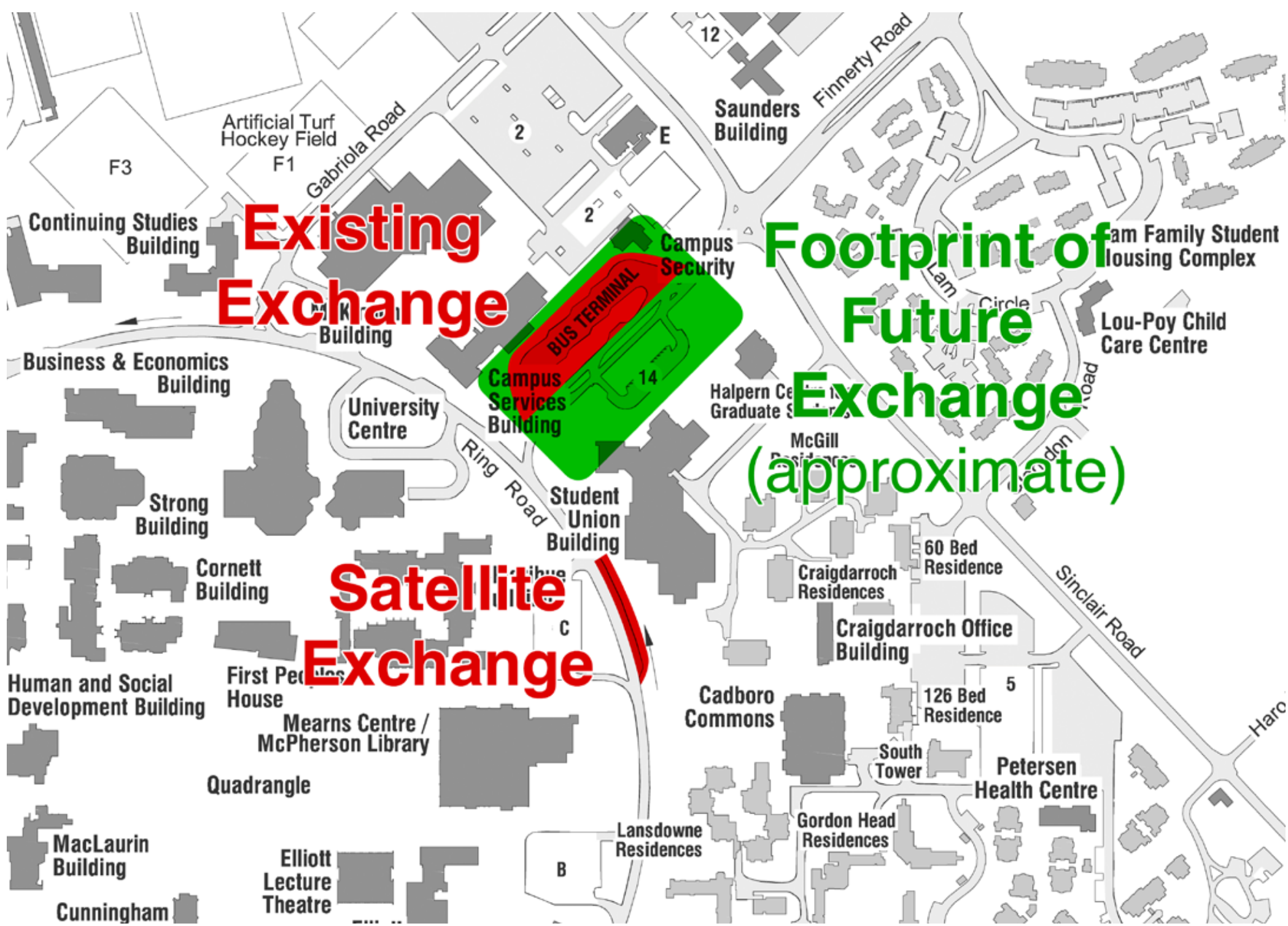
## Ridership

- Ridership could triple from 17,000 trips today to over 50,000 trips
- Numbers of buses could double to over 100 buses



## Transit Exchange

- Existing exchange is over capacity and cannot increase service or add new routes
- Future – over 4000 passengers per hour, expansion of exchange needed



## Transit Services

- Pass-ups – on some routes, full buses “pass up” passengers
- Delays – buses are often delayed on the Ring Road due to pedestrians crossing; delays affect on-time reliability
- Safety – conflicts with pedestrians and cyclists and other motor vehicles

