

DATE: March 10, 2026

PREPARED BY: Jacob Burnley, Transit Planner

SUBJECT: Airport (YYJ) Engagement Summary Report

PURPOSE

To provide the Victoria Regional Transit Commission (“the Commission”) with the Airport (YYJ) Engagement Summary Report for **INFORMATION** and discussion.

Attachment(s):

Appendix A: YYJ Engagement Summary Details

Appendix B: YYJ Service Option Details

EXECUTIVE SUMMARY

Previous planning reports have explored several service expansion options to improve service to the Victoria International Airport (YYJ), including ways of accommodating a direct route between Victoria and YYJ.

Given expansion constraints, a short-term, cost-neutral option was developed to provide direct service to YYJ by altering Routes 72 and 81 and discontinuing Route 88. This cost-neutral service option was presented through public engagement in February 2026 along with three other medium and longer-term airport service options that require expansion resources.

Public response to the short-term option was mixed, receiving 54 per cent support, 15 per cent neutral response, and 31 per cent opposition, with some existing riders including Town of Sidney residents and riders with mobility challenges more significantly impacted than others. A number of opportunities and risks for the short-term service option were identified through the planning and engagement process.

Key opportunities include:

- A direct, one-seat ride between Downtown and YYJ.
- Could be implemented sooner than other options.

Key risks include:

- Added travel time (10 minutes each direction) for current Route 72 riders.
- Increased passenger crowding and pass-up risks by combining ferry and airport passenger and luggage needs.
- Reduction of transit service levels in Sidney, including Lochside Drive and West Sidney.

Overall, there was a significantly higher level of support for pursuing one of the medium or longer-term options, with 70 per cent of respondents indicating a preference for a more comprehensive solution. Of the medium-term options, Option C (direct service from Victoria to YYJ) was the most popular, with 75 per cent support.

Based on Commission input, staff will bring back an airport service report on May 12 for a Commission decision regarding airport service improvements.

BACKGROUND

Current Transit Service

Transit service to the Victoria International Airport is currently provided by Routes 87 and 88, which collectively provide service every 30-60 minutes, providing transfers to Routes 70, 71, and 72 at the McTavish Transit Exchange to Downtown Victoria. This existing service operates between 6:30am and 9pm on weekdays and between 8:00am and 9:00pm on weekends. Existing service misses a notable portion of flight and employee related demand in the early mornings and later evenings.

Historical Airport Service Planning Context

At the November 2023 meeting, the Commission passed a motion for staff to develop a report exploring options and implications of establishing a direct route from Downtown Victoria to the Victoria International Airport. To support this motion, planning staff brought back a YYJ Airport Service Options Report in November 2024, which included four options to improve airport service. Two of these service options provided a direct route and two options required maintaining the current transfer at McTavish Exchange. This report outlined that the primary downside of direct airport service is the high cost and limited ridership potential, requiring 15,000-20,000 annual service hours of expansion resources. This high cost reduces investment opportunities in other areas of the transit system that are anticipated to see higher ridership¹.

Network Optimization and Engagement

Due to expansion constraints and growing operational service investment needs, the Commission directed staff to explore additional creative, low-cost opportunities to provide a direct trip from Victoria to YYJ in the shorter-term. Based on this direction, staff developed a network optimization option that could enable a direct trip between Downtown Victoria and YYJ sooner than the options developed in the November 2024 Airport Service Review Report. However, this optimization option involves trade-offs, which led to staff's recommendation at the November 2025 meeting that this service option be taken out to public engagement prior to decision making.

Current Funding Constraints

As indicated in the 2026/27 Annual Service Plan, there are no expansion resources available for 26/27, limiting short-term opportunities for airport service improvements. The planned increase

¹ Depending on the option, airport-focused investments are estimated to generate between 10–30 rides per service hour, compared with 50–75 rides per service hour for planned Frequent Transit Network improvements and about 30 rides per service hour system-wide.

in double-decker buses on high-frequency routes is expected to relieve capacity pressures and could free up to about 3,000 service hours and two peak buses for redeployment without reducing minimum service standards. Although staff recommend retaining these resources for addressing emerging operational needs within the system, a portion of these resources could be used to make minor improvements in airport service sometime in 2026/27.

