



# Victoria Regional Corridor Strategy

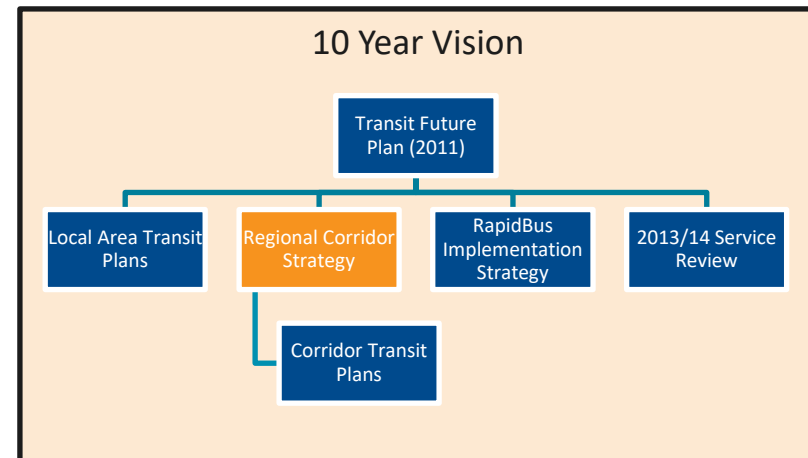
# Why a Regional Corridor Strategy?

The Victoria Region has experienced significant changes over the past decade, including increasing population and development, shifts in travel patterns since the COVID-19 pandemic, changes to sustainability targets, and ongoing changes in provincial and local government legislation.

This strategy addresses this changing regional context with the following deliverables:

1. 25 Year Transit Future Network Map Update
2. 10 Year Corridor Planning Work Plan

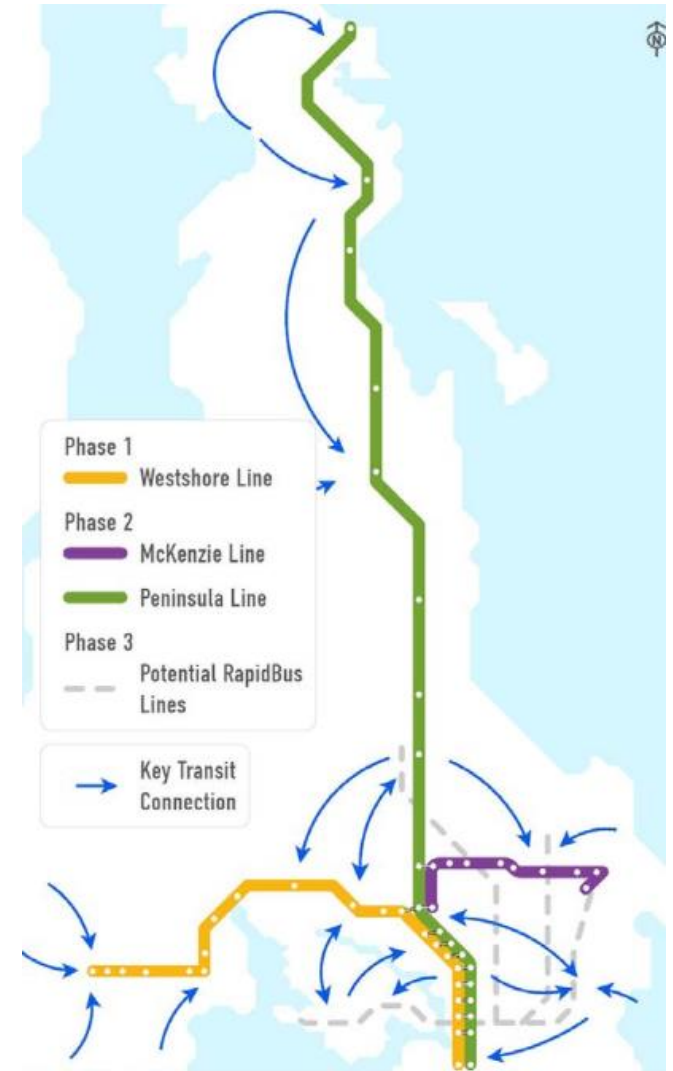
This process supports broader transportation network developments and fosters collaboration between land use and transit planning to better achieve collective sustainability goals. Further, the outcomes of this Strategy will be incorporated into the planned update to the 2011 Transit Future Plan.



