Draft Victoria Regional Transit Plan-Update

Neighbourhood Associations and Community Partners

June 5, 2026

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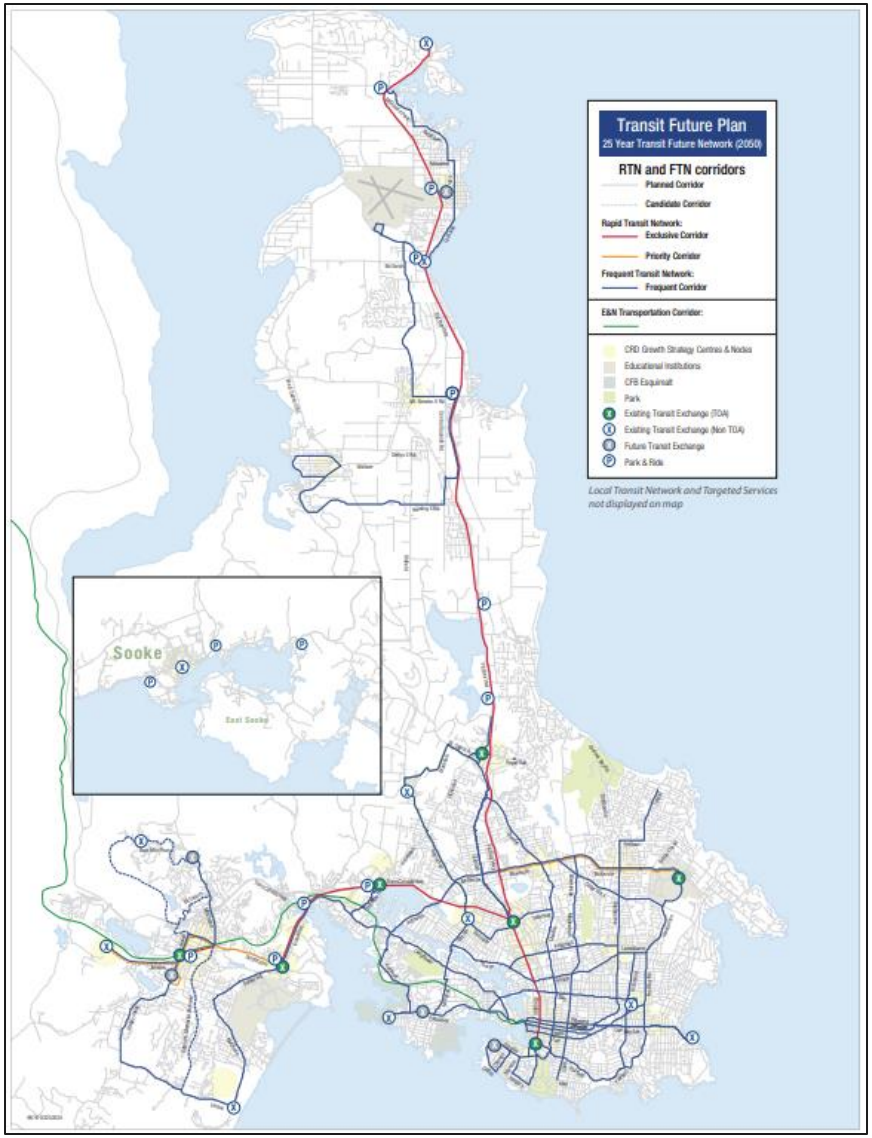
Presentation Purpose

The purpose of today's presentation is to:

- Provide an overview and status update for the **Victoria Regional Transit Plan** and the next steps.
- To introduce the proposed **"Big Moves"** for the transit system within the proposed 25-year timeline
- Present Network and Route Design Guidelines for feedback.
- Discuss network restructuring and optimization opportunities.

Project Overview

- *The Victoria Regional Transit Plan will:*
- Establish a **25-year vision** for the regional network which will align with anticipated growth and travel patterns
- Develop comprehensive **Network and Route Design Guidelines** which will shape the evolution of the network over 25 years
- Consider **Rapid Transit** priorities
- Guide future **infrastructure investment**, including the new Saanich Transit Centre to support fleet growth



Victoria Regional Corridor Strategy 2024

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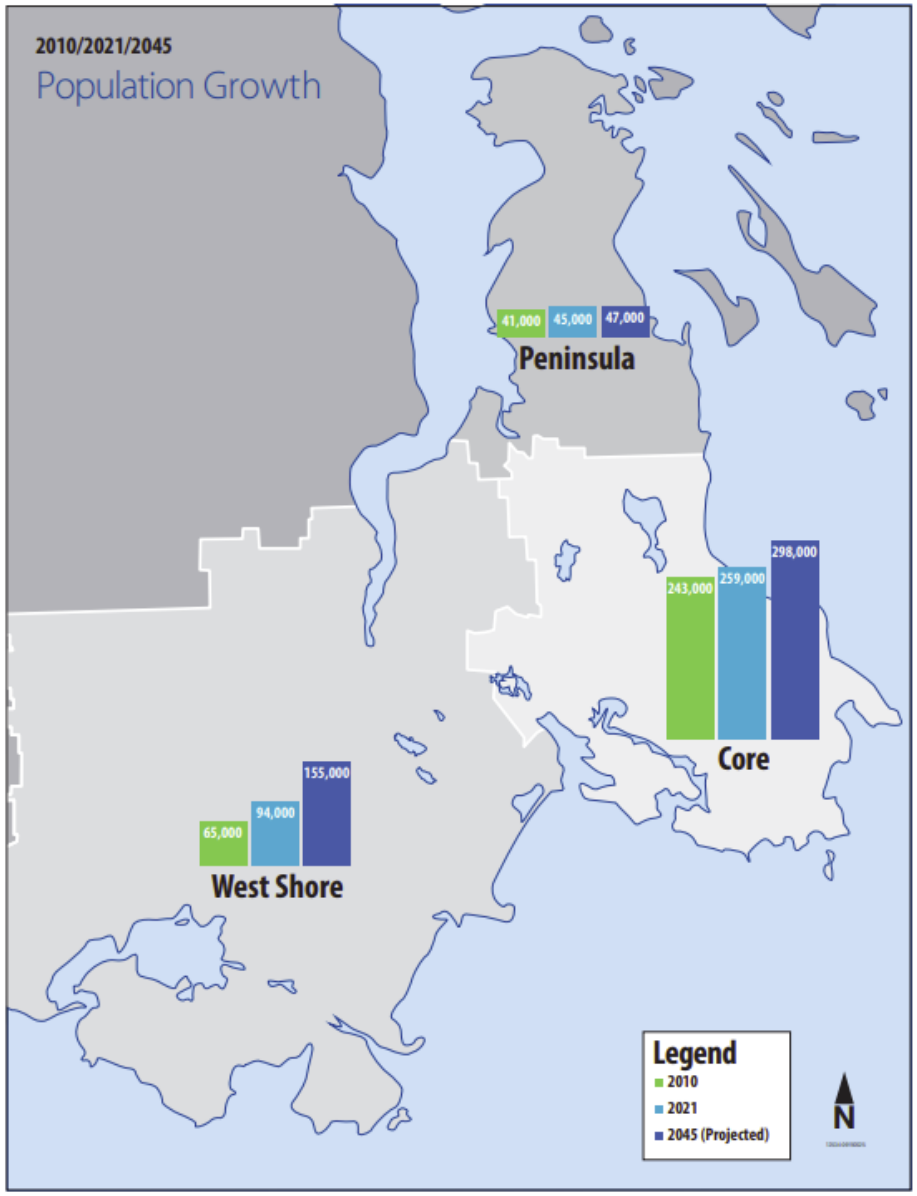
Growing with the Region