DISCUSSION

Public Engagement Summary

As part of BC Transit’s commitment to public engagement, outreach was carried out to identify rider and non-rider preferences with future service opportunities to the Victoria International Airport. Engagement was led through in-person open house events and online engagement.

Public engagement was facilitated February 3rd- 15th, with targeted marketing across the Greater Victoria region facilitated through a project website, media release, and social media engagement. As part of the project, and to ensure existing, future, and prospective needs are met, BC Transit promoted an online survey via the engage.bctransit.com website, facilitated conversations with the Victoria International Airport, presented information to staff and community leaders at the Town of Sidney, and hosted two open house events for the general public to support in-person outreach.

2,400	Online Survey Respondents
6,500	Unique Engagement Website Visits
160	Open House Participants

Open House Engagement Events

Wednesday, February 11 th	Save-On-Foods Sidney (2345 Beacon Ave.)
Thursday, February 12 th	Uptown Walmart (3460 Saanich Rd.)

Engagement (both online and in-person) was centered around presenting both the short-term and medium/long-term service options to members of the public and key stakeholders for comments and analysis. Respondents were asked about existing travel to/from the Victoria International Airport, and to review the benefits and considerations of each option, identifying their preferred method of service to the Airport.

AIRPORT (YYJ) ENGAGEMENT SUMMARY REPORT

Table 1: Airport Service Options from Public Engagement

Timeline	Service Option	Description	Transfer Required at McTavish?	Cost
Short-term	Route 72: Deviation to YYJ Airport	This option would involve extending the existing Route 72 (Swartz Bay / Downtown) to serve YYJ- Victoria International Airport on all trips. With this proposal, the current Route 88 (Airport/ Sidney) would be discontinued, with service hours re-allocated.	No	N/A
Medium/ Long-term	Option A: Additional Route 88 Service	This service option involves increasing the service span on Route 88 (Airport / Sidney) seven days/week from early morning to late evening.	Yes	1,500 hours
	Option B: McTavish – YYJ Frequent Service	This option would create a new frequent route, operating in a circular fashion between YYJ and the McTavish Exchange.	Yes	5,000 hours
	Option C: Direct Victoria to YYJ	This option involves creating a new direct connection between Downtown Victoria and YYJ. Express-oriented service to largely utilize Highway 17, with service either direct to YYJ or via Sidney, dependent on further feasibility and planning analysis.	No	15,000-20,000 hours

**Service option details including benefits, considerations, and trade-offs are included in Appendix B.*

Engagement Results

The following are high-level themes and common feedback received from the online survey and in-person open-house engagement. Additional engagement details are included in Appendix A.

Key Themes

Overarching key themes that emerged as common threads across all engagement platforms included the following:

- Consistent desire for a direct ride between Downtown Victoria, Sidney, and the Victoria International Airport. Majority of respondents (including Sidney residents and Airport workers) consistently ranked improved Airport service as a key service improvement priority.
- Span of service is critical, and lack of current early and late service coverage is the single biggest barrier to utilizing transit service and connecting riders to flights and employment at the Airport.
- There were a significant number of comments about equity and local impact. Many comments frame this as “don’t sacrifice service for daily commuters for infrequent air travelers.” Several ask that the airport (or employers) help fund any airport service rather than reallocating existing local service.

