

Proposed Changes to the Guiding Principles which form part of the Victoria Rapid Transit Project Work Plan are shown on the left side. The original is to the right.

The purpose of this proposal is simply to bring clarity to the guidance contained in the document; nothing more. Proposed changes are shown in red.

VICTORIA REGIONAL RAPID TRANSIT *
Guiding Principles

- 1) **To develop transit options that offer an alternative to the private passenger car**
 - Reducing reliance on single occupancy vehicles
- 2) **Make transit more attractive and convenient**
 - Increase ridership and mode share to assist in meeting the PTP targets
 - Easy to use system to attract new passengers and to retain existing passengers
 - Achieve greater accessibility
 - Passenger based design solutions (attractive stations, technology improvements etc)
 - Safety, reliability, passenger comfort
- 3) **Link Regional Growth Centres that encourage Transit Oriented Development**
 - Ensures compatibility with the Capital Regional District (CRD) Regional Growth Strategy (supports land use strategies)
 - Supports liveable, mixed used complete communities
 - Link employment and residential areas
- 4) **Support an Integrated Transportation Network**
 - Supports a variety of transportation modes, including walking, bicycling, and transit
 - Ensures all corridors are linked for the convenience of the passenger
 - Facilitates the safe, efficient and economic flow of freight and other goods
- 5) **Develop an environmentally responsible solution**
 - Support goal of Provinces' Climate Action Plan to achieve a 33% reduction in provincial GHG emissions by 2020 from current levels, and support BC's position of being a world leader in energy consumption and environmental responsibility
- 6) **Design a sustainable and affordable transit system**
 - Solutions must be feasible, flexible and affordable on a life cycle basis and
 - Include a sensitivity analysis based on variations on the pricing and availability of fossil fuels to both private and transit vehicles during the project's life cycle.

* Rapid Transit includes both bus and rail modes as stated in BC Transit's legislated mandate

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