- Regional growth trends expected to continue, including **rapid growth in West Shore**
- Need to **modernize network** to better serve changing travel patterns and support **mode share** goals
- **Land use** changes expected to **support** more efficient and effective **transit** services



BC Transit Accomplishments

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Current System

58 routes

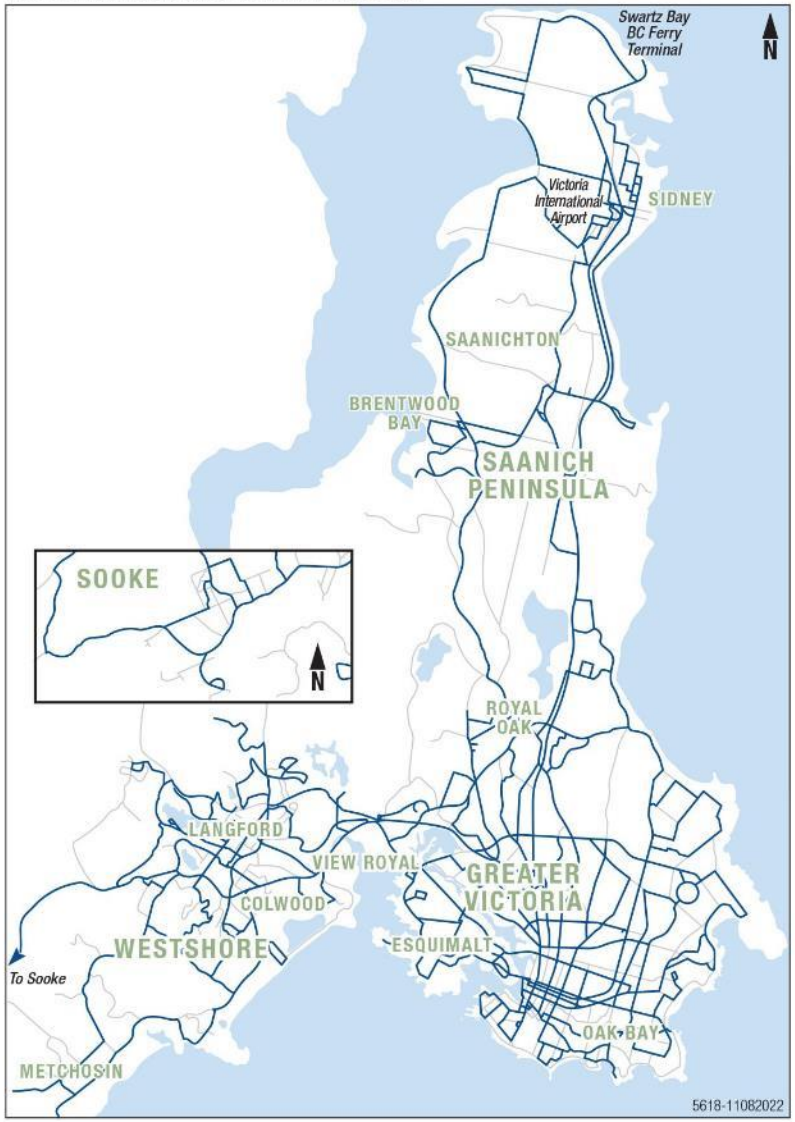
303 conventional buses
56 handyDART buses

869,000 hours

26+ million rides

Exceeds peer average in ridership per capita and service hours per capita

Victoria Regional Transit System Service Area



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Engagement

Public engagement:

1,857 online survey responses

350+ open house participants

23 stakeholder groups consulted

Plus, workshops with local government partners, regional key stakeholders and major employers, and local neighbourhood associations.

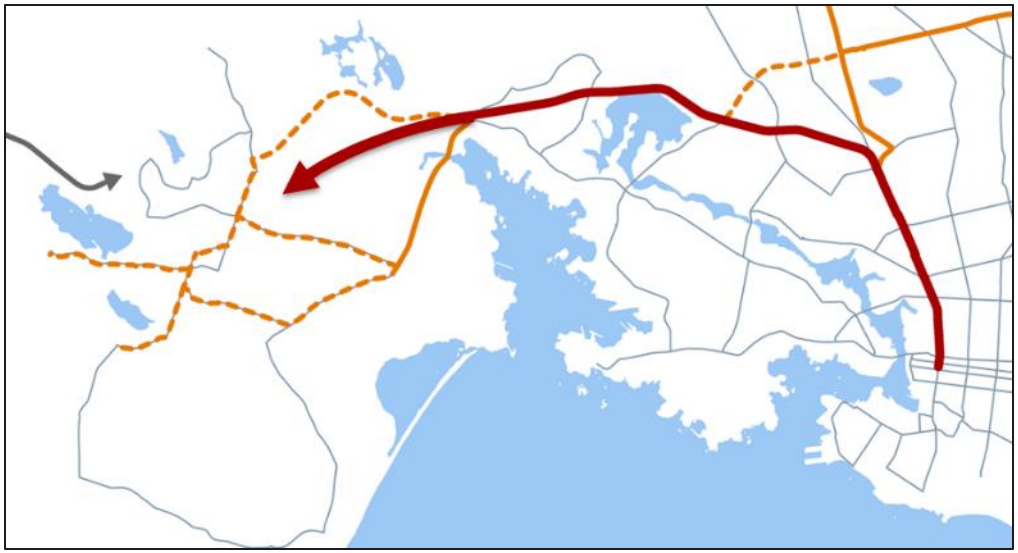
- Desire for **improved frequency**, and improved service reliability
- Interest and support for more **Rapid Transit**
- Desire for simplified routes and direct and efficient connections

Draft Big Moves

- **Aligns network** with local and regional land use policies
- Modernizes and **expands network** to serve future residents
- Implements and expands **Rapid Transit** services
- **Improves connections** between communities within the CRD
- Supports modernization of **HandyDART**

