



Victoria Regional Transit Plan and Route 40 Launch Update

September 2025



Presentation Overview

Objectives:

To provide Esquimalt Council with an update on:

- Victoria Regional Transit Commission Update
- Victoria Regional Transit Plan process
- Route 40 implementation (January 2026)

Commission Update

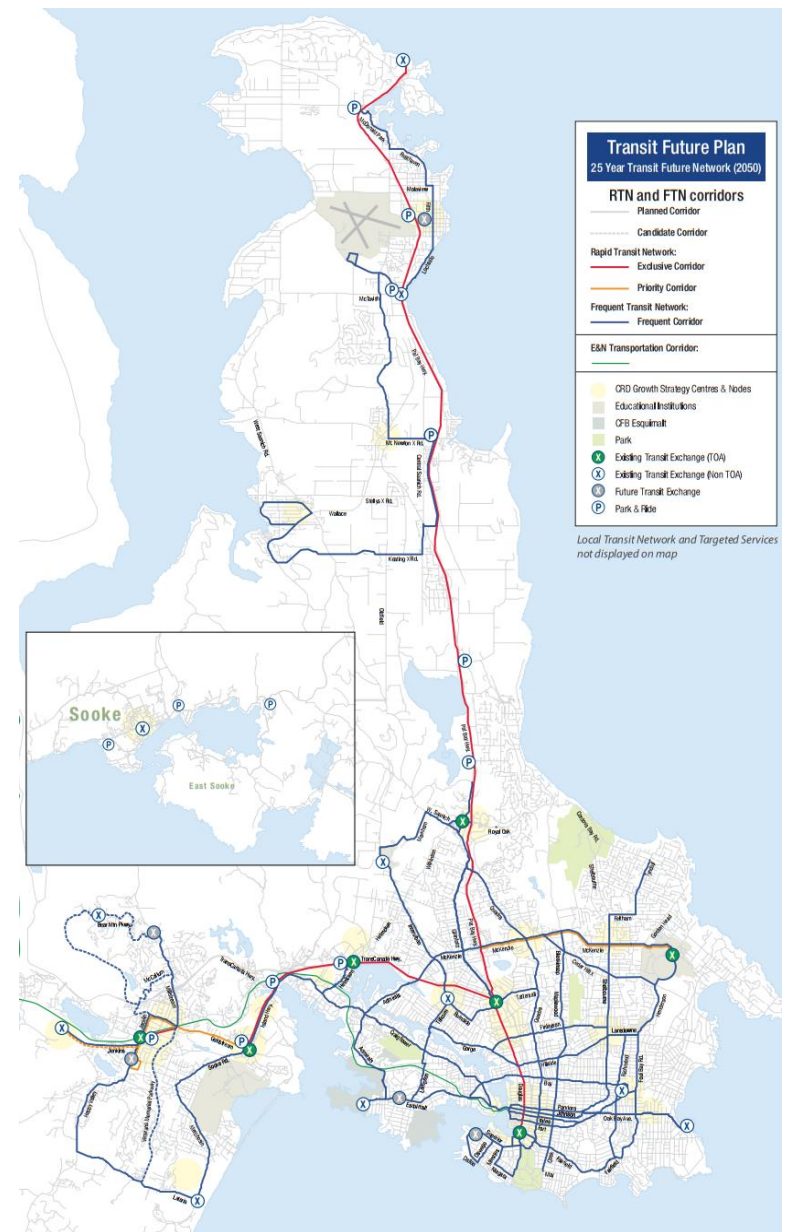
- Mayor Barb Desjardins back on the Victoria Regional Transit Commission, replacing Kevin Murdoch, the Mayor of Oak Bay
- BC Transit Act specifies that either the Mayor of Esquimalt or Oak Bay are required members of the Commission



2011 Transit Future Plan



Transit Future Plan VICTORIA REGION | May 2011

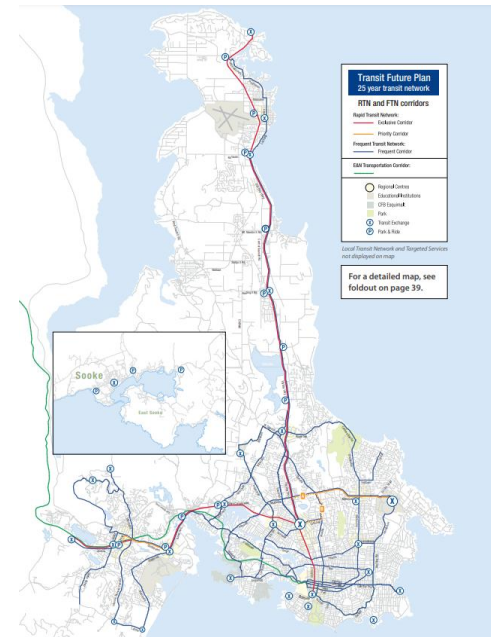


Purpose of Updated Victoria Regional Transit Plan

1. Update and modernize the 2011 Victoria Regional Transit Future Plan
2. Incorporate regional developments and updated local and provincial plans and policies
3. Develop comprehensive transit network and route design guidelines and update the network vision
4. Identify key action items for infrastructure and service enhancements