# Corridor Strategy Purpose

The key objectives of the Regional Corridor Strategy include the following:

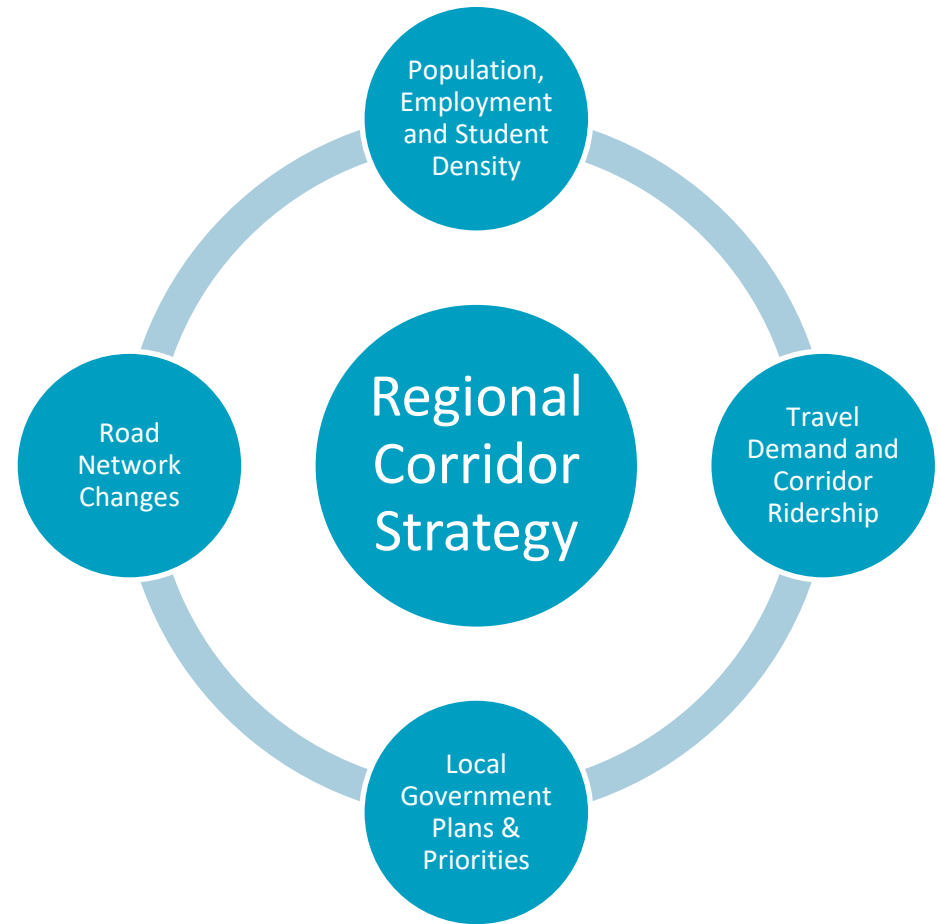
- Updating the Frequent and Rapid Transit networks to complement the planned Uptown Mobility Hub development.
- Supporting the development of the cross-town network.
- Facilitating service and infrastructure planning for potential future RapidBus corridors.
- Enhancing land use and transit integration by aligning with upcoming corridor planning processes of Local Government Partners.



# Methodology

A Multiple Accounts Evaluation (MAE) Assessment was conducted to classify and prioritize key corridors based on a review of density, travel demand, ridership, road network changes, and local government plans and feedback.

Through the MAE process, existing and planned future Frequent and Rapid Transit corridors were assessed and new corridors were considered through consultation with our Local Government Partners.



