



CRD Transportation Committee

Victoria Regional Transit Plan Update

January 28, 2026



Purpose

- Provide an update to the CRD Transportation Committee on the BC Transit Victoria Regional Transit Plan process.

2011 Transit Future Plan



Transit Future Plan VICTORIA REGION | May 2011



The Transit Future Network

One of the most important features of the Transit Future Plan is that it created a network for the future system comprised of four layers of transit service. This network vision and its layers are shown in the map at on the preceding page. Together the different layers of service create a comprehensive transit network to best meet the existing and future needs of the region. The service layers are designed to efficiently move people around the region facilitated by the implementation of transit priority measures.

Rapid Transit Network (RTN)

RTN services are designed to move high volumes of passengers between key nodes and along key transportation corridors with high to medium density mixed land use. Service is very frequent (at least every 15 minutes between 7:00 a.m. and 10:00 p.m.) seven days a week and stops less often than traditional transit services. Investments in RTN infrastructure, technology, vehicles, and service levels greatly increase system performance. To improve travel time and reliability, RTN services utilize an exclusive (Exclusive Corridor) or semi-exclusive (Priority Corridor) right-of-way to eliminate or significantly reduce the impact of general traffic on transit vehicles. RTN services use high capacity transit vehicle technologies such as light rail vehicles and high capacity buses. Other investments required along the corridor are premium transit stations, off-board ticketing and typically corridor branding.



Frequent Transit Network (FTN)

The FTN provides medium to high density mixed land use corridors with a convenient, reliable, and frequent (at least every 15 minutes between 7:00 a.m. and 10:00 p.m.) transit service seven days per week. The goal of the FTN is to allow customers to spontaneously travel without having to consult a transit schedule. The FTN will carry a large share of the transit system's total ridership and for this reason justifies capital investments such as transit priority, right-of-way improvements, a high level of transit stop amenities and corridor branding.



Local Transit Network (LTN)

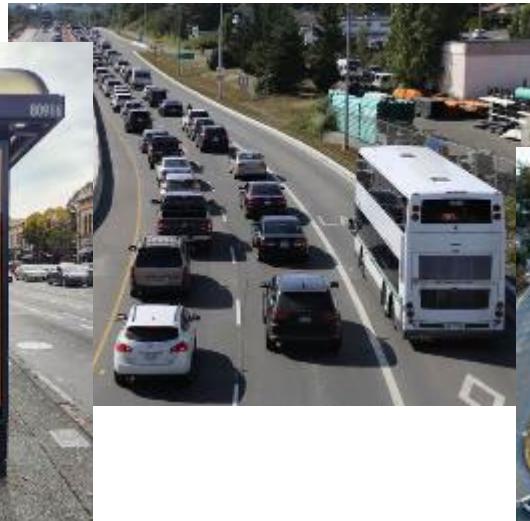
The LTN is designed to connect neighbourhoods to local destinations and to the RTN and FTN. LTN services allow customers to plan a trip to work, school, local shopping centres or personal trips by transit. Frequency and vehicle type are selected based on demand. In some cases, smaller transit vehicles can be utilized to better match customer demand and operating conditions to local roads.



Changing Regional Context

The Victoria Region has changed significantly since 2011:

- Significant population growth
- Changes in development and density
- Changes in travel patterns and congestion
- Changes in local, regional, and provincial plans and policies
- Significant investments in transit service and infrastructure



Victoria Regional Transit Plan Goals

This plan will provide a roadmap for the Victoria Regional Transit System over the next 25 years.



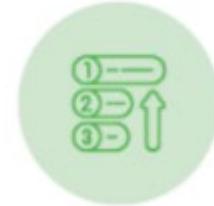
- ▶ Update and modernize the 2011 Victoria Regional Transit Future Plan



- ▶ Develop comprehensive transit network and route design guidelines and update the network vision



- ▶ Incorporate regional developments and updated local and provincial plans and policies