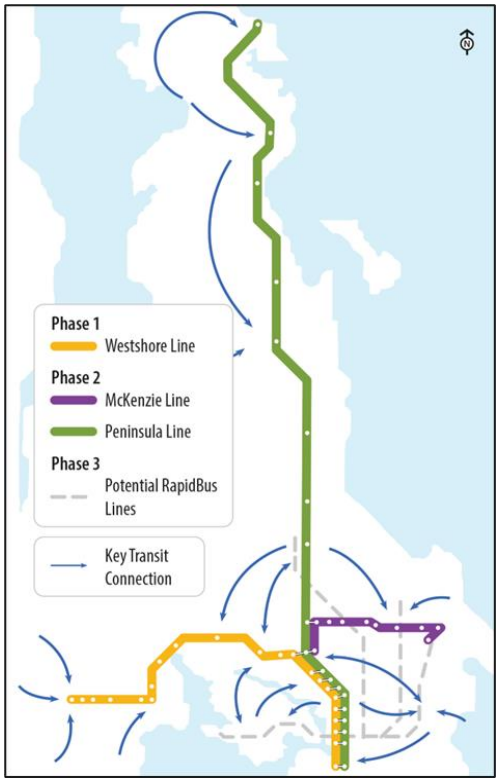
Big Moves: Higher-Order Rapid Transit

- **Downtown Victoria to Six Mile** alignment is confirmed
- Alignment from **Six Mile to Langford** to be confirmed through **additional study**
- Higher-order technology will be reviewed as part of future planning work
- Additional Rapid Transit (RapidBus) corridors in the West Shore will be considered based on final alignment of Higher Order Transit



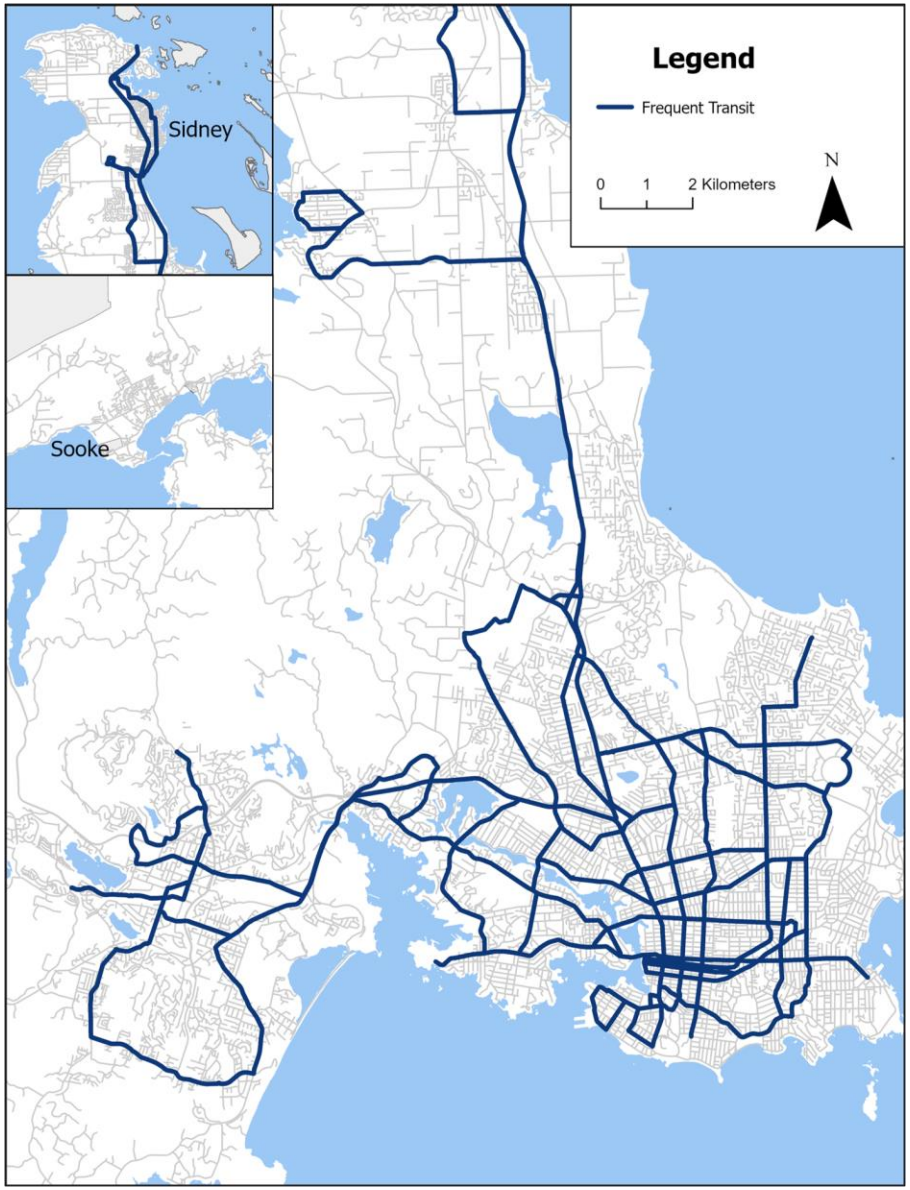
Big Moves: Rapid Transit

- Phased implementation of **McKenzie** and **Peninsula** Rapid Transit
- Peninsula RapidBus to follow alignment on Hwy. 17 with limited stop service (with direct integration to YYJ)
- **James Bay** and **Jubilee** identified for future Rapid Transit opportunities as larger mixed-use centres
- **Implementation of bus lanes** on **Douglas St.** from Belleville to Herald to support transit service reliability and improved on-time performance of key regional connections



Big Moves: Frequent Transit Network and Network Modernization

- Building out a **Frequent Transit grid** will provide reliable service and better trips
- **Regional Express** services will provide faster travel options with limited stops connecting key locations.
- Evaluate existing routes and explore opportunities for improved service. Low density and rural areas may see improved service with **Digital On-Demand**
- **Modernize and Optimize the Transit System** through **Network Restructuring**



Supportive Transit Infrastructure

- Need for additional transit exchange and operations facilities to support the fleet requirements needed to facilitate service growth.

Mobility Hubs and Park & Rides

- The VRTP will note the planning for future hubs to support a diverse group of users, and promote supportive land use such as Transit-Oriented Development.
- Examples include: the **Uptown Mobility Hub**, connecting BC Transit services from Highways 1 and 17, and the **Six Mile Mobility Hub** on the Old Island Highway.
- The plan will represent these two hubs as a prerequisite for implementation of Higher-Order Transit to the West Shore,

- The VRTP will recognize the defined need for additional Park & Ride facilities in the **Westshore** and on the **Peninsula**.