Short-Term Route 72 Service Option Feedback

Overall support for the short-term Route 72 deviation to YYJ service option was mixed:

- 54 per cent of respondents indicated support (Figure 1).
 - Support for the short-term option was centred around the benefit of direct service from Victoria to YYJ, service span, and the elimination of need to transfer between services.
- There was notable opposition from Sidney residents and existing frequent Route 72 riders.
 - 86 per cent of Sidney residents were opposed.
 - 62 per cent of existing frequent Route 72 riders were opposed.
- There were significant concerns from existing riders around the additional travel time to and from Sidney and Swartz Bay and the possibility of pass-ups and overcrowding on Route 72 due to combined travel demand.
- Many respondents indicated concerns about a busier and longer Route 72 creating spillover impacts on already crowded Route 70 and 71 trips from Swartz Bay.
- Concerns around additional luggage further reducing the availability of seating and creating barriers for mobility-aid, wheelchair riders, and seniors.
- Many respondents who were in opposition to the short-term Route 72 option support incremental improvements to Airport service, but not at the cost of degrading existing services.
- Reduced service frequency to select areas of Sidney including Lochside Drive and West Sidney Industrial Park (currently served via Routes 81 and 88) were highlighted as a concern amongst select existing riders.

- Existing Route 72 riders identified improvements to existing services (service reliability, reducing passenger crowding, and investing in higher frequency) as a priority over YYJ service expansion.

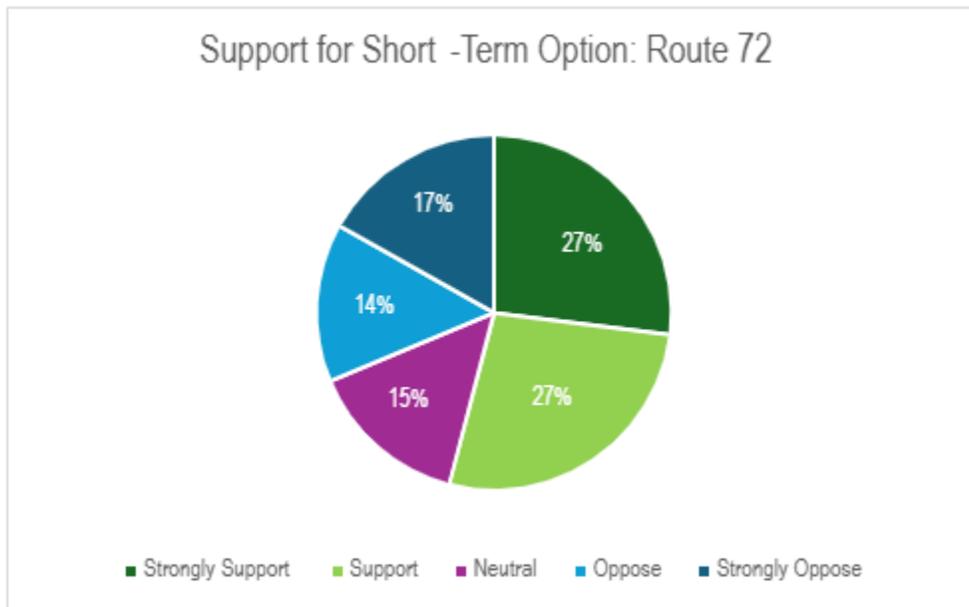


Figure 1: Per Cent of Responses by Level of Support for Route 72 (Short-Term, Cost-Neutral) Service Options

Medium/Long-Term Service Options Feedback

There was a high level of support for the medium/long-term service options, with a strong preference for direct service between Victoria and YYJ (Option C):

- 70 per cent of respondents preferred one of the medium or long-term options over the short-term Route 72 option (Figure 2).
- Approximately 69 per cent of respondents preferred service option C (Direct Victoria to YYJ) versus the other two medium/long-term service options (Figure 3).
- Airport workers were more balanced on their preference between the three medium/long-term options, but still overall preferred service option C.
- There were many comments about retaining Sidney to YYJ connections with any future Option C routing.