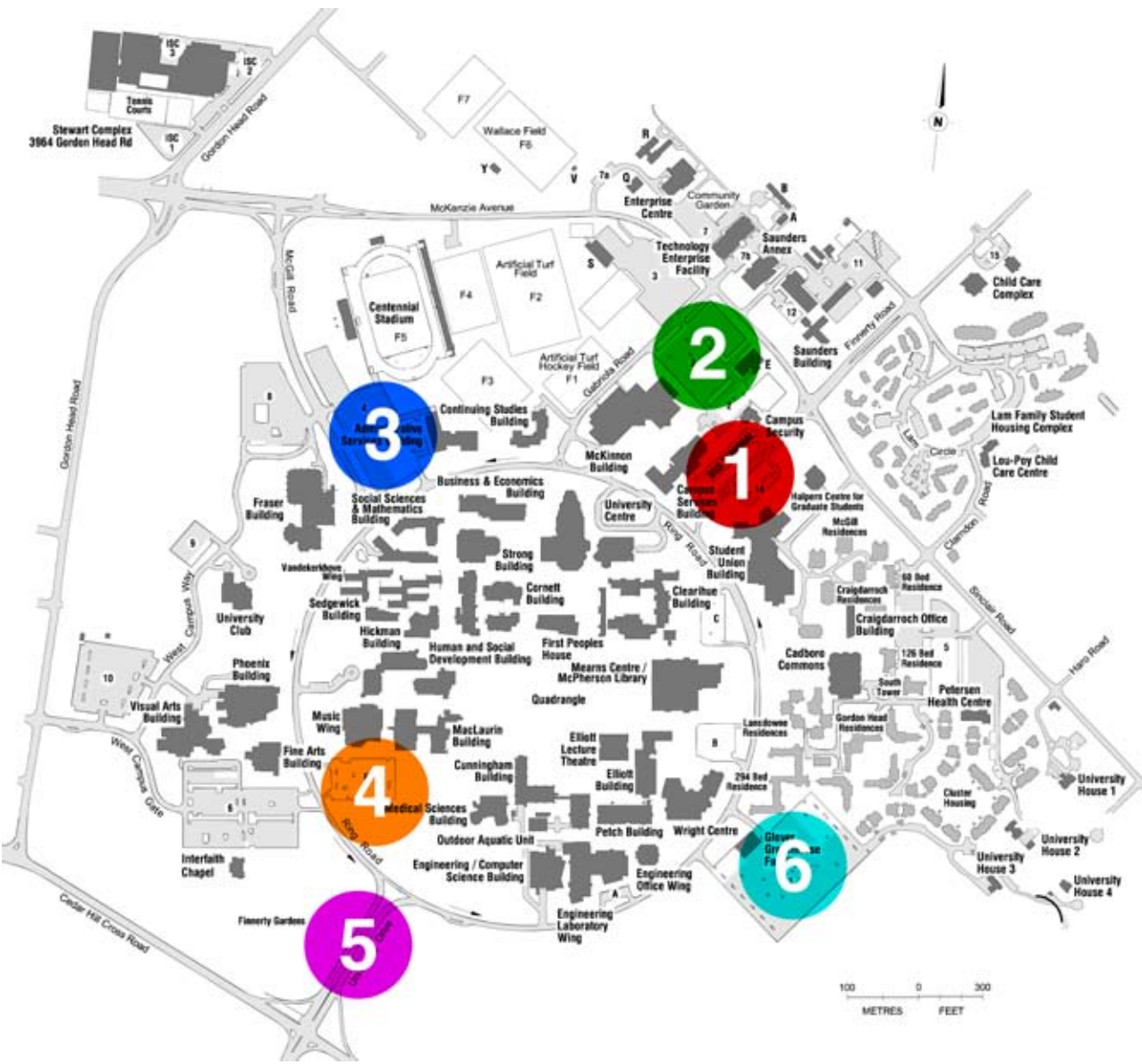




# Concept — Transit Exchange

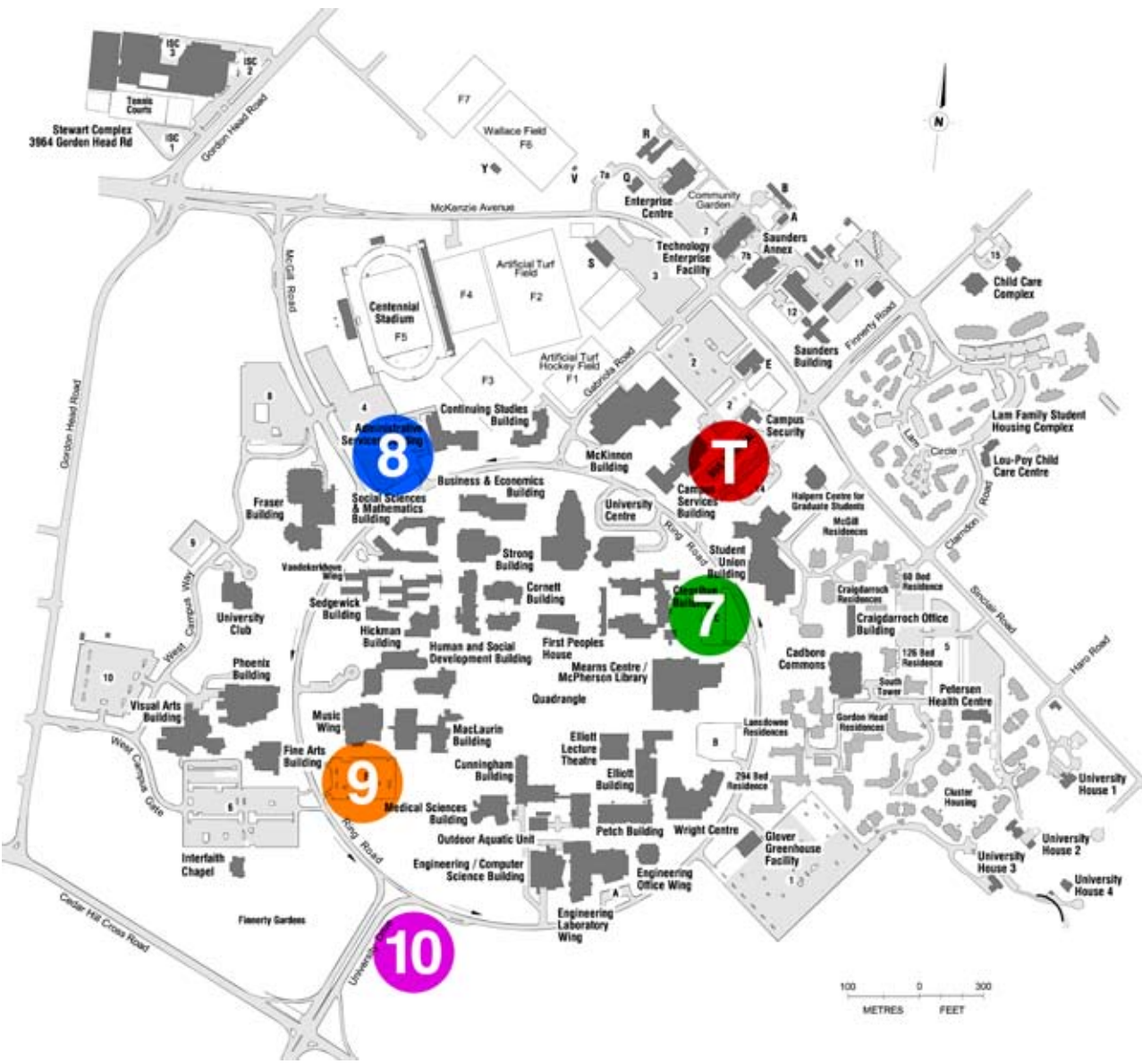
Below are examples for new or expanded transit exchanges locations.