Big Moves: handyDART Modernization

- **Technology upgrades** to enhance eligibility, booking and trip planning and improve service efficiency
- Growth in **fleet and hours** to meet latent demand. handyDART facility in View Royal opened Spring 2025 to support greater investment and service capacity
- Updated **service standards** and **performance guidelines**

+15%

Population growth 2011-2021

+45%

Senior population (65+) growth 2011-2021

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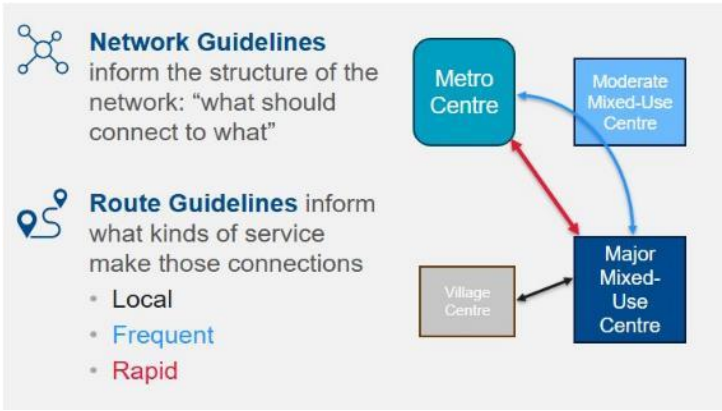
Big Moves

Questions and Open Discussion

Network and Route Design Guidelines

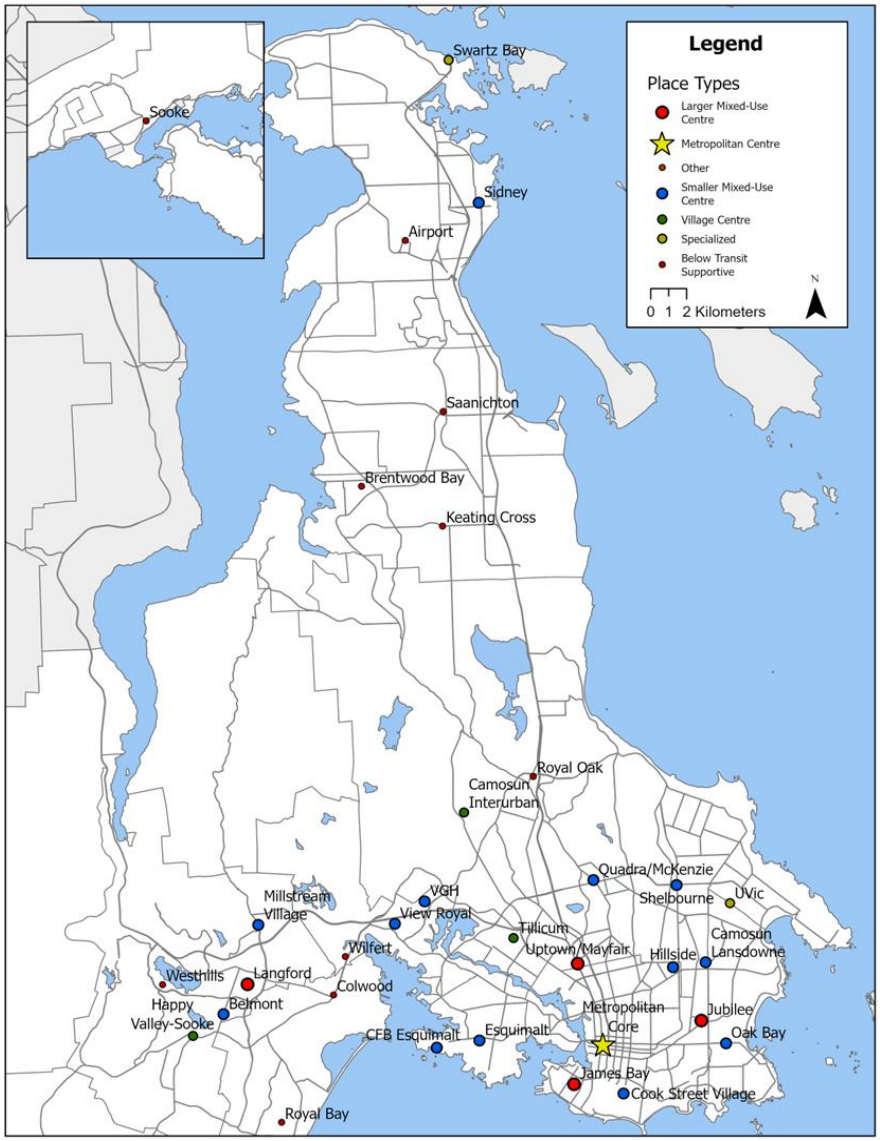
- Establishes a **demand-based framework** for making service decisions
- **Provides clarity** to public, local government partners, and BC Transit around **what kinds of service are expected** in different development patterns
- **Modernizes existing service layers** and aligns standards to better serve the region into the future



Network Design Guidelines

These guidelines establish a set of place types that describe areas of the region.

- Place types are based on the current densities of population and jobs, mix of uses, presence of regionally significant trip generators, and policies that influence travel demand.
- Job and population density are the primary focus because they are objective measures and are highly correlated with ridership.
- The framework then uses these place types to guarantee a maximum number of connections (transfers) a rider would have to make in order to complete a trip.