- ▶ Identify key priorities for infrastructure and service improvements

Victoria Regional Transit Plan

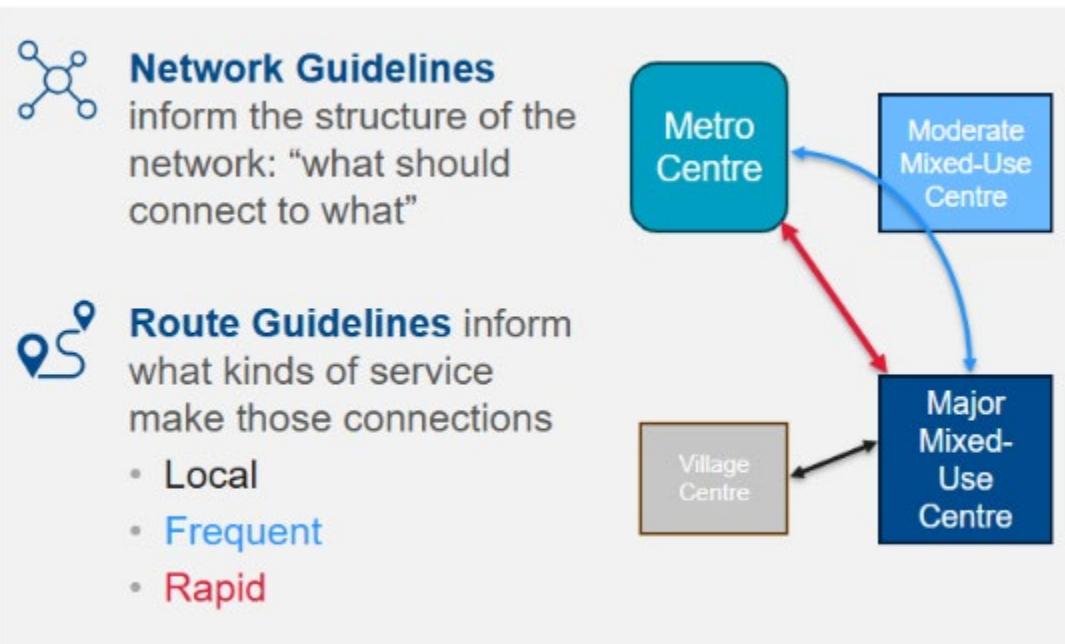


Governance of the VRTP

- **Project Owner:** BC Transit
- **Approval Authority:** Victoria Regional Transit Commission
 - Meets bi-monthly
 - Sets strategic framework, gives final plan endorsement
- **Project Working Group:** Members of BC Transit, CRD and MOTT
 - Meets monthly, provides overall project guidance
- **CRD Transportation Working Group / CRD Development and Planning Advisory Committee:**
 - Advisory groups to provide strategic guidance
- **Targeted Stakeholder Working Groups:**
 - First Nations rightsholder engagement
 - Community & Neighbourhood Associations
 - Key regional employers, regional institutions, and interregional travel organizations
 - West Shore & Peninsula Transit Network Review working groups

Network and Route Guidelines Framework

- Based on objective criteria so all partners can anticipate potential changes to the network as the region continues to evolve
- Uses land use and transportation demand as objective criteria
- Aligned with regional transportation and land use planning
- When does a corridor graduate to higher-order transit (e.g. RapidBus or Higher-Order Transit)



Public Engagement

The engagement focused on getting feedback on proposed route and network design guidelines and identifying priorities and values for developing the transit system over the next 25 years

- 1,850 survey respondents
- 9 open house events, 350 open house attendees
- 23 stakeholder groups



Key Engagement Findings

- More frequent, reliable, and more direct routes highest public priorities for improvement
- UVic, Swartz Bay, and YYJ were top priorities for improved regional transit access
- Responses to values-based questions suggest general support for:
 - Building towards a more ridership-oriented and connection-based network
 - Focusing more direct and better service where density and ridership support it
 - Increased distance between bus stops for faster travel times
 - A willingness for longer walks to bus stops for more frequent service
- Desire for investment in RapidBus and Higher-Order Transit were the most commonly received comments in the survey.

Emerging Themes



Evolution of minimum service standards – Extended service span, new service types, increased Rapid Transit minimum service levels



Evolution of the Network



Express to RapidBus – Potential applications to Peninsula and McKenzie



Evolution of West Shore RapidBus to Higher-Order Transit

Infrastructure Priorities

- Saanich Transit Centre – Operations & Maintenance Facility
- Uptown Mobility Hub
- Launch of Higher-Order Transit within next 25 years
 - West Shore Rapid Transit Alignment study will be identified as immediate-term priority within the plan.
- Bus speed and reliability investments
 - Expansion of Rapid Transit network.
 - Targeted investments along frequent transit corridors.
- Transit exchange investments – Sidney, Sooke, Jubilee, Six Mile and expansions to existing exchanges.
- Park & Rides – West Shore & Peninsula

Next Steps

- Victoria Regional Transit Plan on track for July 2026 completion.
 - Present draft plan to CRD and Municipal Councils in Spring.
- Initiate a process to explore a broader transit network restructure.
- West Shore Rapid Transit alignment review would be a next step in partnership with the CRD, the Province and key stakeholders.
 - Will support the CRD's Regional Transportation Plan and be integrated into a revision of the Victoria Regional Transit Plan once completed.
 - Once an updated Rapid Transit alignment has been confirmed, further work can be advanced towards development of higher-order transit within the region.