

Victorians for Transportation Choice



Eric Doherty, MCIP

eric@ecoplanning.ca

www.ecoplanning.ca

www.transportchoicevic.ca

Victorians for Transportation Choice:

- ***Greater Victoria Cycling Coalition***
- ***Greater Victoria Placemaking Network***
- ***British Columbia Sustainable Energy Association, Victoria Chapter***
- ***Walk On, Victoria***
- ***Island Transformations Organization***
- ***Better Transit Alliance of Greater Victoria***



More road space

=

**more climate
pollution!**



National Center
for Sustainable
Transportation

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

Susan Handy
Department of Environmental Science and Policy
University of California, Davis

Contact Information:
slhandy@ucdavis.edu

**Reductions in roadway capacity
tend to produce social and
economic benefits without
worsening traffic congestion. . .
while producing a significant
drop in traffic.**

January 24, 2019

‘The cars just disappeared’



The Alaskan Way Viaduct carried 90,000 cars a day before it was shut down. Where did they all go?

Since the closure . . . commute times have been slightly above average. . . **fewer cars and trucks than normal have been traveling on the region’s other major highways.**













VICTORIA NEWS



The CRD Board's climate action and environmental stewardship priority encourages bold action on climate change, supported by the approved motion at the Feb. 13 meeting for the CRD to declare a climate emergency. (Screenshot/ Capital Regional District)

CRD endorses Climate Emergency Declaration

Local mayors, councillor bring motion to Capital Regional District board

[KERI COLES](#) / Feb. 14, 2019 9:20 a.m. / [LOCAL NEWS](#) / [NEWS](#)



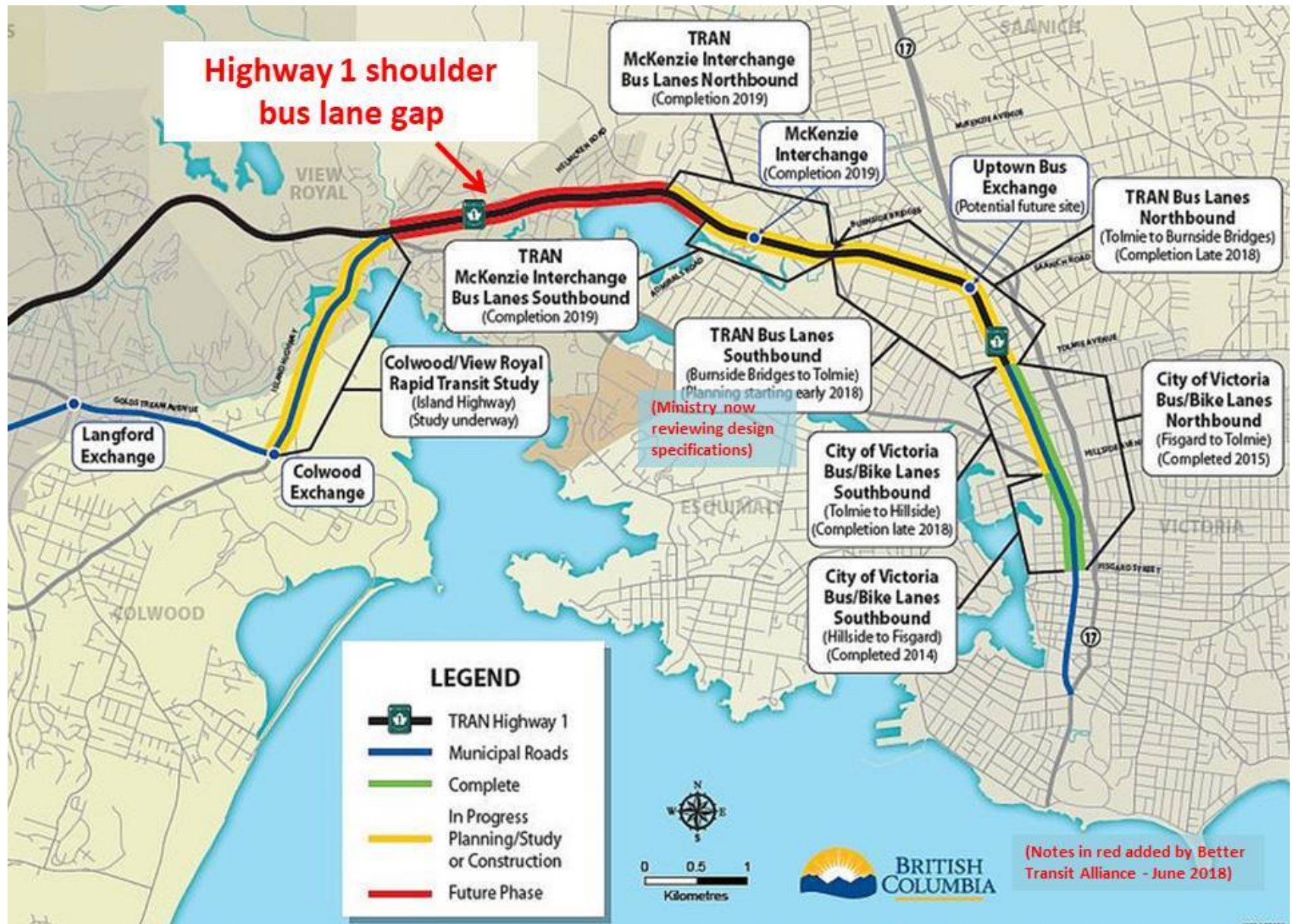
Capital Regional District
**Regional
Transportation
Plan**
July 2014

Prepared for the Capital Regional District
(CRD) by IBI Group



“All levels of government have set ambitious targets to address climate change and reduce emissions. Shifting transportation patterns is fundamental to achieving these targets”. P1

Filling Highway 1 Shoulder Bus Lane Gap



Key Points:

- South Vancouver Island Transportation Strategy must be in harmony with the Clean BC climate plan and the CRD's Climate Emergency declaration.
- Emphasis on the necessity of “*continuous*” shoulder bus lanes on Highway 1
- Focus on potential of upgrading the Brentwood – Mill Bay ferry to carry BC Transit buses.
- Make travel by public transit more reliable, rather than supporting more travel by private automobile.





Eric Doherty, MCIP

eric@ecoplanning.ca 250 818 8223

www.ecoplanning.ca

www.transportchoicevic.ca