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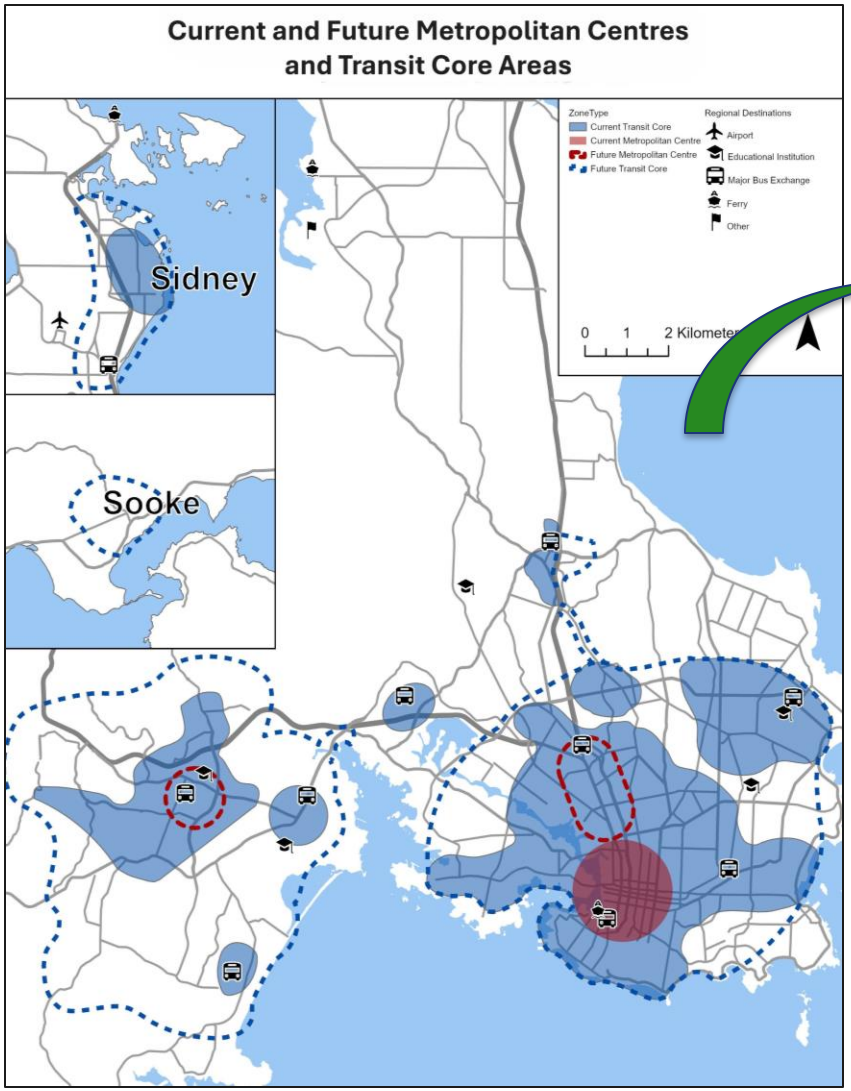
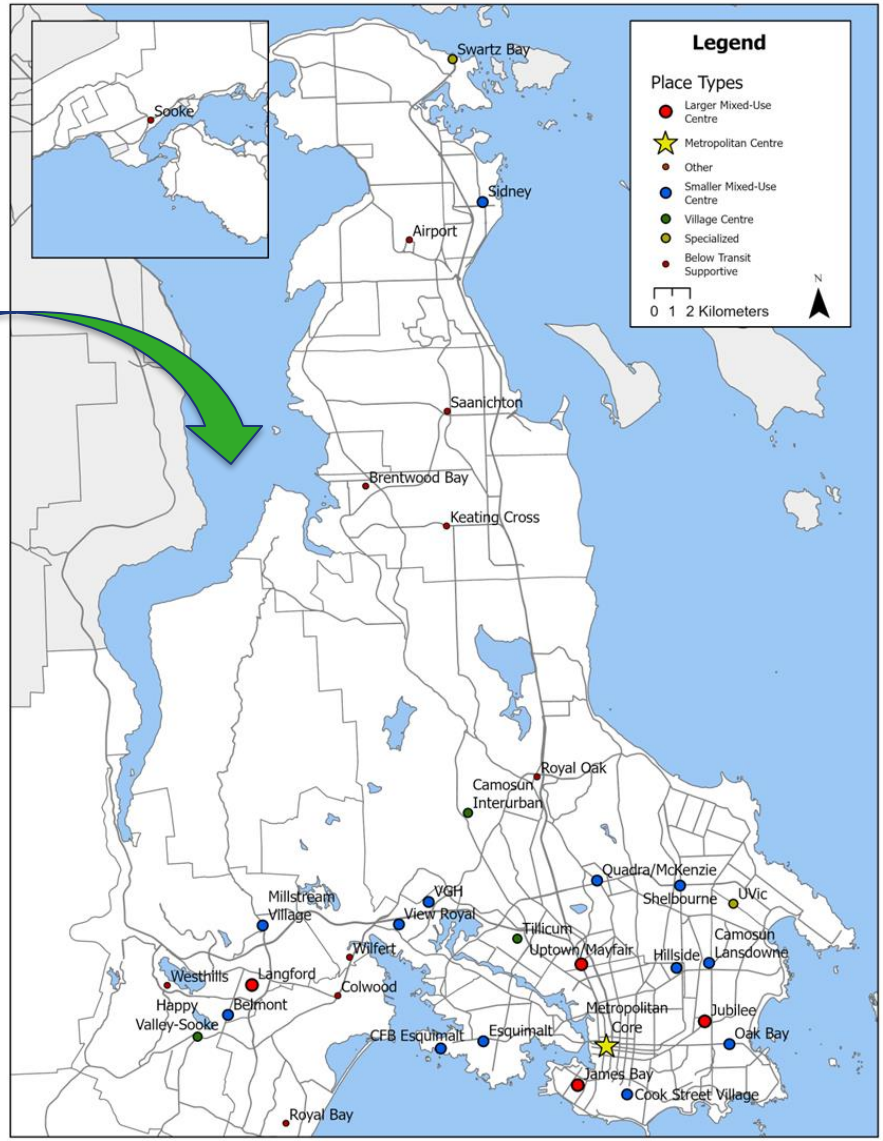

Current and Future Metropolitan Centres and Transit Core Areas
Sidney
Sooke
ZoneType
Current Transit Core
Current Metropolitan Centre
Future Metropolitan Centre
Future Transit Core
Regional Destinations
Airport
Educational Institution
Major Bus Exchange
Ferry
Other
0 1 2 Kilometers


Legend
Place Types
Larger Mixed-Use Centre
Metropolitan Centre
Other
Smaller Mixed-Use Centre
Village Centre
Specialized
Below Transit Supportive
0 1 2 Kilometers
N
Sooke
Swartz Bay
Sidney
Airport
Saanichton
Brentwood Bay
Keating Cross
Royal Oak
Camosun Interurban
Quadra/McKenzie
Shelbourne
UVic
VGH
Millstream Village
View Royal
Tillicum
Uptown/Mayfair
Hillside
Camosun Lansdowne
Wilfert
Westhills
Langford
Colwood
Happy Valley-Sooke
Belmont
Metropolitan Core
Jubilee
Oak Bay
CFB Esquimalt
Esquimalt
James Bay
Cook Street Village
Royal Bay

Tier	Place Type	Minimum Population + Jobs/Hectare	Minimum Population /Hectare	Minimum Jobs/Hectare
Metropolitan Centre	Metropolitan centre	120	40	60
Transit Core	Larger mixed-use centre	50	20	20
Transit Supportive	Smaller mixed-use centre	30	10	10
	Village centre	30	N/A	
Specialized	Regional Destination	Regional destinations to be considered based on their unique factors, but generally provided service consistent with density classifications above		

Tier	Metropolitan Centre	Transit Core	Transit Supportive	Targeted
Metropolitan Centre	0	1	1	Varies, but generally aligns with nodes of similar density.
Transit Core	1	1	Usually 1, but sometimes 2	
Transit Supportive	1	Usually 1, but sometimes 2	Usually 1, but sometimes 2	
Specialized	Varies, but generally aligns with nodes of similar density.			

- Communities grow and change. BC Transit will work with local government partners to designate places and ensure proper classification over time.
- Typical triggers for updates will include census publications and updates to Statistics Canada datasets, however, local government partners may suggest alternative approaches to estimating demand based.

Network Design Guidelines

Questions and Open Discussion

Route Guidelines: Service Layers

Service Layer	Service Description
Rapid	Providing frequent, high-capacity service between major destinations. Wider stop spacing and infrastructure ensure faster travel times. Typically makes the connection between the most dense, highest demand area and provides greater capacity than other services.
Frequent	Providing service every 15 minutes or better. These routes typically run on major, mixed-use corridors and provide service between more dense areas of the region.
Standard	Serving a mixture of residential areas and smaller mixed-use corridors. These routes provide all day service, but with less frequency for more of the day. Routes may focus connection to more frequent and local centres. Service approx. 30-60 min.
Basic	Providing coverage service to lower density areas. Typically routes focus on connecting to more frequent routes and local centres. Service approx. every 1-2 hrs.+
Targeted	Serving specific purposes that have unique demand. Examples may include peak-only services to employment centres, universities, schools, or other commuter destinations.
Express	Providing limited-stop service between destinations to improve travel times. Express services may duplicate regular routes at peak periods or link key regional destinations.
On-Demand	Using technology platforms to respond to riders when requested. Zones are often in lower density, rural areas where On-Demand could replace infrequent fixed-route services.