## Transit Exchange – Single Exchanges



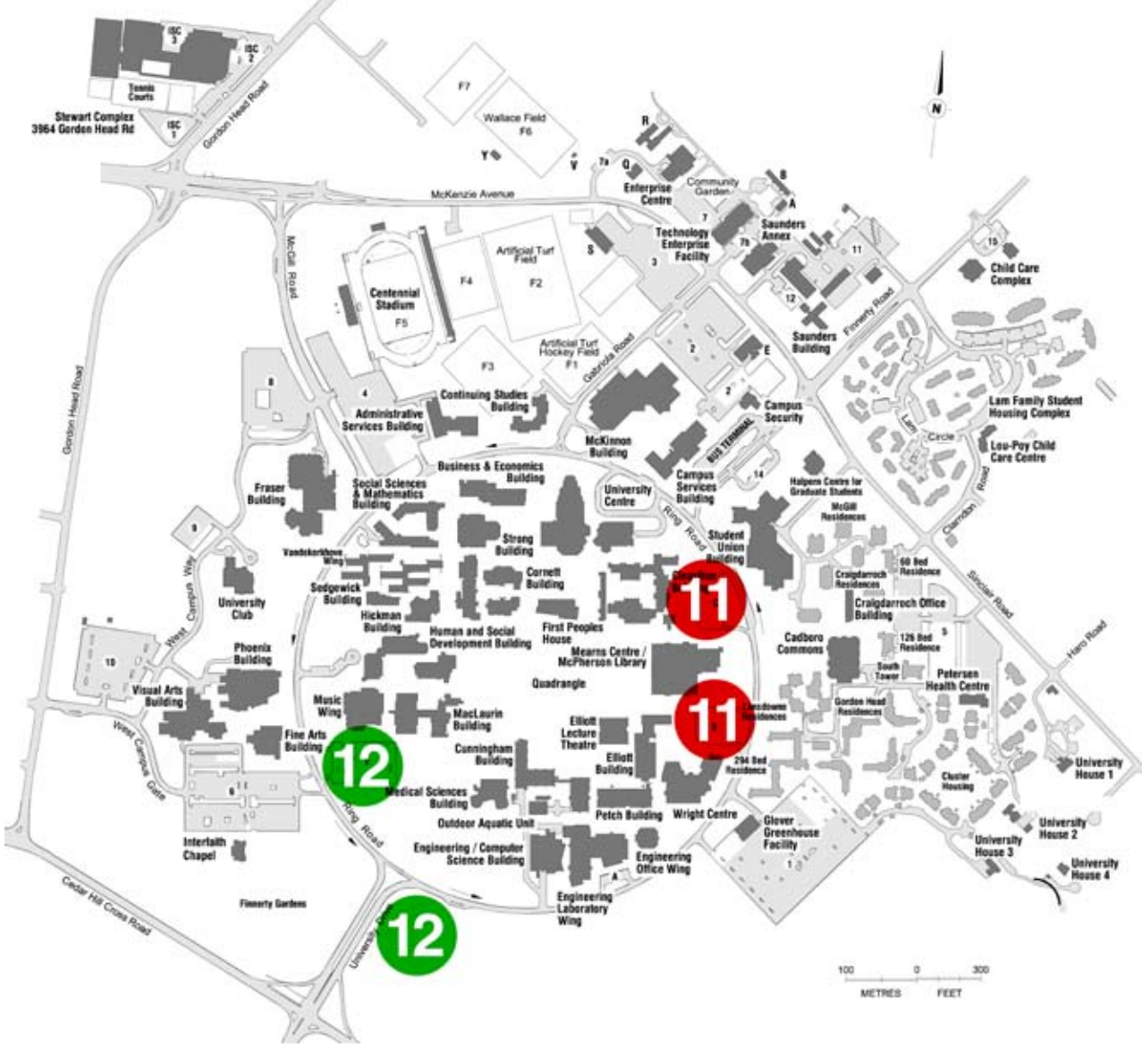
Location of a single, large transit exchange. Site **1** represents an expansion of the existing exchange. Sites **2** to **6** can accommodate a transit exchange.

## Transit Exchange – Satellite Exchanges



Satellite exchanges would complement the existing transit exchange **T**. In addition to constructing a satellite exchange, the existing exchange might be modified to make better use of the site.

## Transit Exchange – Double Exchanges



Double exchanges, neither of which would retain the existing transit exchange.

Which exchange example would you prefer?