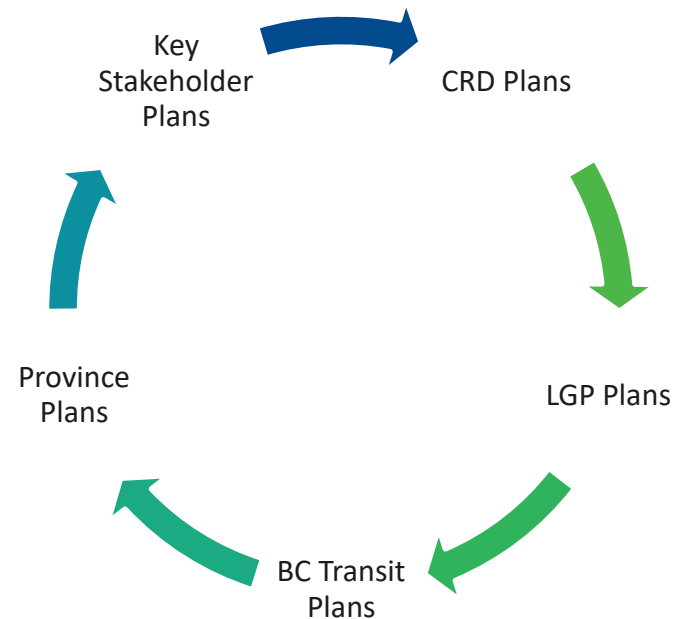
1. Update and modernize the 2011 Victoria Regional Transit Future Plan

Integrate recent data, regional growth, and evolving transportation needs to develop a forward-looking Victoria Regional Transit Plan that aligns with current demographic trends, travel patterns and sustainability goals.



2. Incorporate regional developments and provincial policies

Reflect significant regional changes, including new housing policies (Bills 44 and 47), remote work impacts, and emerging infrastructure like the Uptown Mobility Hub, ensuring the transit system supports future growth and accessibility and links with other local government and regional plans.



3. Develop comprehensive transit design guidelines and a network vision

Establish updated service standards and design guidelines:

- Set the vision for a 25-year transit network plan that balances service efficiency, reliability and community needs
- Align with CRD and municipal government plans and policies

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.



4. Identify key action items for infrastructure and service enhancements

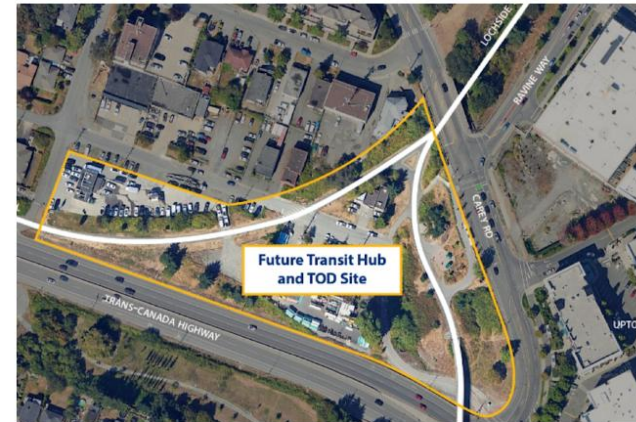
Outline essential infrastructure investments, service improvements and phased implementation steps required to achieve the long-term vision for a sustainable and efficient transit network.

New stops, lanes, shelters coming for future transit hub in Saanich

Nanaimo company wins bid to build Uptown transit hub

[Christine van Reeuwijk](#)

Jan 13, 2025 3:30 PM



Construction is underway on a major new transit hub coming set to finish this summer in Saanich. | Province of B.C.