Multiple Accounts Evaluation (MAE)

# Stakeholder Engagement

Engagement with our Local Government Partners (LGP) was critical for informing corridor classification changes and future corridor planning prioritization. We worked directly with the CRD, Victoria, Saanich, Esquimalt and Oak Bay municipalities, and further engagement with West Shore and Peninsula local governments will occur through the planned Transit Future Plan Update process.

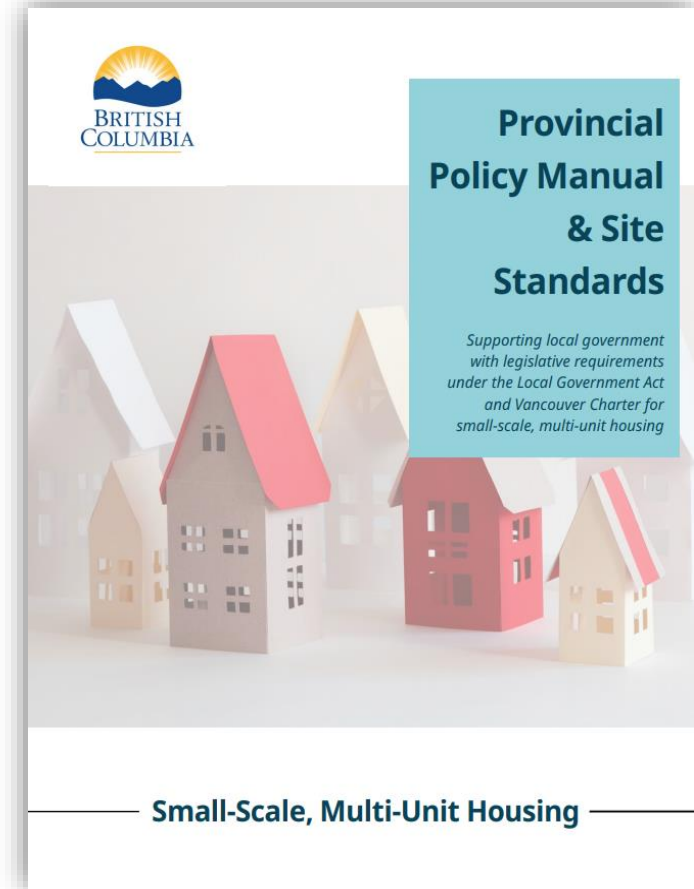
This project involved detailed discussions with both LGP planning and engineering staff through a Working Group, including multiple opportunities for collaboration and engagement planned throughout the project's duration.

Public engagement remains an essential future step to ensure that broader network design guidelines incorporate feedback on competing priorities such as frequency, service directness, efficiency, and transfers.



# Provincial Policy

Existing land use plans laid the groundwork for the Regional Corridor Strategy process. With the introduction of Bills 44 and 47, several Local Government Partners have rapidly adjusted their land use plans to comply with the Provincial deadline of June 30th for updates to Official Community Plans (OCPs) and zoning bylaws. As a result, these policy shifts have prompted Local Governments to consider extending densification to additional corridors beyond the initial scope of the Regional Corridor Strategy.