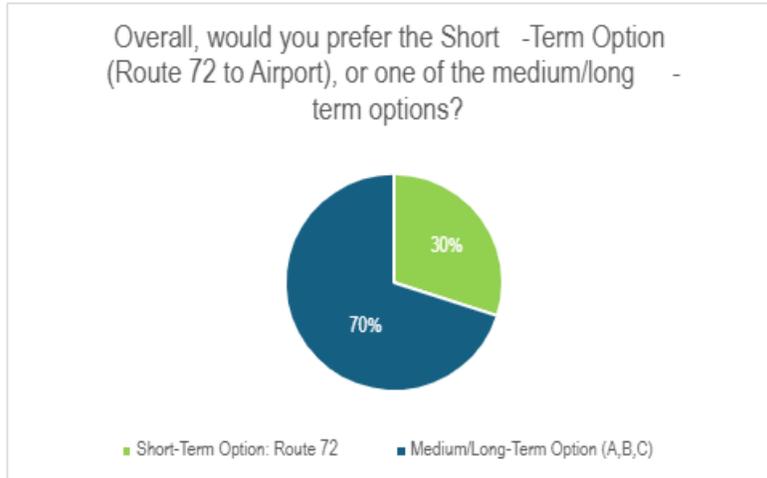


Figure 2: Per Cent of Responses by Level of Support for Route 72 (Short-Term, Cost-Neutral) vs. Medium/Long-Term Service Option

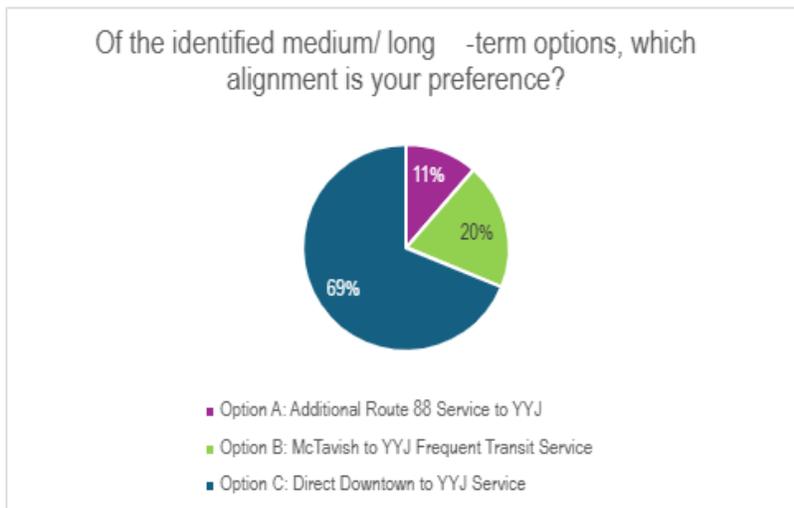


Figure 3: Per Cent of Responses by Medium/Long-Term Service Preference

Preferred Travel Times and Victoria International Airport (YYJ) Stakeholder Feedback

Service span limitations with current airport service is a challenge for existing airport travelers and Victoria International Airport staff.

- Early morning and Late evening identified as critical to support flight departures, arrivals, and employee shift times. This aligns with desired arrival and departure times identified by survey respondents (Figure 4).
- According to 2026 flight schedules provided by YYJ, the earliest morning departures occur between 5:00 a.m. and 6:00 a.m., with the last arriving and departing flights scheduled between 11:30 p.m. and 12:00 a.m.