Route Guidelines

Service Layer	Typical Operating Environment	Average Density (Population and Jobs/Hectare)
Rapid	Operates primarily on arterial streets with investments in transit priority, such as dedicated lanes or transit signal priority.	>50
Frequent	Operates on arterial streets, potentially with some parts of the route service neighbourhoods, particularly at the ends of routes.	>50
Standard	Operates on a mixture of arterials and neighbourhood streets.	30-50
Basic	May operate on arterials and serve commercial areas for short periods, with most of the route serving low density neighbourhoods and rural areas.	<30
Targeted	Varies based on service type	
Express	Varies based on service type	
On-Demand	Operates primarily in low-density and rural areas.	<30

Rapid Transit Spectrum

Less — Level of investment/Level of benefit — More

RapidBus

Bus Rapid Transit (BRT)

Higher-Order Transit

(LRT / Trackless Tram)

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Building a Connective Network: Supporting Lower-Density Areas

OnDemand Transit

- With OnDemand, riders can request a transit pickup through the BC Transit OnDemand app or by phone
- Benefits: Flexible and improved service efficiency, better access to areas within the area that have limited transit service, real-time bus tracking

- **Exploration of OnDemand Service Opportunities**
- Mixed feedback in public engagement. Not a blanket solution, but tool in toolbox if neighbourhoods are interested
- Beyond network modernization analysis, early interest supporting route-level study to investigate on-demand transit as a potential future service method for low-density, low-ridership areas

Route Guidelines

Questions and Open Discussion

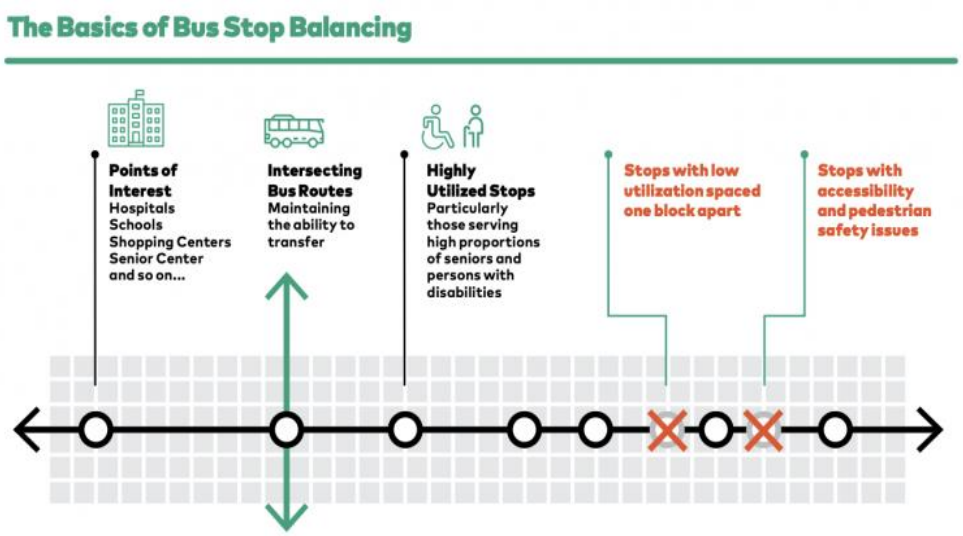
Network Restructuring and Optimization Opportunities

Current funding constraints exist with consideration to service expansion. BC Transit is exploring opportunities to use what resources we have to improve transit service while waiting for new funding.

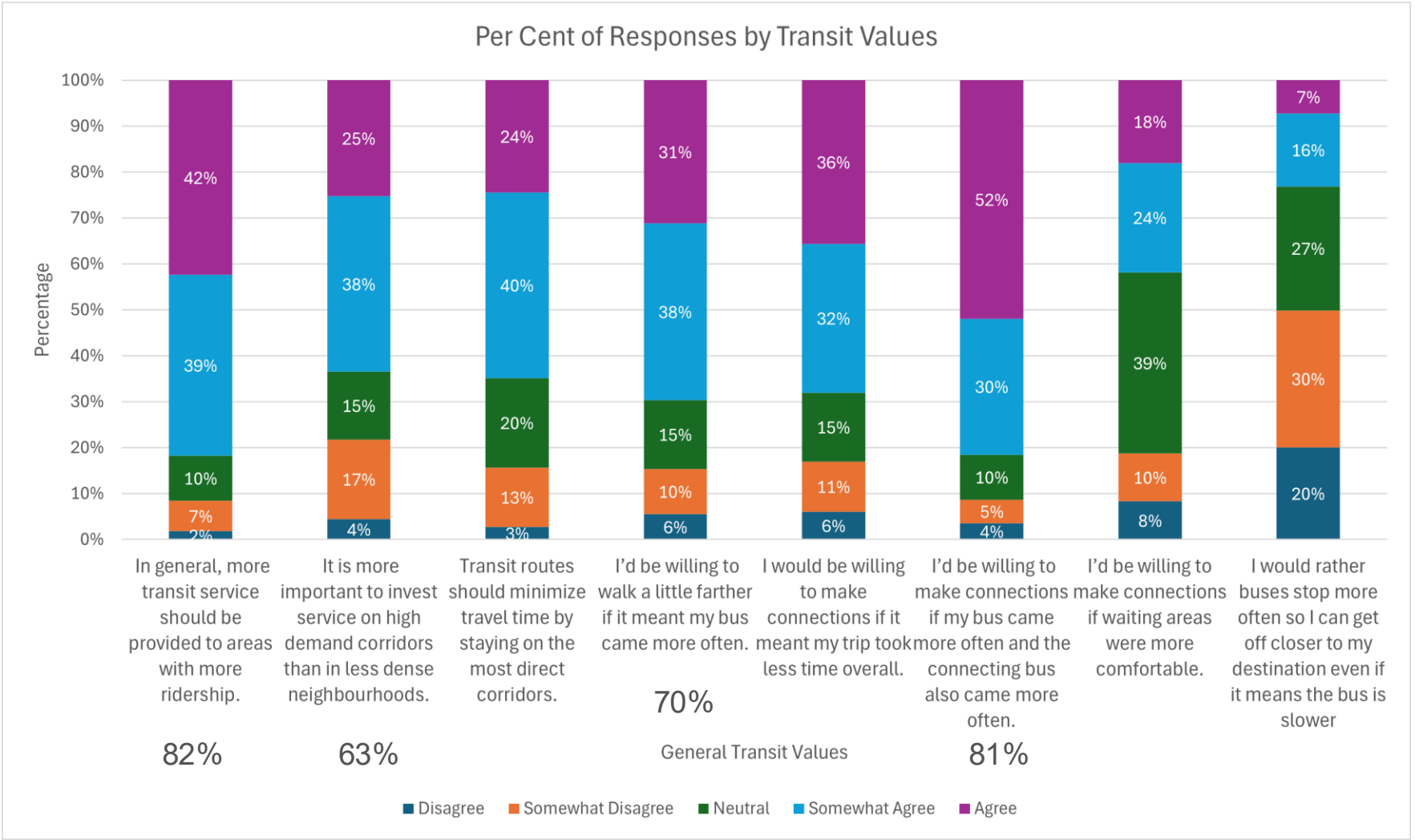
- Through public engagement, respondents canvassed on optimization trade-offs.

