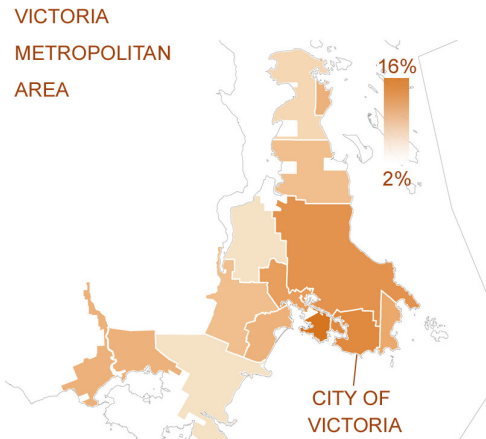
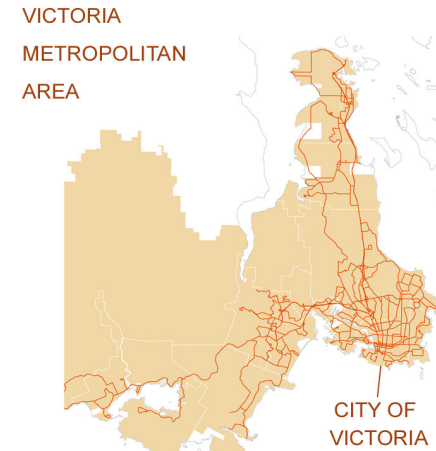
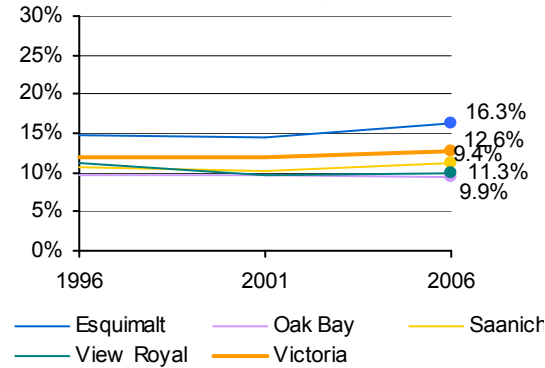


3.7 Transit



2006 JOURNEY TO WORK - PUBLIC TRANSIT MODE SHARE SHOWN BY MUNICIPALITY OF RESIDENCE

Journey to Work, Public Transit Mode Share, Core Municipality Comparisons

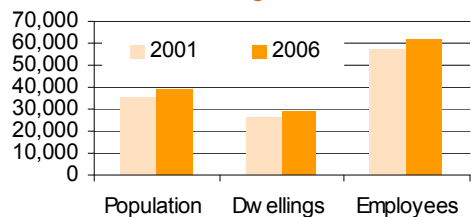


BC TRANSIT ROUTES - VICTORIA. 2010

The Victoria Regional Transit System (BC Transit) serves approximately 312,000 persons in a 400 square kilometre area of the Victoria Region.

In the 2008/09 year the regional transit system reported a total of 1,175,000 service hours (conventional and custom, and paratransit), and 24.1 million passengers (conventional, custom and paratransit) - a six percent increase from the 2007/08 year.

Population, Dwelling Units, and Employees Within Walking Distance* of a High-Service Transit



Transit use is increasing within Victoria and the trend in the CRD Origin Destination Surveys is consistent with Census numbers for the journey to work. The percent of residents using transit to get to work rose across most city neighbourhoods from 1996 to 2006, with the neighbourhood of South Jubilee seeing the greatest increase (from 11% to 21%), nearly doubling from the 1996 number. The neighbourhoods of Burnside and Hillside Quadra followed with increases of 4% and 3% respectively.

Nearly all of the City of Victoria is within 400 metres (walking distance) of a transit route; and using 2006 census population numbers, 50% of residents live within 400 metres of high-service transit routes (Douglas St, Fort St, Yates St, Hillside Ave and Craigflower Rd).

Between 2001 and 2006, the population within 400 metres of a high service transit corridor increased from approximately 36,000 to 39,000—an increase of roughly 8%. This growth rate exceeded that of the total city, which grew in population by 5% (74,125-78,057). The number of dwellings (all dwellings), also increased by 8% within 400m of high service transit routes. High service routes are distinguished from others through the use of high capacity vehicles (double deckers).

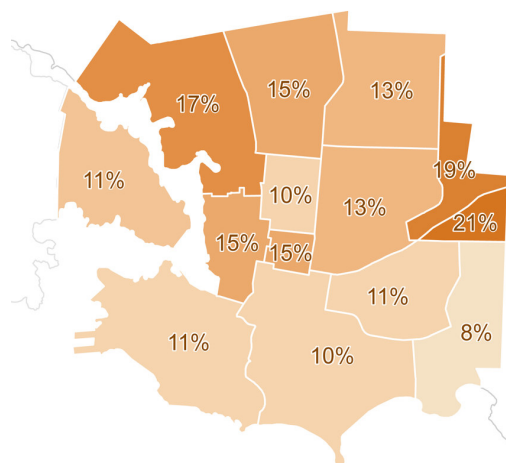
UNDERSTANDING THE DATA:
What is a mode??

A transportation mode (referred to as mode in this profile series) is means a form of transport.

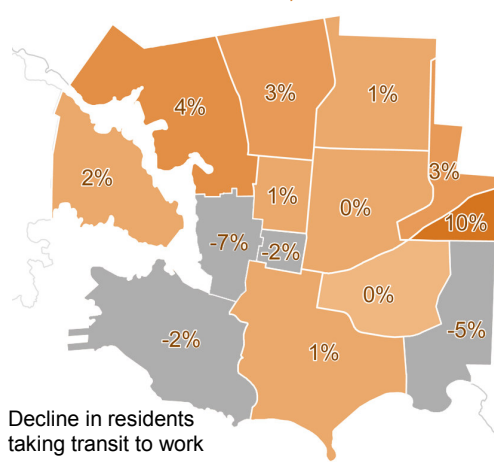
A mode share is the percent of all trips which are done using a particular mode.

