

Victoria Regional Transit Commission

Chair and Members

September 9, 2025

#12

SUBJECT: Planning Update

PURPOSE

To provide the Victoria Regional Transit Commission (“the Commission”) with an update on transit service planning in the Victoria Region for **INFORMATION**.

1. TRANSIT SERVICE CHANGES

Holiday 2025 Service Change

Effective December 8, 2025, the holiday service change includes the following:

- Service will be seasonally reduced to better align with the lower ridership demand from post-secondary education institutions.

Service reductions in December allow us to provide additional service in seasons with higher ridership demand.

Winter 2026 Service Change

Effective January 5, 2026, the winter service change includes the following, which were approved by the Commission in the June 17, 2025 meeting.

- Introduction of the Route 40 Dockyard/UVic via Admirals/McKenzie, as per the Esquimalt/View Royal Local Area Transit Plan.
- Seasonal service levels across multiple post-secondary school-serving routes will be reinstated.
- Changes to several Peninsula local routes to improve service reliability:
 - Route 81 adjusted to interline with the existing Route 75, addressing service reliability challenges and improving connections between the Peninsula, the Keating Business District and Victoria. This proposed change also improves weekend service on Route 81
 - Routes 82 and 87 combined to create a new Route 87 Tsawout/Sidney via Dean Park.
 - Addresses service reliability challenges on both existing routes and improved connections with Route 72
 - Improves service to Tsawout First Nation from 2.5 weekday round trips to 5.5 trips
 - Improved connections between Tsawout First Nation and other key destinations on the Peninsula
 - Slight reduction in weekday peak service on Lochside Drive between Mount Newton X-Road and McTavish Exchange, but improved service frequency on weekends
 - Adjustment to Route 88 to improve service reliability to Victoria International Airport (YYJ) and improve access to West Sidney

- Separate the existing Route 39 Westhills / UVIC into two distinct routes to improve service reliability, efficiency, and to better align service with class start times at Camosun and UVic.
 - Route 38 Westhills/Interurban/ Royal Oak
 - Route 39 UVic/Royal Oak/Interurban
- Extend Route 51 to Westhills and realign to improve speed, service reliability, and connections between Langford and the University of Victoria (UVic), including the new West Shore Campus on Goldstream and Jacklin.
 - This change adds midday and early evening service to retain an all-day, one-seat ride between the West Shore and UVic in alignment with the proposed change to Route 39
 - Route 51 will serve the same stops as the Route 95 RapidBus in the West Shore, aligning with Route 51's current limited-stop policy on McKenzie Ave
- Adjust Route 65 to provide commuter transit service to the underserved portion of north-east Sooke in the Arranwood/Steeple Chase neighbourhood.
 - Based on significant support through engagement, this routing change would also include a reallocation of two AM and two PM peak trips from Routes 61 to Route 65
- Minor adjustment to Route 72 to improve operational speed and reliability around Uptown, aligning with the completion of the Ravine Way dedicated transit lane