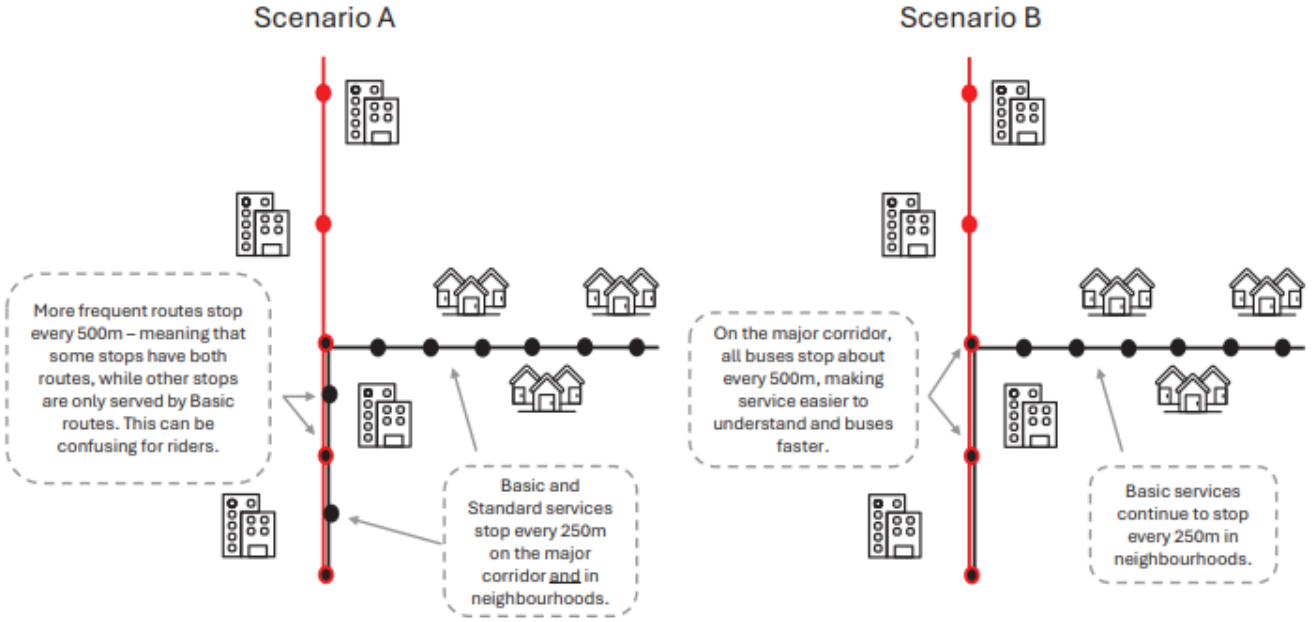
Optimization & Efficiency Improvements

- **Reduced service duplication** making service more efficient, allowing for resources to be strategically allocated.
- **Harmonized stop spacing** to speed up buses and make service simpler
- *Spacing farther apart on major corridors (up to 500m instead of 300m) but remain closer through neighborhoods on basic/local routes.*

