Shape Your Future Victoria

Transportation

Definition and Description

Transportation is the means of transporting people or goods from one point to another.

A **sustainable transportation system** enhances the environmental, economic and social health of a community by providing travel options that are accessible, affordable, efficient, energy-conscious and have a limited global and local environmental impact.[1] Walking, biking, transit and shared use of automobiles are commonly viewed as sustainable transportation modes, and offer alternatives to the use of private automobiles.

Why Is This Topic Important?

The development of healthy, complete communities begins with a careful consideration of the interaction of land use and transportation. Land use plans and policies shape a community's travel patterns by establishing the location of homes, shops, and other local services – and therefore how people choose to travel around town. At the same time, the types of travel options available can support more compact and efficient land use. Well-integrated land use and transportation planning can influence population density, and maximize the benefits for public and private buildings and infrastructure.

Many transportation issues cut across municipal boundaries and require regional collaboration. The CRD identified the development of a more sustainable regional transportation network as a key priority for 2009–2011.

Did You Know?

10 per cent of Victorians bike to work, the highest proportion in Canada. 23 per cent of people in Victoria walk to work (top five in Canada) and 13 per cent use public transit (top 40 in Canada).[2]

On a regional level, automobile traffic is expected to increase by 41 per cent over the next 30 years due to population and employment growth, translating to 342,000 auto-based trips per day.[3]

By neighbourhood, people living in Gonzales are the most likely to bike to work (14 per cent); people in South Jubilee are most likely to use public transit (21 per cent), and those living downtown are most likely to walk (49 per cent). Victoria West has the highest number of people traveling to work by car (56.5 per cent).[2]

Municipalities with the highest proportion of trips destined to Victoria in 2006 were Oak Bay (36 per cent), Esquimalt (25 per cent) and Saanich (21 per cent).[3]

In the 2008/09 year, the regional transit system reported 1.175 million service hours and 24.1 million passengers, a six per cent increase from 2007/08.[2]

The City operates 2,300 spaces in parkades and off-street lots, and an additional 1,900 metered spots. City of Victoria parking revenues generated $14.9 million in 2009.

Issues and Trends

Encouraging sustainable transportation options:

- In Victoria, the use of sustainable transportation modes for getting to work (biking, walking and public transit) increased three per cent between 1996 and 2006 to a total of 46 per cent. This is the highest level in the region, and is tied with Montreal for highest in Canada.[2] Between 2001 and 2006, the average number of vehicles per household in Victoria dropped by 8.6 per cent, to 0.93.[2]

CONTINUED

More information on transportation is available in the Community Profiles series on the City of Victoria's website for the *Official Community Plan* review at: **www.ShapeYourFutureVictoria.ca**

FOR MORE INFORMATION

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- Nearly all of Victorians live and work within 400 metres (walking distance) of a transit route. 50 per cent of residents live within 400 metres of a high-service transit route, namely Douglas Street, Fort Street, Yates Street, Hillside Avenue and Craigflower Road, an increase of eight per cent from 2001.[2]
- Since 1991, the number of car trips to and from the downtown core has declined by eight per cent. At the same time biking, walking and transit trips to and from the downtown core and within the area have increased by 11 per cent.[4]
- While Victorians are making fewer trips by private vehicle and more by bike, foot or transit, the same is not true for the greater region. In looking at all trips made in the CRD – and not just those to work – the percentage of auto-based trips in the CRD grew between 2001 and 2006 (up 0.8 per cent), while trips made using a sustainable transportation mode decreased (down 1.2 per cent).[5]
- Traffic projections suggest that, by 2026, the volume of regional travel will have grown by 400,000 trips per day due to population and employment growth. The CRD's target is for at least 300,000 of these trips to be made by walking, cycling, transit, or ride-sharing, in order to restrain the future growth of people driving alone.[6]

Managing congestion:

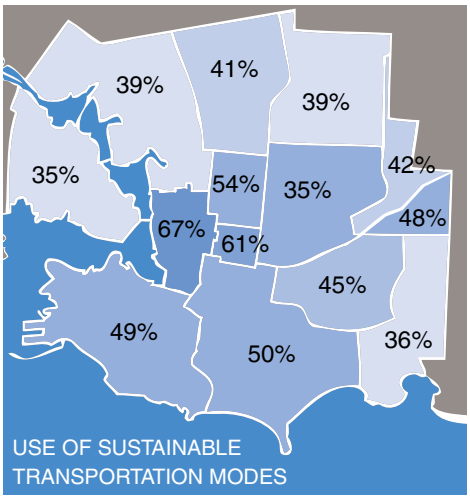
- Traffic studies have indicated that the key traffic congestion areas in Victoria are the Johnson and Bay Street bridges, the Douglas Street/Highway 1 corridor entering and leaving downtown, and Blanchard Street, entering and leaving downtown.[7] Many of these locations also have among the highest vehicle crash rates.[8]
- Higher residential densities and populations in parts of Victoria, Oak Bay, Esquimalt and Saanich are expected to increase travel demands. Densification will influence the type of travel and have an impact on mobility along primary corridors, particularly Douglas Street, Blanchard Street and Quadra Street, which will likely experience the greatest delays.[7]

Accommodating different uses:

- Many of the primary roadways in Victoria are being planned to support priority modes such as transit, cycling, walking and commercial and emergency vehicles.
- Special design considerations for Victoria's aging and disabled populations, such as more visible signs and longer street crossing times, are being implemented to help pedestrians travel more safely on foot. New transportation modes such as motorized scooters need to be considered.
- Victoria's other transportation users need to be considered in future plans, both in terms of their needs and impacts. The harbour's users include ferries, aircraft, barges, tour operations, cruise ships, fishing fleets, recreational vessels and Canadian Coast Guard vessels. Land-based users include train service, public transit, tour operators, commercial vehicles and horse carriages.

The City in Action: What We Do Now

Distinct from most municipalities in British Columbia, the City of Victoria owns its own roadways. The City is therefore well positioned to guide local transportation patterns through plans, policies, urban design and zoning regulations. The primary transportation goal is to build a network that improves accessibility, connectivity and safety for all Victorians. Plans and policies outline the location and types of land use across the city, which in turn shapes traffic patterns and how people choose to get around. The City of Victoria produces neighbourhood transportation plans and collaborates on regional transportation and transit plans. Urban design establishes the look and location of infrastructure for walking, cycling, transit and traffic calming. Zoning regulations establish the car and bike parking requirements for new homes and businesses.



USE OF SUSTAINABLE TRANSPORTATION MODES

Share your thoughts and ideas:

Land use plans and policies can help create a well-connected, accessible community that offers safe, comfortable, and affordable travel options. Sustainable transportation networks can also support economic vitality and environmental quality.

- How do you travel on a daily basis? What is important to you about how you get around?
- What can the City do to encourage more walking, biking, transit and carpooling?
- What do you see as the major obstacles to reducing automobile use in Victoria?

1. For a complete survey of definitions, see The Center for Sustainable Transportation. 2005. Defining Sustainable Transportation, http://cst.uwinnipeg.ca/documents/Defining_Sustainable_2005.pdf
2. Source: Statistics Canada Data.
3. Capital Regional District. 2007. CRD Origin and Destination Household Travel Survey.
4. Capital Regional District. 2009. Transportation: Regional Planning Profile Series. Data Sources: City of Victoria. 2007. Vehicle Trips to/from CBD. and CRD. 2008. State of the Region Report.
5. Capital Regional District. 2005. TravelChoices Strategy.
6. Urban Systems for Capital Regional District. 2003. Working Paper No. 5: Urban Roadway Systems.
7. Emergex. 2006. Hazard Risk and Vulnerability Assessment: City of Victoria.
8. Emergex. 2006. Hazard Risk and Vulnerability Assessment: City of Victoria.

WANT TO LEARN MORE?

- Additional topic sheets are available online at www.shapeyourfuturevictoria.ca/research-facts

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