For example, using the map on the right, 17% of residents in Burnside used transit to get to work.

Journey-to-Work, Public Transit Mode Share 2006

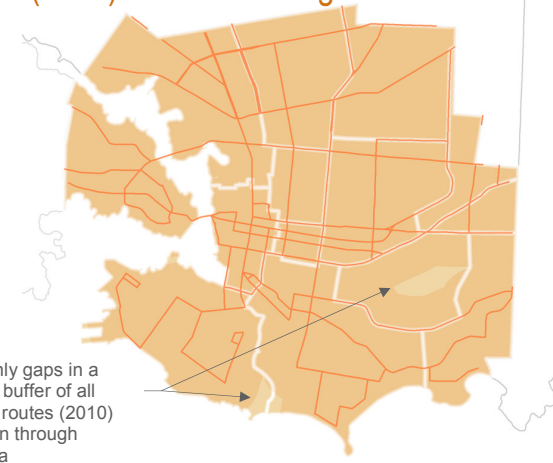


Journey-to-Work, Change in Public Transit Mode Share, 1996 to 2006



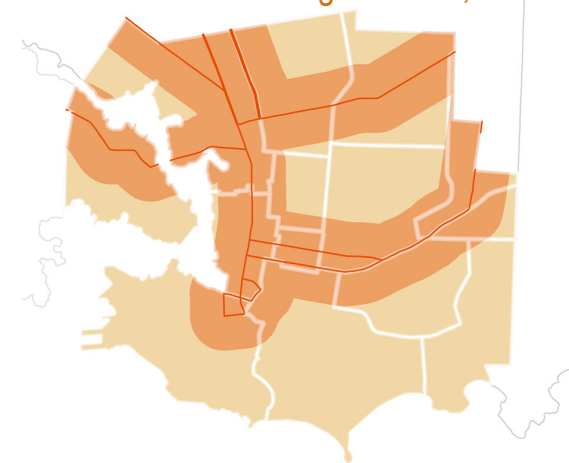
Decline in residents taking transit to work

400 m buffer of all Transit Routes (2010) that run through Victoria



The only gaps in a 400 m buffer of all transit routes (2010) that run through Victoria

400 m buffer of high-service Transit Routes that run through Victoria, 2010



3.7 Transit

Journey to Work, Public Transit Mode Share, Core Municipality Comparisons

Transit	1996	2001	2006
Esquimalt	14.7%	14.4%	16.3%
Oak Bay	9.7%	9.6%	9.4%
Saanich	10.7%	10.1%	11.3%
View Royal	11.2%	9.7%	9.9%
Victoria	11.8%	12.0%	12.6%

SOURCE: STATISTICS CANADA , 1996, 2001, 2006 CENSUS

Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, census metropolitan areas and census agglomerations, and component census subdivisions (municipalities) of residence - 20% sample data

- Persons who, during the week (Sunday to Saturday) prior to Census Day (May 16, 2006):
 - did any work at all for pay or in self-employment or without pay in a family farm, business or professional practice
 - were absent from their job or business, with or without pay, for the entire week because of a vacation, an illness, a labour dispute at their place of work, or any other reasons.
- Place of residence: applies to the employed labour force with either a usual place of work or with no fixed workplace address.

Journey to Work, Public Transit Mode Share by Neighbourhood (2006)

Public transit	1996	2001	2006
Total - City of Victoria	12%	12%	13%
BURNSIDE	13.2%	11.5%	17.4%
DOWNTOWN	22.6%	14.2%	15.1%
FAIRFIELD	8.6%	8.1%	9.8%
FERNWOOD	12.5%	16.8%	12.8%
GONZALES	13.3%	8.3%	8.2%
HARRIS GREEN	17.0%	13.0%	14.9%
HILLSIDE-QUADRA	12.0%	13.4%	14.5%
JAMES BAY	13.0%	12.4%	10.5%
NORTH JUBILEE	16.2%	15.4%	18.9%
NORTH PARK	9.3%	5.4%	10.3%
OAKLANDS	11.1%	12.2%	12.6%
ROCKLAND	11.1%	10.5%	10.9%
SOUTH JUBILEE	11.6%	18.2%	21.3%
VICTORIA WEST	9.5%	11.3%	11.2%

SOURCE: STATISTICS CANADA , 1996, 2001, 2006 CENSUS

Neighbourhood geographies run for the City of Victoria based on: Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, based on custom geography (neighbourhoods) of residence - 20% sample data

- Persons who, during the week (Sunday to Saturday) prior to Census Day (May 16, 2006):
 - did any work at all for pay or in self-employment or without pay in a family farm, business or professional practice
 - were absent from their job or business, with or without pay, for the entire week because of a vacation, an illness, a labour dispute at their place of work, or any other reasons.
- Place of residence: applies to the employed labour force with either a usual place of work or with no fixed workplace address.

BC Transit Routes (and info)

SOURCE : BC TRANSIT

Notes:

- All Routes shown, data provided by BC Transit
- Statistics in this section are from Appendix A1 of the BC Transit 2008/09 Annual Report
- "High Service" routes are those classified by BC Transit as having "Service Level 3"

Buffer maps of all Transit Routes and High-Service Transit Routes

- BC TRANSIT (Transit Routes), 2010
*High Service Routes, based on "Service Level 3" identified by BC Transit
- STATISTICS CANADA, 2006 CENSUS (population and dwelling counts)
- PLANNING & DEVELOPMENT DEPARTMENT, CITY OF VICTORIA (buffers)