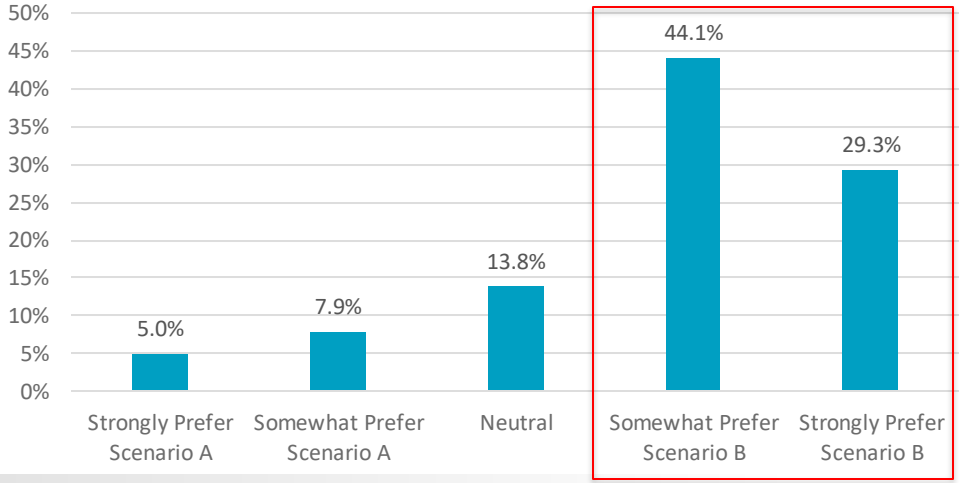


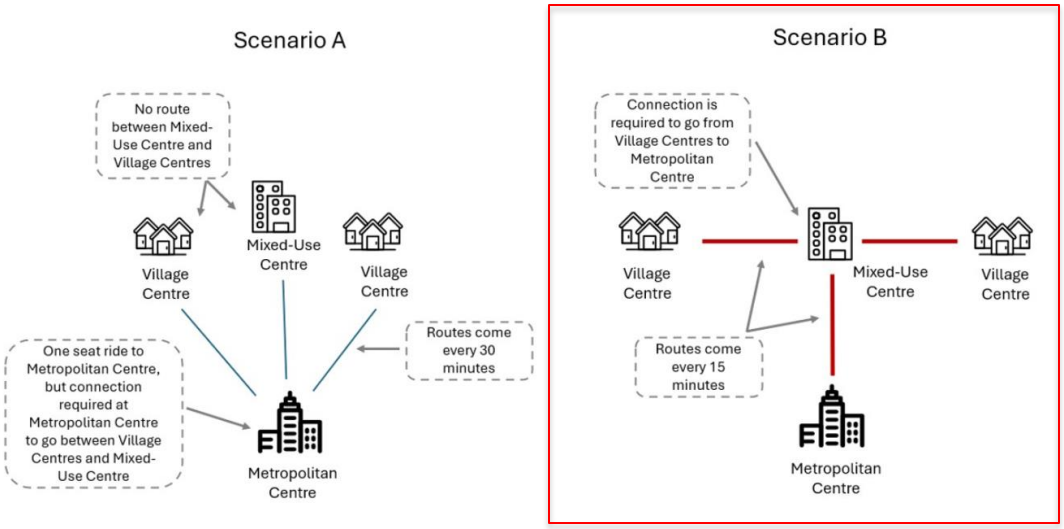
Engagement Findings





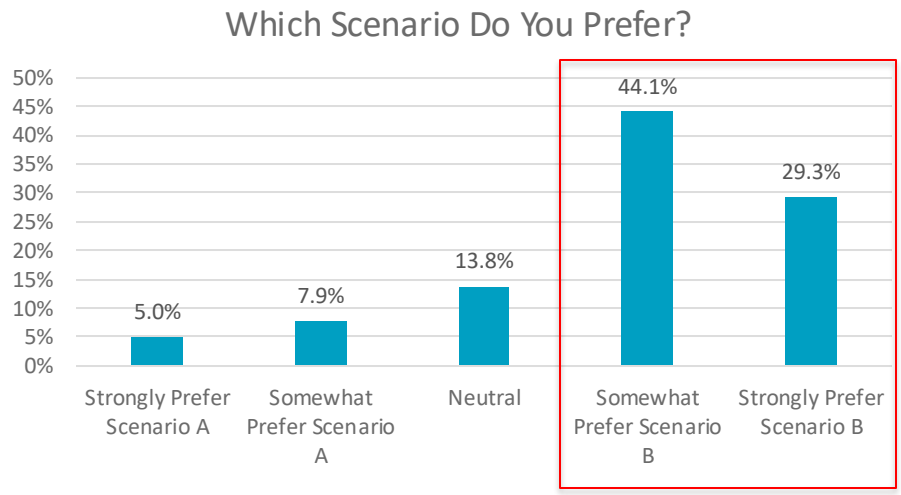
Which Scenario Do You Prefer?





A general willingness amongst riders to make more connections between routes if:

- Frequency of service is increased
- Transfer points are safe and comfortable
- Transfer wait times improved
- The current fare policy for transfers revisited.

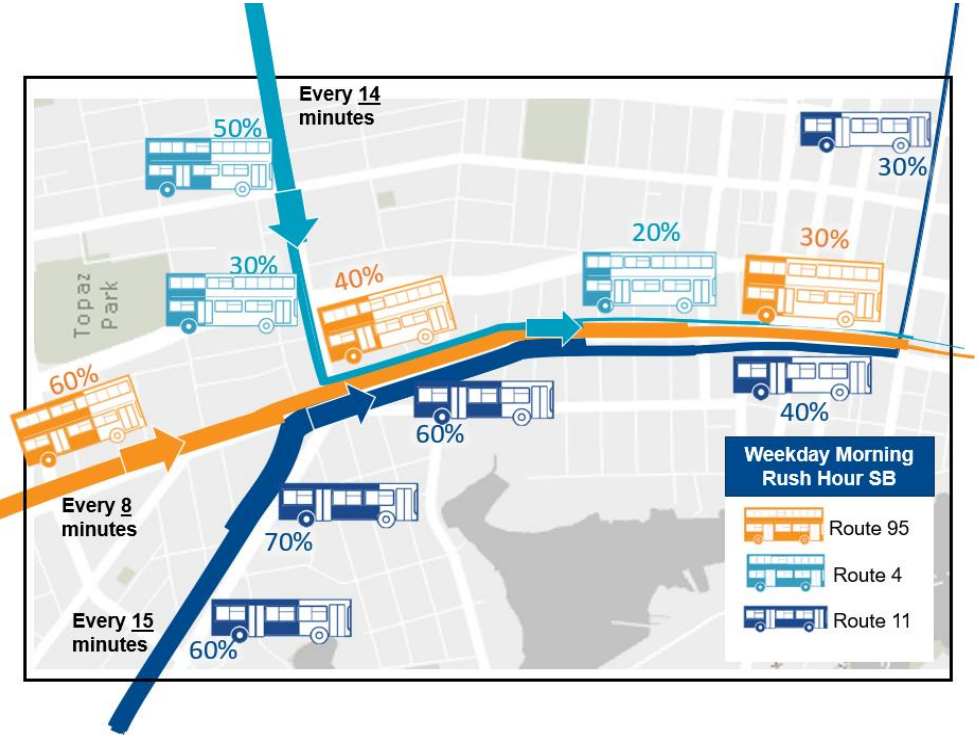


What factors influenced your response?

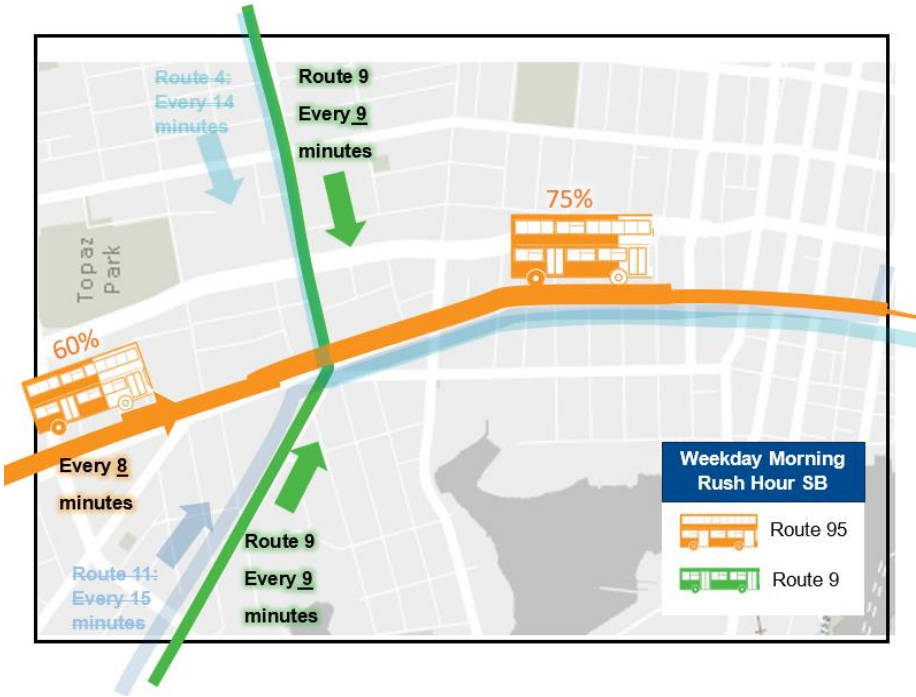
1. Frequency
2. Convenient routes between more places
3. Whether or not a connection is required to Downtown

Network Optimization Example

Current Network - Duplication



More Connective Network



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Questions and Open Discussion

Next Steps

- Presenting draft plan to all Municipalities and CRD
- Updating key stakeholders and rightsholders for final feedback
- Draft plan presented to Commission in July

- Upon approval of the VRTP, BC Transit to begin work related to Network and Route Restructuring.
- Extensive public and key stakeholder engagement to be facilitated through this process.

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For more information, please visit bctransit.com/victoria

Thank You!