AIRPORT (YYJ) ENGAGEMENT SUMMARY REPORT

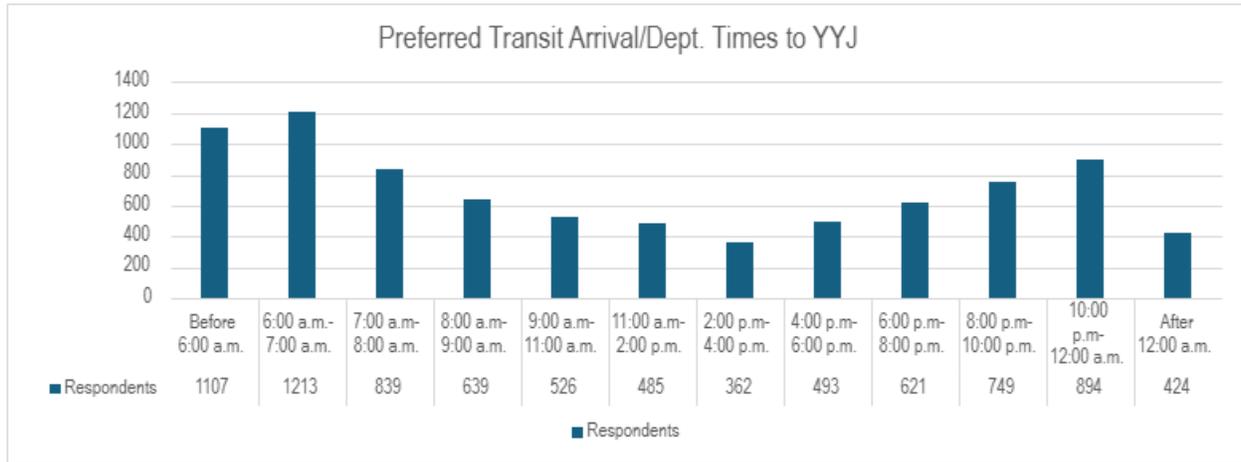


Figure 4: Preferred Transit Arrival/Departure Times to/from the Victoria International Airport (YYJ)

NEXT STEPS

This report is intended:

- To provide the Commission with a summary of the recently completed YYJ service option engagement for **INFORMATION**.
- Staff will bring back an airport service report on May 12, 2026 for a Commission decision on airport service improvements.

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Date: February 24, 2026

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Date: February 25, 2026

Appendix A: YYJ Engagement Summary Details

During the engagement process as previewed above in this report, BC Transit staff engaged with, and heard from local government representatives, existing transit riders (incl. Route 72 frequent riders), fair-weather/occasional riders, prospective and non-riders, transit staff, and Victoria International Airport staff.

Online Survey

An online survey was available via the engage.bctransit.com website between February 3rd and 15th, with a targeted marketing campaign and media release to support outreach. During this period, BC Transit saw over 2,400 surveys completed. The goal of the 15-20 min. survey was to canvas transit riders and non-riders on short and long-term service options to the Victoria International Airport, understand current travel needs and patterns to/from the Airport, evaluate system trade-offs, and understand riders' lived experiences with services on the Saanich Peninsula.

The survey saw a broad swath of respondents both regionally and based on experience and frequency in using local transit services. Over 40 per cent of online survey respondents were residents of Victoria, with 20 per cent from Saanich, and approximately 11 per cent from Sidney (Figure 5). Participants were reported from each municipality within Greater Victoria, and communities reporting participation ranged from Sooke to the Southern Gulf Islands.