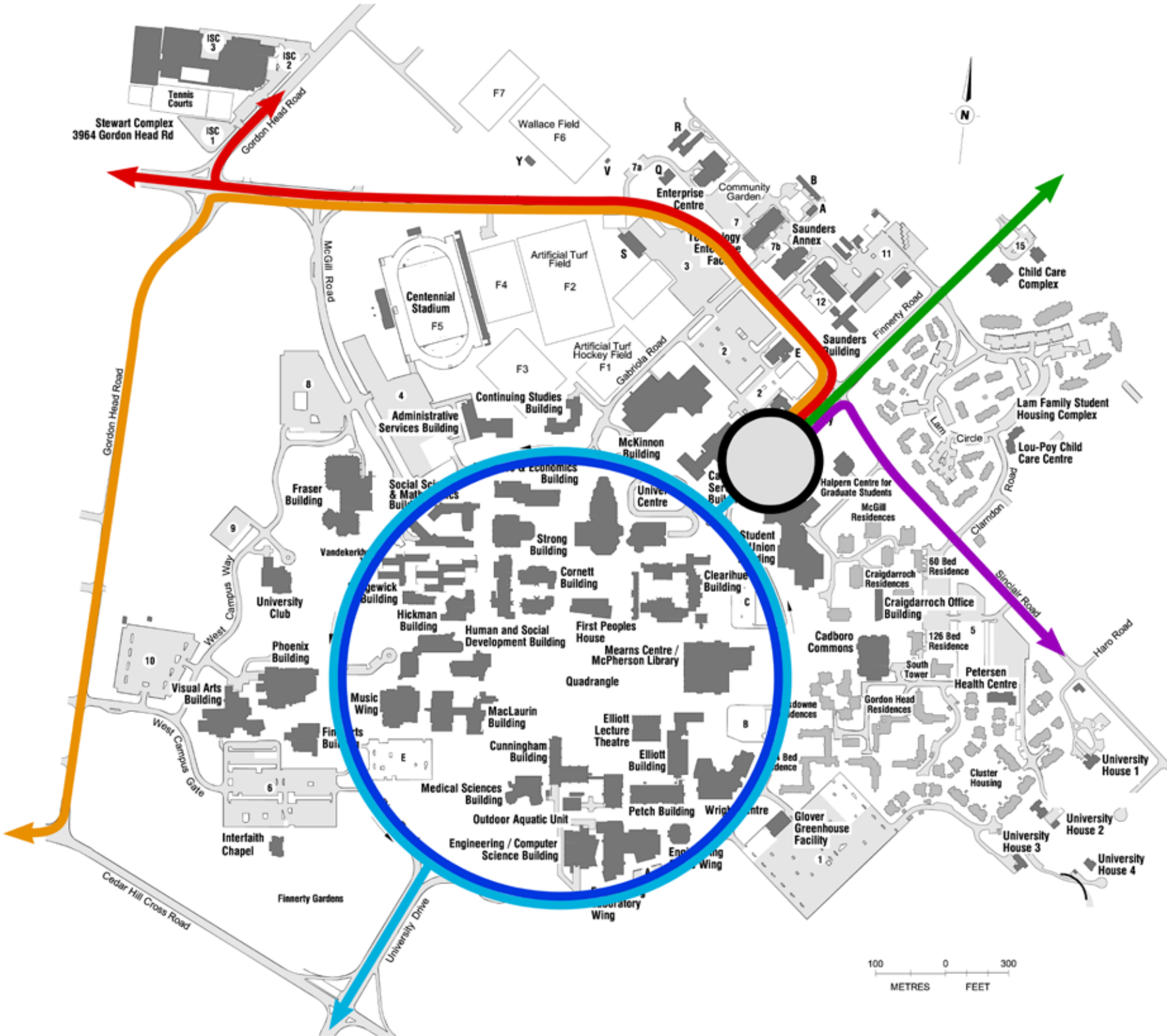


# Concept — Routes

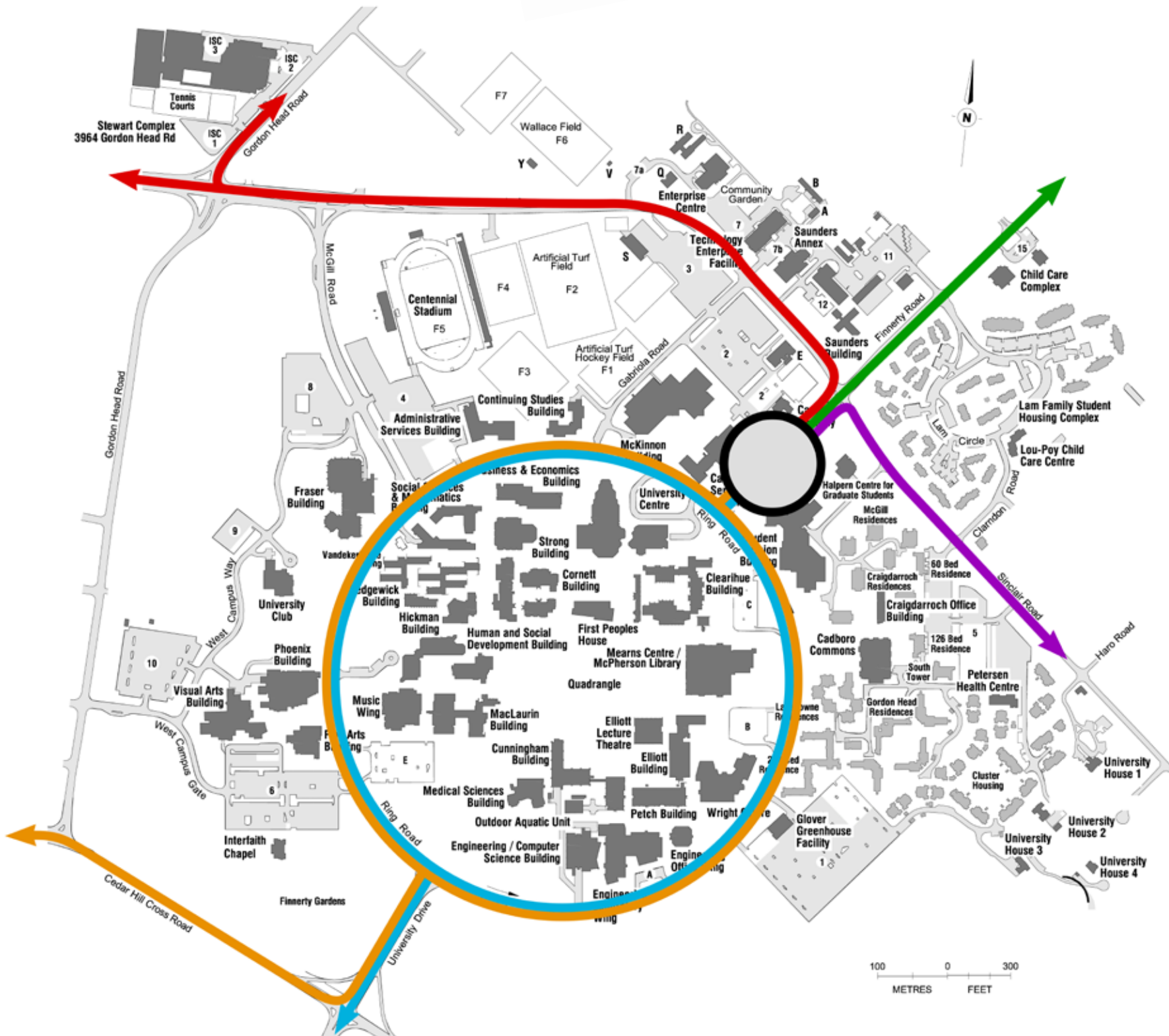
Below are examples for bus routes to and from UVic and on campus.

Choose an option or tell us what other route options would help to improve transit at UVic.