Governance of the VRTP

- **Project Owner:** BC Transit
- **Steering Committee:** Victoria Regional Transit Commission
 - Meets quarterly
 - Sets strategic framework, gives final plan endorsement
- **Project Lead 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:**
 - Comprised of key stakeholders to discuss specific projects and/or regions as required
 - Will include a West Shore and a Peninsula network review working group
- **Municipal Councils:**
 - Opportunities for updates throughout process

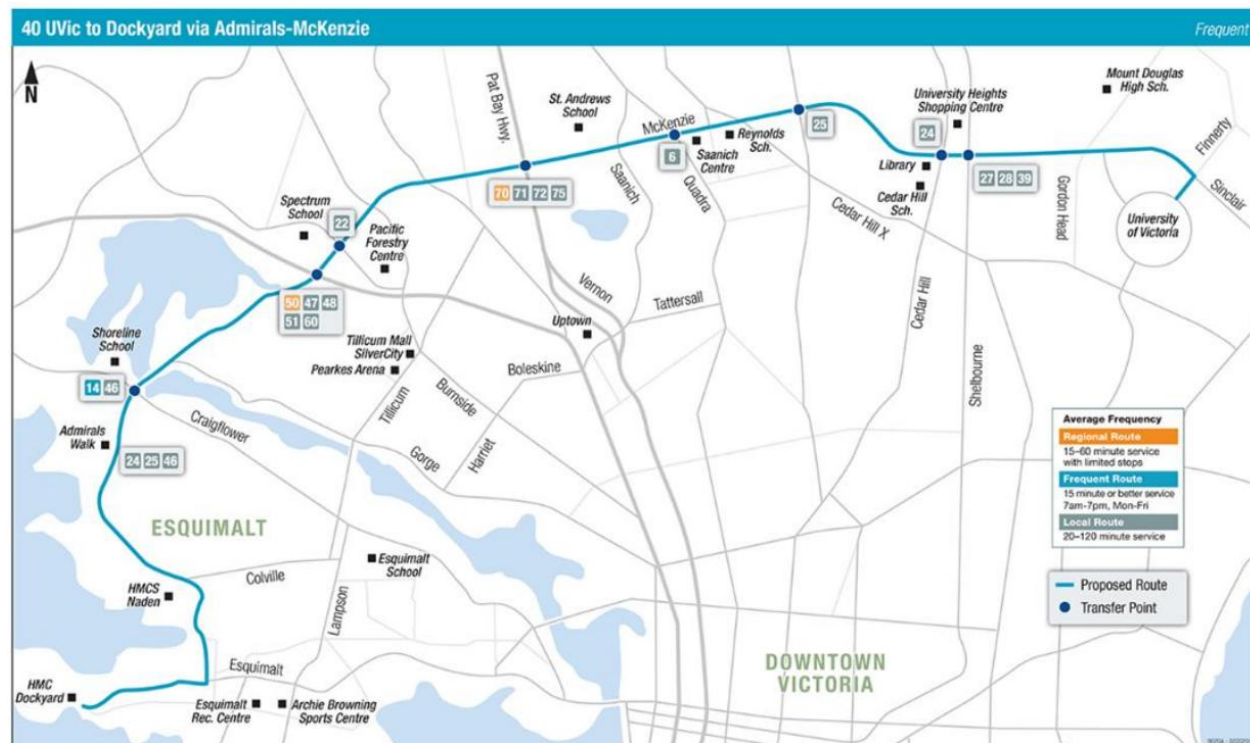
Timeline for the Project

The Victoria Regional Transit Plan is targeting a 12-month project timeline:

- **April 2025:** Pre-project development
 - RFP launched in April
 - Consultant confirmed in late May (WATT consulting)
- **June 2025:** Official planning process launch.
- **Summer 2025:** Data collection/Analysis, develop engagement plan, establish stakeholder and working groups
 - Initial local government staff stakeholder engagement workshop in July
- **Fall 2025:** Engagement
- **Late 2025 / early 2026:** Develop draft plan
 - Present draft plan to Municipal Councils prior to endorsement by VRTC
- **Late Spring 2026:** Finalize plan and integrate into CRD planning processes

Route 40 Dockyard/UVic

- Initially envisioned through the 2011 Transit Future Plan, and formalized through the Burnside-Tillicum and Esquimalt-View Royal Local Area Transit Plans



Route 40

Implementation planned for January 5, 2026

- Will operate ~30-minute service in peak periods and ~60 minute service in off-peak periods on weekdays and ~60-90 minute service on weekends.
- Several new bus stops planned, including near the Admirals/Craigflower intersection in View Royal.
- Bus stop gap in Esquimalt will limit access from Esquimalt residents and employees without future changes

Access Challenges to Route 40

Bus Stop Spacing

- Northbound Routes 40 and 46 have a gap of almost 700m between current Esquimalt @ Sturdee and Admirals @ Woodway bus stops
- Recommend a new EB bus stop on Esquimalt at Constance
- Flag signage at each stop will clearly indicate which routes stop at each stop
- New stop in close proximity to Admirals and Esquimalt allow connections/transfers from other routes and allows access to local businesses.



Thank You



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