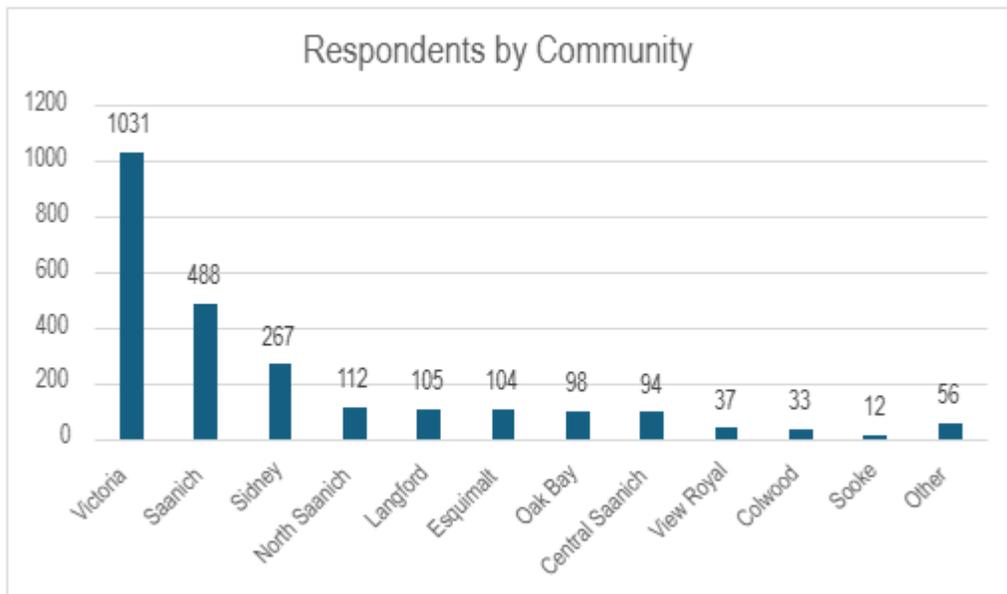


Figure 5: Number of Respondents by Community

When asked about purpose of travel via the Route 72, a diverse range of uses were reported. This included daily commuter trips to work in Victoria, connecting to employment opportunities on the Peninsula, accessing key transportation amenities (most notably Swartz Bay Ferry Terminal), as well as connecting to recreational/leisure amenities/facilities, shopping, social activities, and education.

When speaking to general travel to/from the Victoria International Airport, 87 per cent of respondents noted their primary trip purpose for travel to/from the airport was related to arriving/departing on a flight as a passenger, with approximately 83 per cent of all respondents noting their frequency of travel to the Airport as being “multiple/few times a year” to “less than once a year or never” (Figure 7). Approximately 8 per cent of respondents noted frequent travel to the airport, at “multiple times a month or greater”.

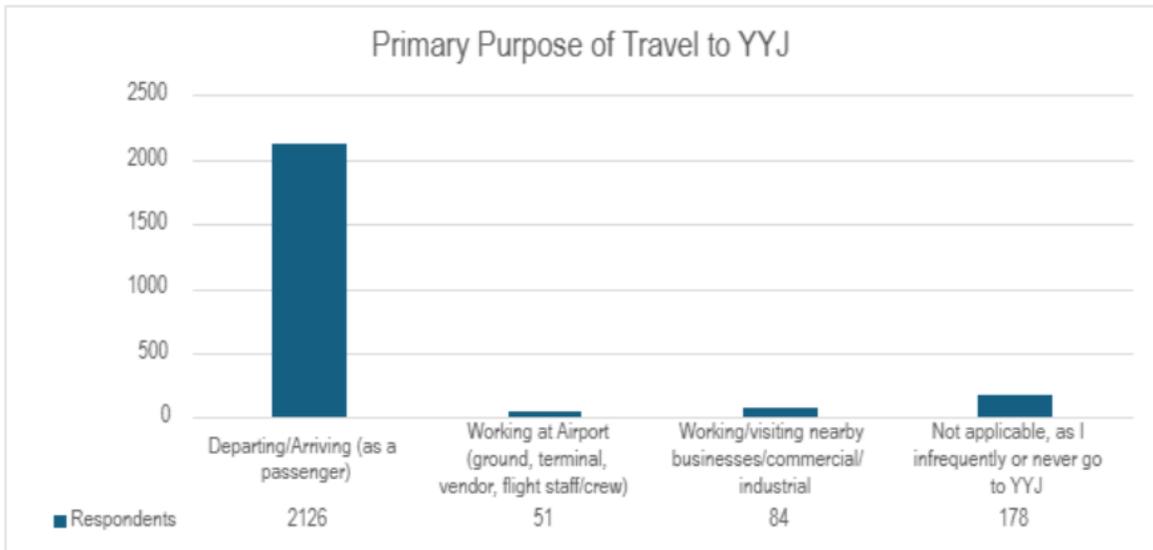


Figure 6: Primary Purpose of Travel to the Victoria International Airport (YYJ)