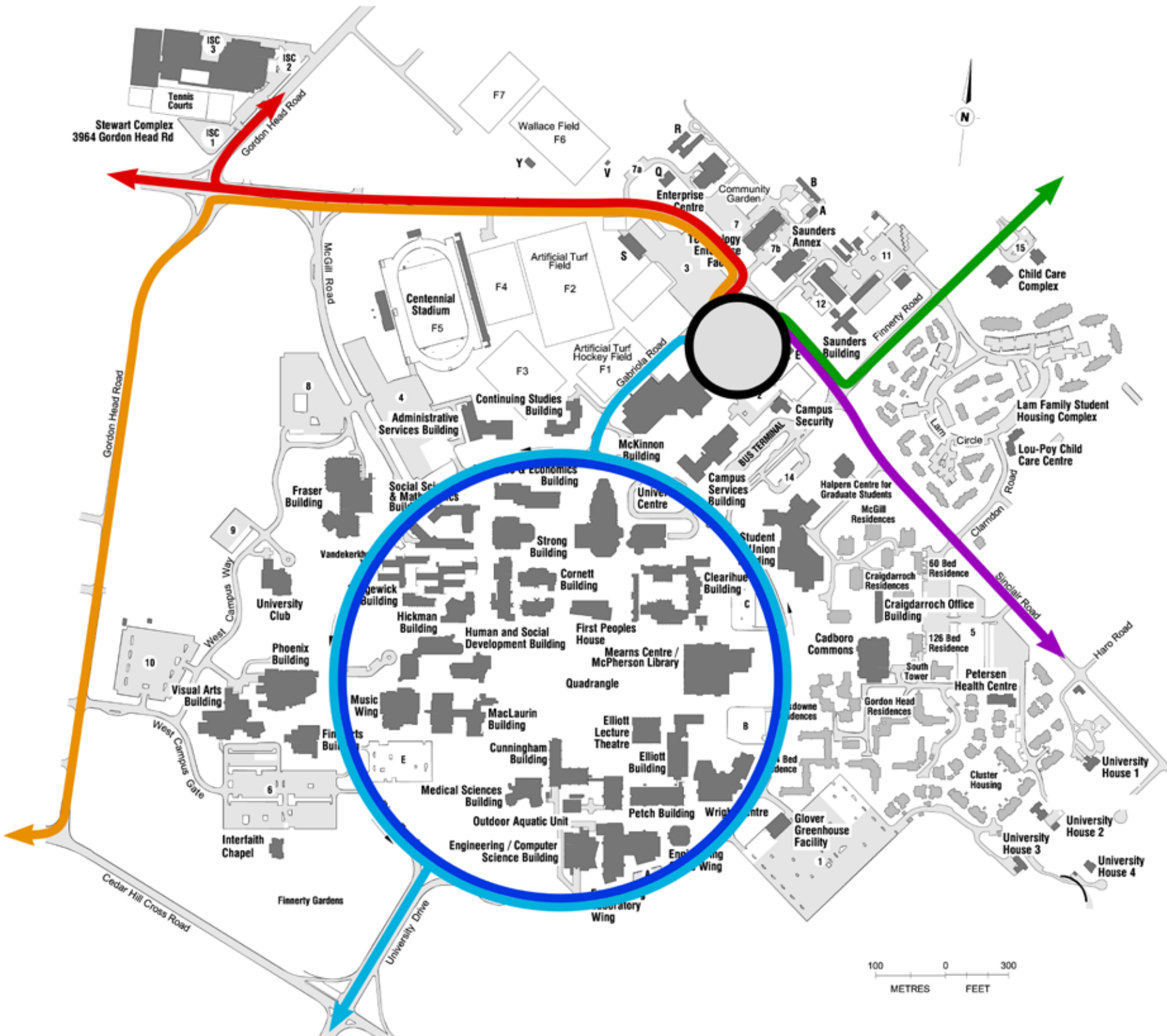
Option 1



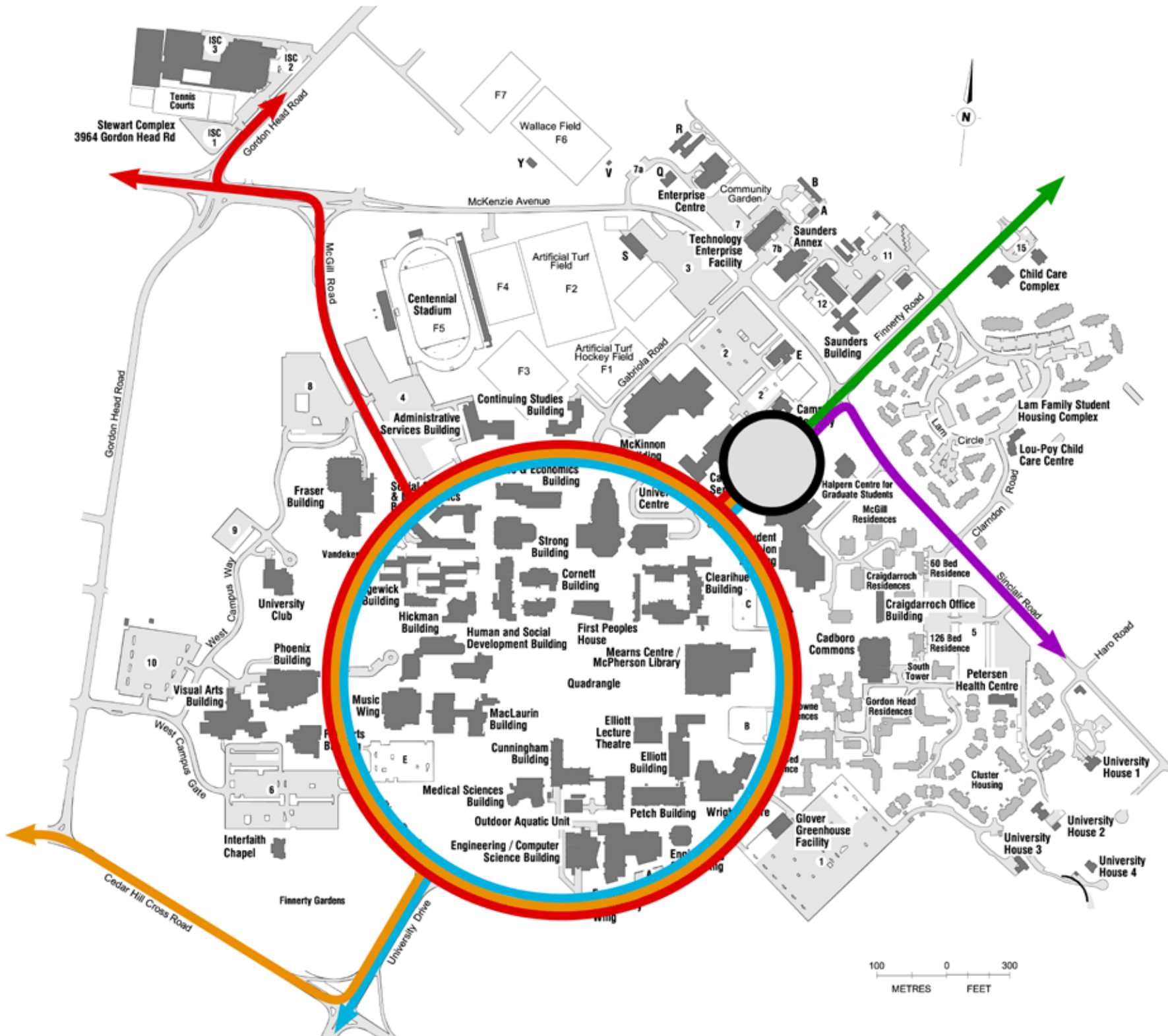
Option 3



Option 2



Option 4

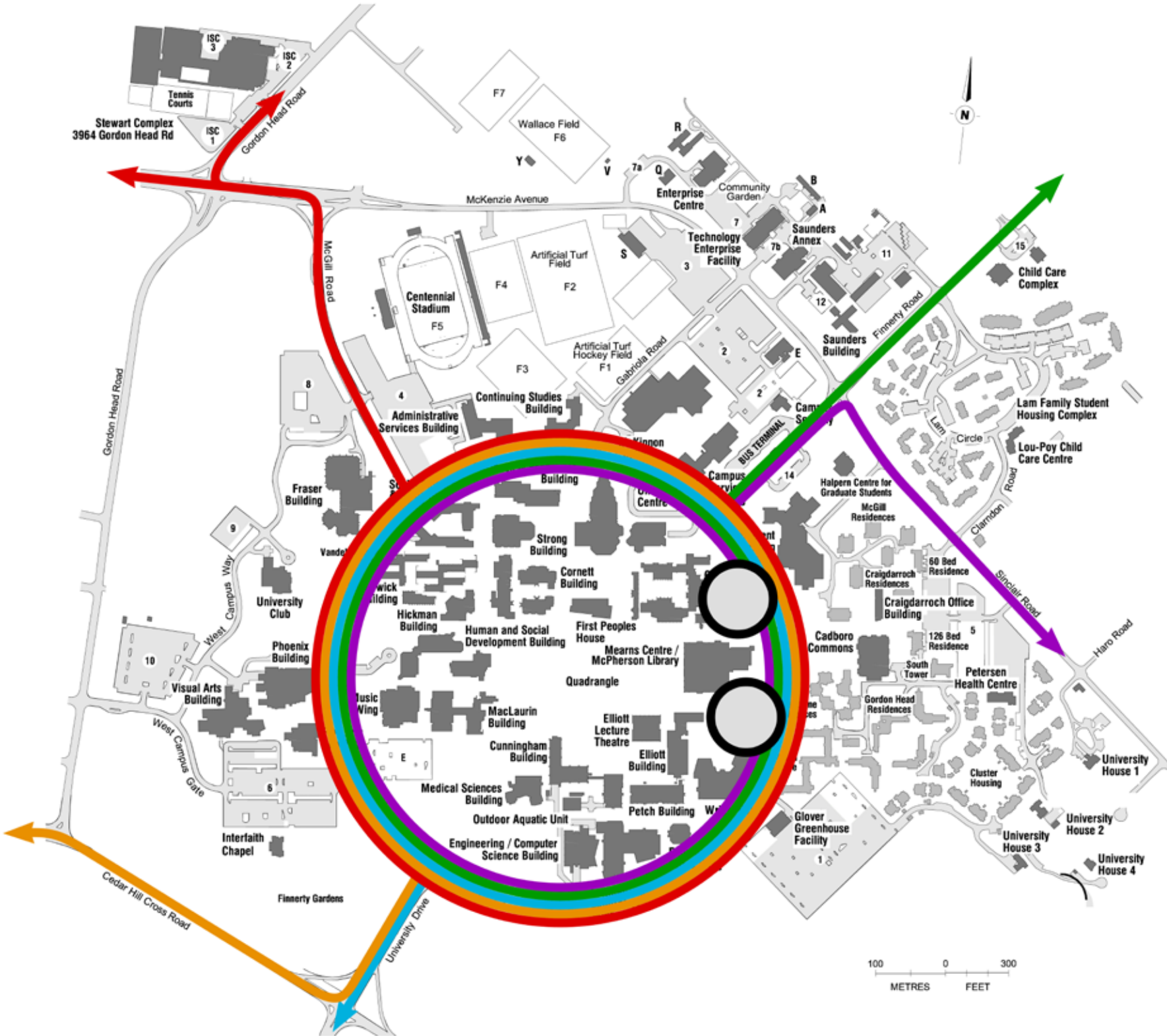