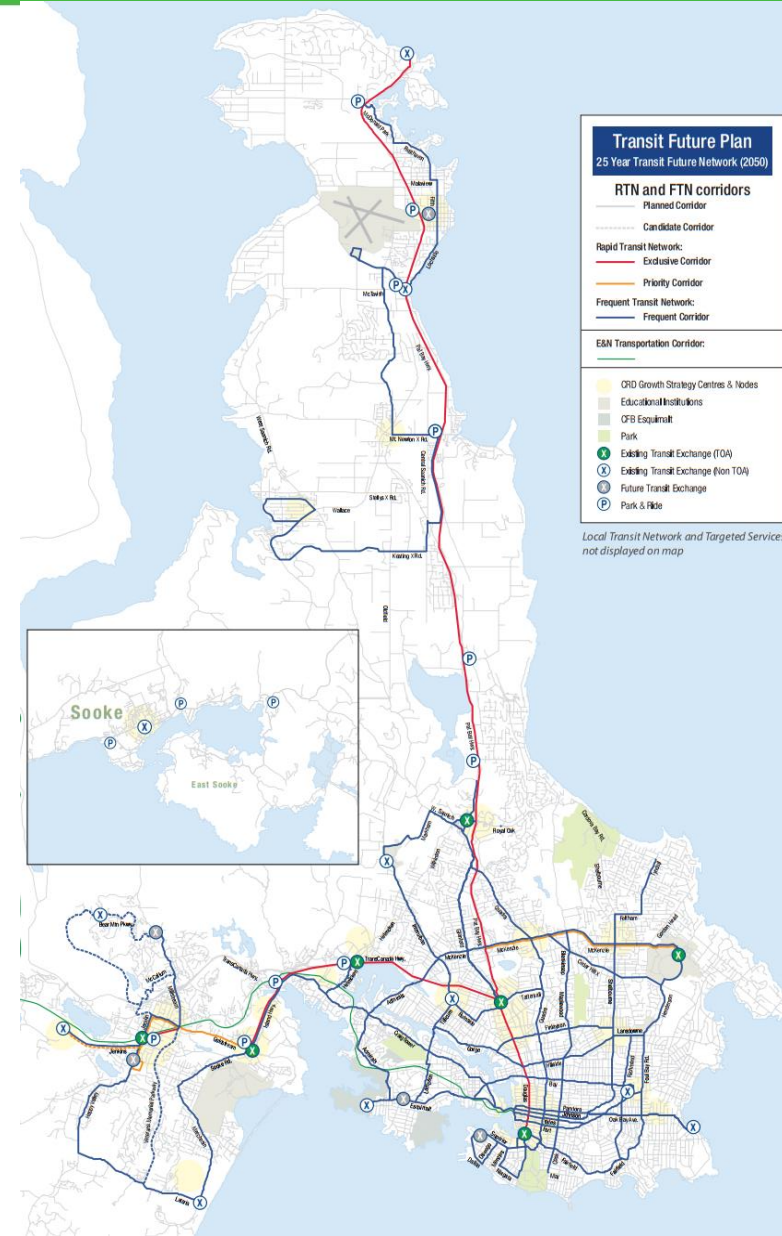
# 25-Year Transit Future Network

The updates to the 25 Year Transit Future Network incorporate recent development patterns, changes in travel demand and ridership, alterations to the road network, and adaptations to anticipated future development as outlined in updated OCPs and land use plans.

The updates in the West Shore and Peninsula were developed through the Local Area Transit Plans recently completed in 2022. Updates in the core were developed through the Regional Corridor Strategy using a Multiple Accounts Evaluation process and close collaboration with Local Government staff.