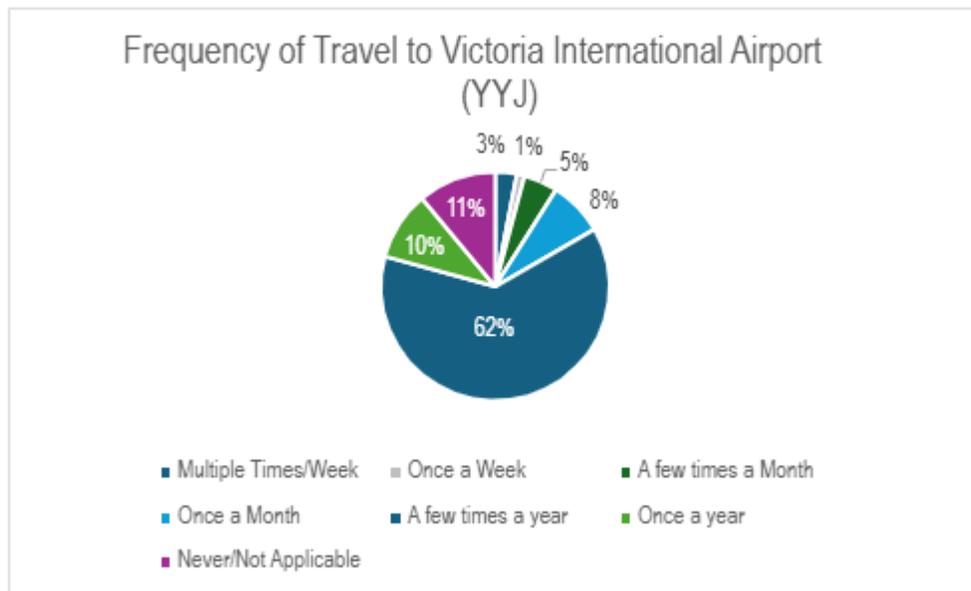


Figure 7: Per Cent of Responses by Frequency of Travel to the Victoria International Airport (YYJ)

Span of service was repeatedly identified by participants as a major barrier to using transit to access the Airport. When canvassed on desired arrival and departure times for future improved transit service, respondents noted early morning trips before 6:00 a.m. between 6:00 a.m.- 8:00 a.m., and late evening trips (10:00 p.m.- 12:00 a.m.) as being critical and of top priority for future investment (Figure 8). This pattern was mirrored when reviewing specific rider groups, including airport workers (who additionally noted 4:00 p.m.- 6:00 p.m. as key for servicing the Airport).