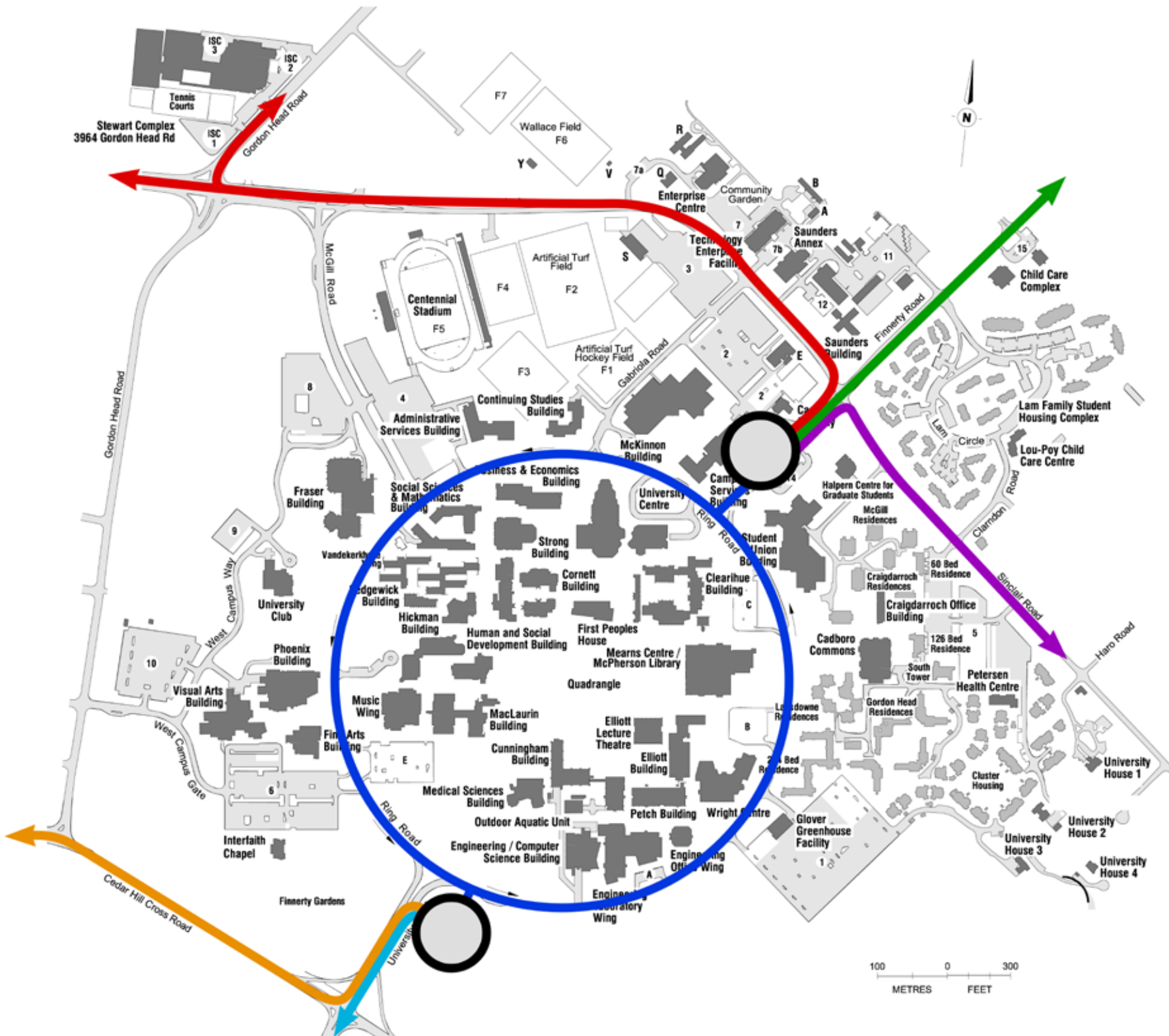
# Concept — Routes

Below are more examples for bus routes to and from UVic and on campus.