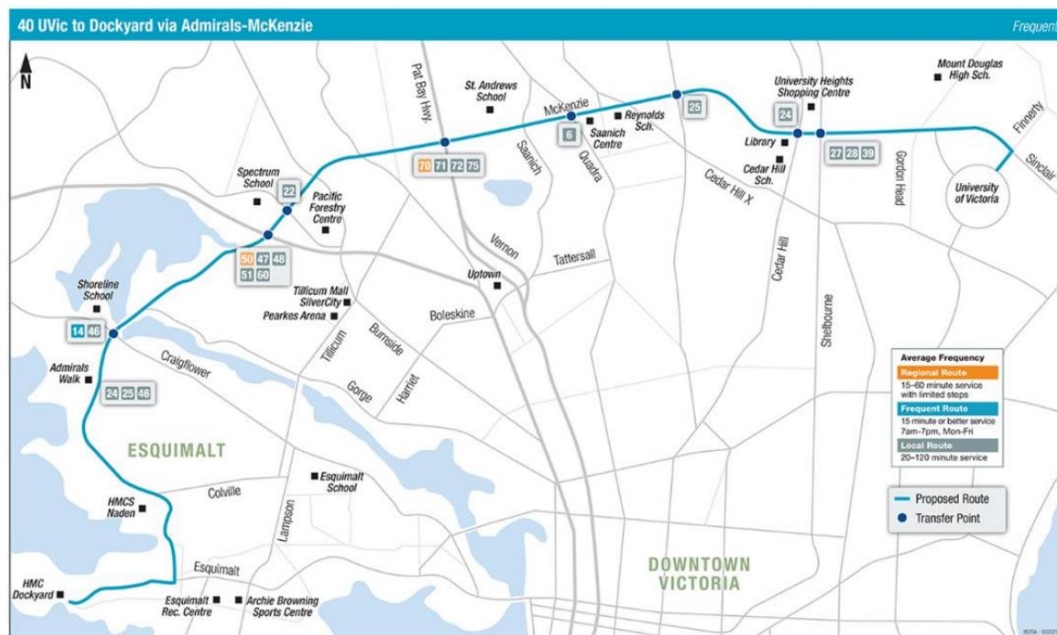


Figure 1: Route 40 Dockyard/UVic via Admirals/McKenzie Route Map

2. TRANSIT SERVICE PLANNING INITIATIVES

Victoria Regional Transit Plan

Beyond replacing the outdated 2011 Transit Future Plan, the Victoria Regional Transit Plan (VRTP) will be a key input into the development of an Integrated Regional Plan, which is required to secure funding for the Metro-Region Agreement funding stream of the new Canada Public Transit Fund. Data collection and initial analysis, the review of key local, regional, and provincial policies and finalization of the engagement strategy is now complete.

The first local government staff working group workshop was conducted on July 29, 2025, providing useful feedback for the Network and Route Design Guidelines framework. West Shore and Peninsula Network Working Group meetings are planned for the second week of September, and the key stakeholder and public engagement activities are planned for October 2025. BC Transit and the Capital Regional District distributed a coordinated engagement letter to the eight First Nations located within the Victoria Regional Transit System (VRTS) service boundary.

The VRTP is still on track for a June 2026 completion date.



Figure 2: July Local Government Staff Workshop – Victoria Regional Transit Plan

Local Area and Corridor Transit Plans (LATP)

Tillicum/McKenzie Corridor Transit Plan

The Tillicum/McKenzie Corridor Transit Plan is on hold, pending further engagement with the District of Saanich on the McKenzie corridor.

Future Planning

After completing the Victoria Regional Transit Plan in June 2026, there will be an opportunity to revisit the broader transit network within the context of the newly approved network and route design guidelines. Planning work and supporting engagement would likely occur in late 2026 and into 2027 to support a possible early 2028 implementation.

Other Planning Work

Referrals – Referral-related work undertaken or proposed since the last Commission meeting includes:

- **Bus Stop Improvements** – BC Transit continues to work closely with Local Government Partners within the Victoria Region to coordinate improvements to stop configurations and layout to improve accessibility and customer experience
- **Development Referral Process** – BC Transit receives and responds to development referrals from Local Governments considering rezoning and large-scale development proposals. BC Transit provides comment on opportunities for transit supportive development, improvements to transit supportive infrastructure such as bus stops and sidewalks and provides comments on the feasibility of future transit service to the proposed development

Planning staff have received approximately 25 development referrals between June and August 2025 and provided feedback to six Local Governments.

Service Monitoring

- **Ridership Performance Report** – Planning regularly monitors service performance against the service standards and performance guidelines identified in the 2013/14 Service Review document. Regular performance monitoring allows for a better alignment between service levels and ongoing changes in demand and travel patterns

The attached Ridership Performance Report (#12a) provides information on ridership performance over the Winter 2025 service period from January 6 to April 13, 2025, and provides information on historical ridership and service reliability trends up to April 13, 2025.

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Date
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Appendix: 12a - Ridership Performance Report