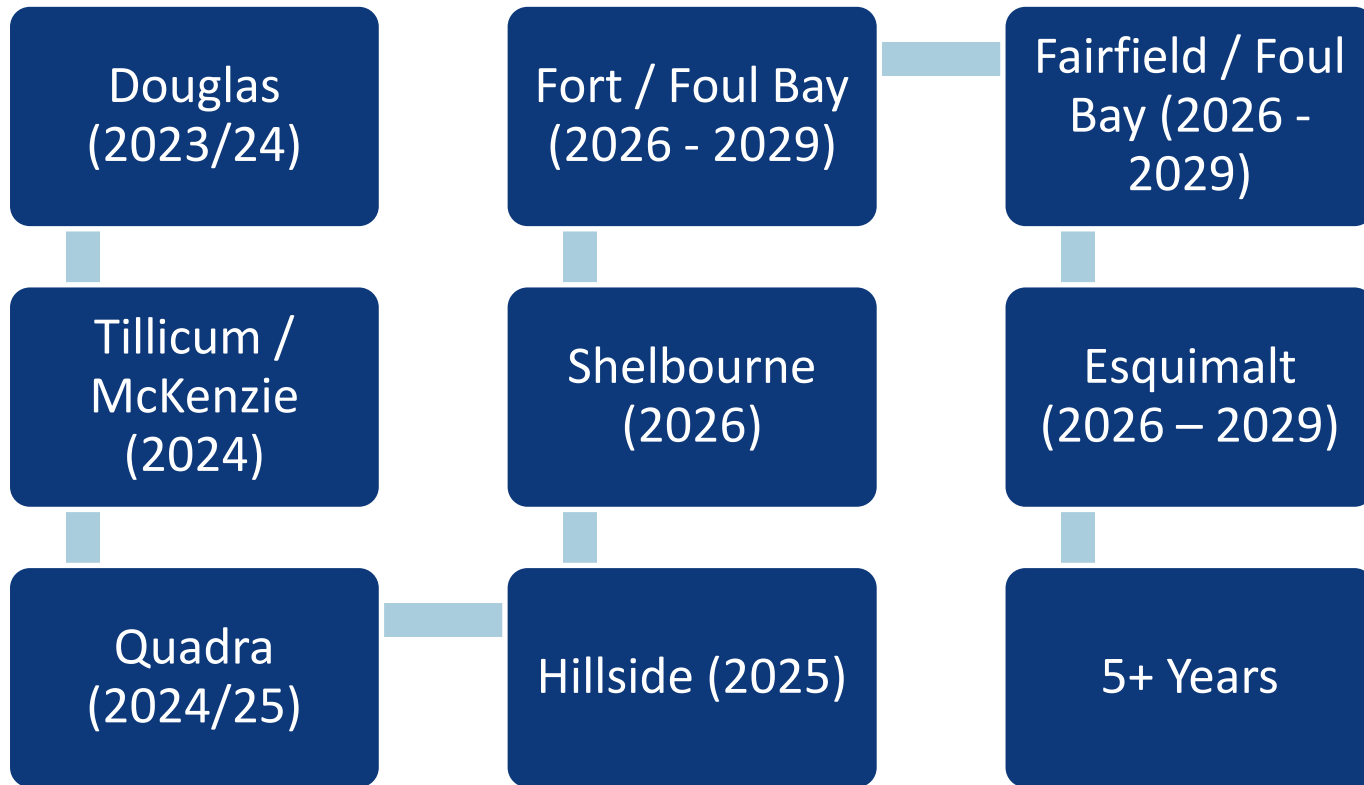
Key frequent corridor changes include:

- Addition of Richmond Rd., Cook St., Finlayson Ave., and multiple corridors within James Bay as frequent corridors
- Removal of Helmcken Rd., Wilkinson Rd., Royal Oak Dr. and Cordova Bay Rd. as frequent corridors



# 10 Year Work Plan

The flow chart below illustrates the proposed corridor planning process for the next 10 years. It delineates the prioritization order of corridors, commencing with the Douglas corridor in 2023 and progressing through subsequent corridors until 2035.





# Appendix A

Corridor	Time Horizon	MAE Rank	Details
Douglas	2023/2024	1	Douglas Street Vision project with City of Victoria.
Tillicum/McKenzie	2024	5, 12	Needed to implement McKenzie RapidBus Line and aligns with infrastructure planning currently underway on McKenzie
Quadra	2024/2025	3,6	Supports extensive land use and transportation planning work from both Saanich and City of Victoria
Hillside	2025	4	Highly ranked corridor, with possibility for future RapidBus corridor and priority measures in alignment with City of Victoria and Saanich
Shelbourne	2026	7	Align with Saanich's Gordon Head plan update, building on momentum from Shelbourne Valley Action Plan Update and aligned with City of Victoria's infrastructure planning.
Fort/Foul Bay	2026 – 2029	2	One of the highest ranked corridors, but with limited short-term local government planning alignment opportunities. Opportunity to assess RapidBus and transit priority measure feasibility.
Fairfield/ Foul Bay		8	
Esquimalt		9	
Oak Bay/James Bay	2030 – 2035	10	
Bay		11	
Cook		12	
Gorge/Tillicum		13	
Craigflower/Helmcken		14	
Glanford		15	
Finlayson		16	