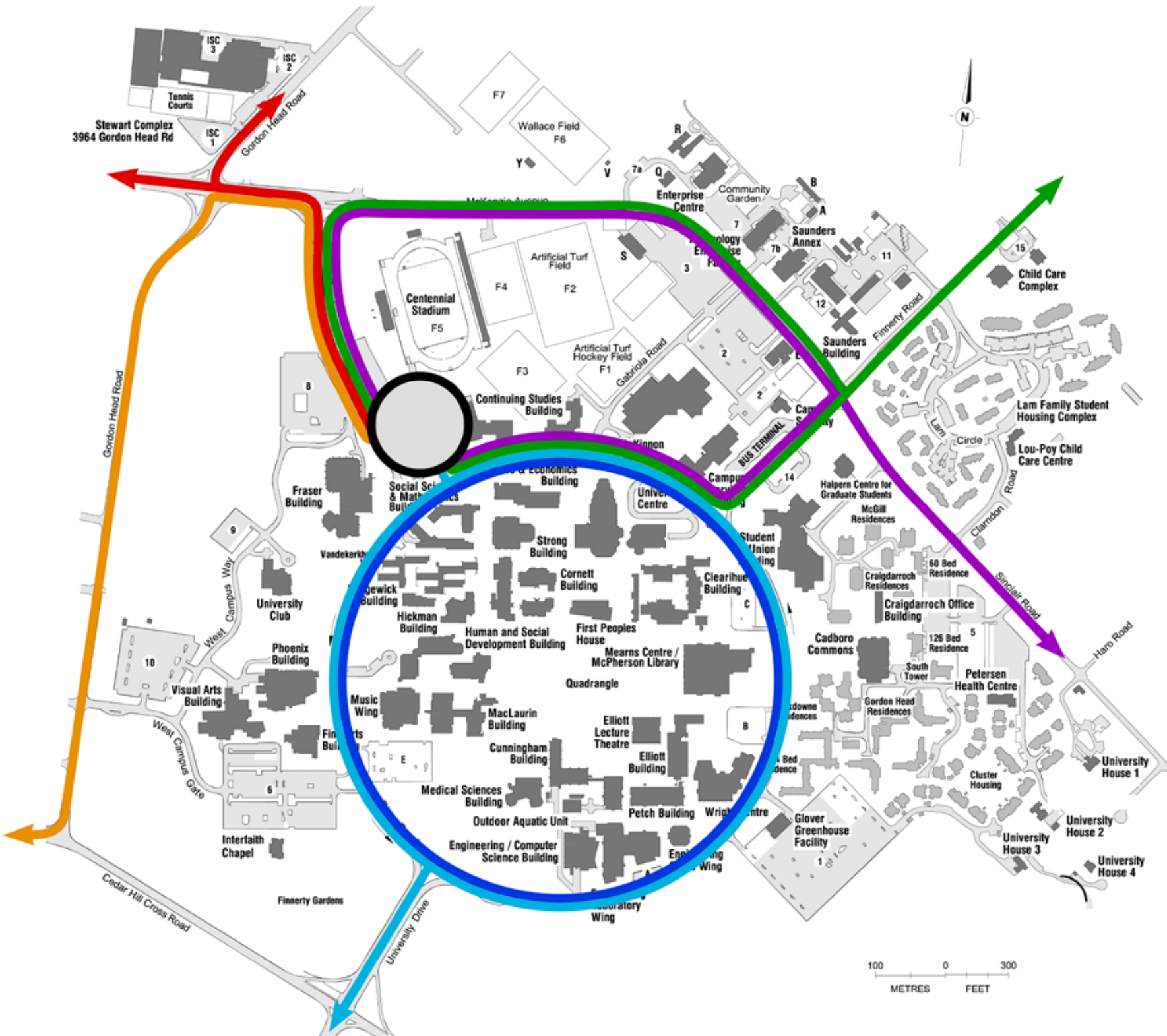
Option 5



Option 7



Option 6



Choose an option or tell us what other route options would help to improve transit at UVic.

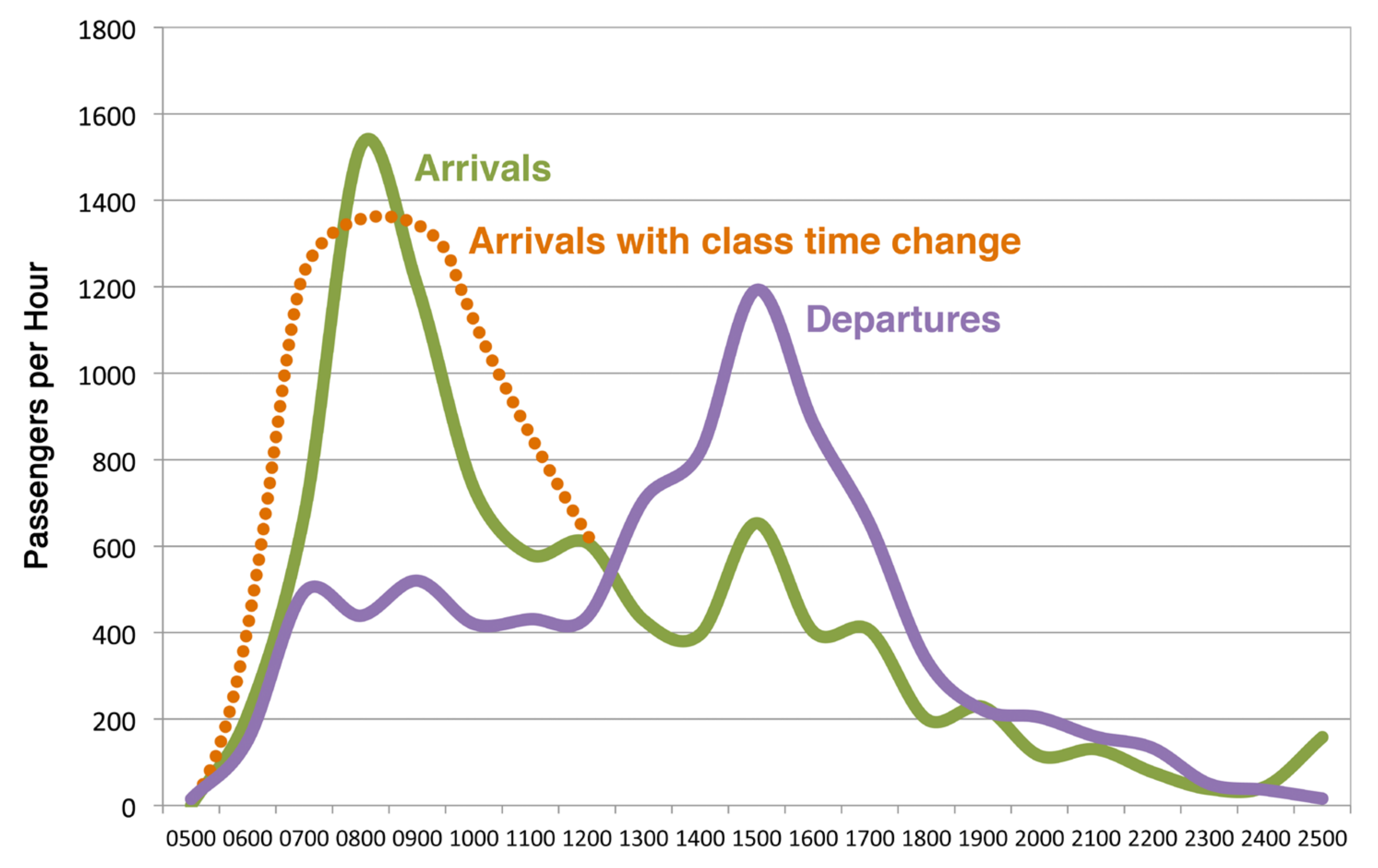


# Concept — Class Start Times

Adjusting class start times spreads the demand for transit over a longer period in the morning. This reduces the peak demand at 8:30 a.m., meaning buses would not be as full as they are now.

Spreading the demand improves overall efficiency.

**Today:** 8:30 a.m.      **Future:** 8:00 a.m.  
8:30 a.m.  
9:00 a.m.



## Example:

A similar change was introduced at UBC in 2001. A comparison of transit ridership before and after the changes to class start times showed that 12% more trips per day were made to and from UBC on the same number of buses after class start times were adjusted. In other words, spreading the demand for transit in the morning meant that more people could use transit.

# UVic Campus Transit Plan

## How do we evaluate?

There are many options for transit facilities and services on the UVic campus. Reducing these options to a single approach will be a two-stage process.

### Evaluation Process



### Feedback

Take the time to review the material on display, ask questions, and complete a Comment Sheet. You can also provide input to [uvicplan@bctransit.com](mailto:uvicplan@bctransit.com) Thank you.

### First Stage: Screening Criteria

Categories	Criteria
Feasibility	Physical feasibility
Riders	Walking distance Coverage Clarity On-campus travel
Community	Land use Neighbours
Cost	Operating Capital

### Second Stage: Evaluation Criteria

Categories	Criteria
Riders	Travel times Coverage Clarity
Ridership	Regional travel On-campus travel
Safety	Vulnerable road users Traffic Personal
Community	Land use Traffic
Environment	Noise Air quality Appearance
Transit	Delays Operations
Cost	Operating costs Capital costs
Deliverability	Transit facilities Infrastructure