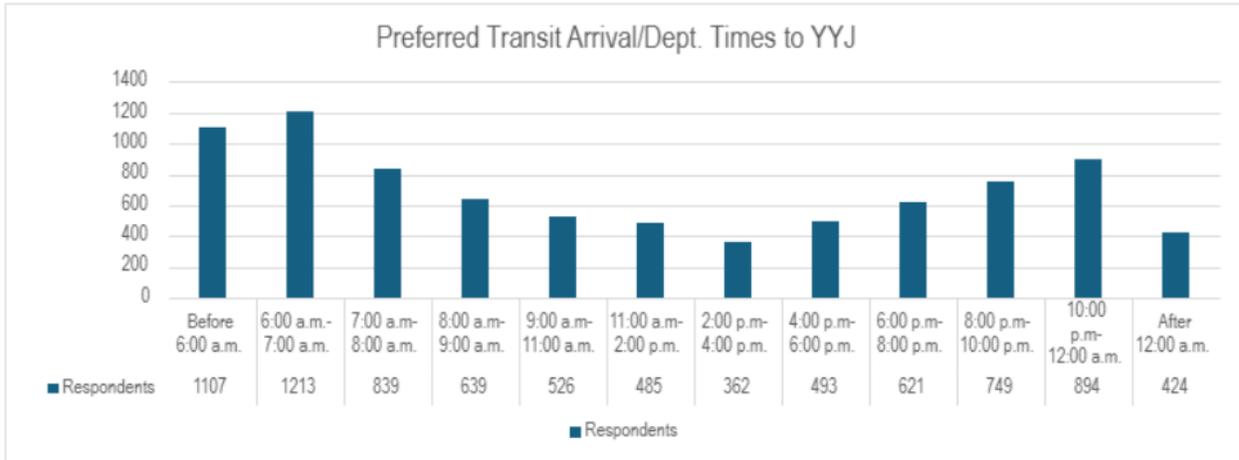


Figure 8: Preferred Transit Arrival/Dept. Times to/from the Victoria International Airport (YYJ)

When asking respondents to rank YYJ service relative to five other regional service improvement priorities, the majority of respondents list YYJ service as a primary key gap needing attention. Noting that existing Route 72 riders identified improvements to existing services (service reliability, reducing passenger crowding, and investing in frequent transit) as taking priority over YYJ service expansion (Figure 9).



Figure 9: Average Rank of Service Priorities for the Victoria Regional Transit System (1st to 6th)

Participants noted mixed feedback when canvassed on the short-term, cost-neutral option to deviate the Route 72 via the Airport on all trips. Approximately 54 per cent of all respondents noted support for the proposal, 15 per cent felt neutral or unimpacted, and 31 per cent expressed opposition (Figure 10). Opposition and concern for this proposal was heightened notable amongst participants identifying themselves as Sidney residents, as well as amongst existing frequent Route 72 riders (Figures 11, 12).

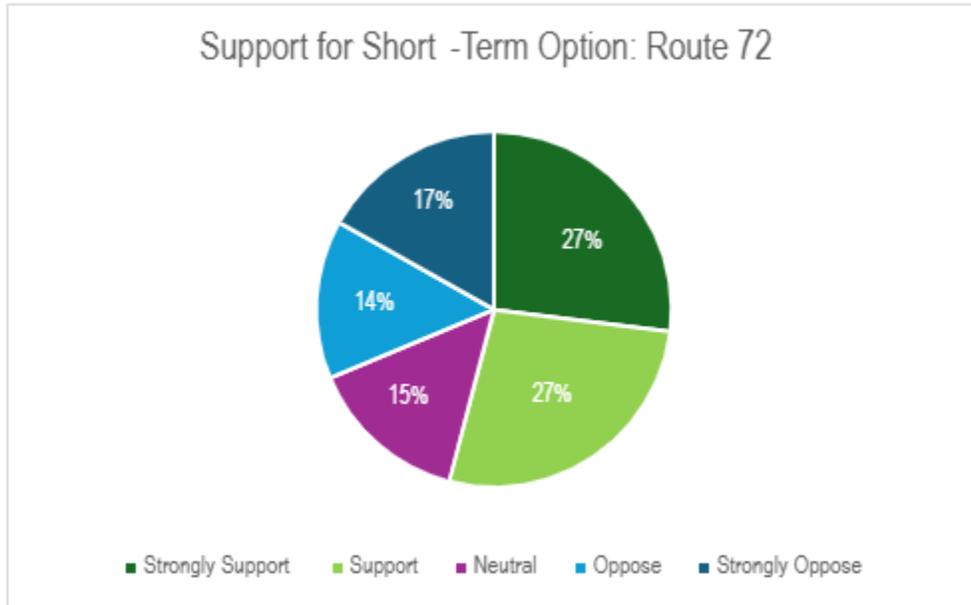


Figure 10: Per Cent of Responses by Level of Support for Route 72 (Short-Term, Cost-Neutral) Service Option

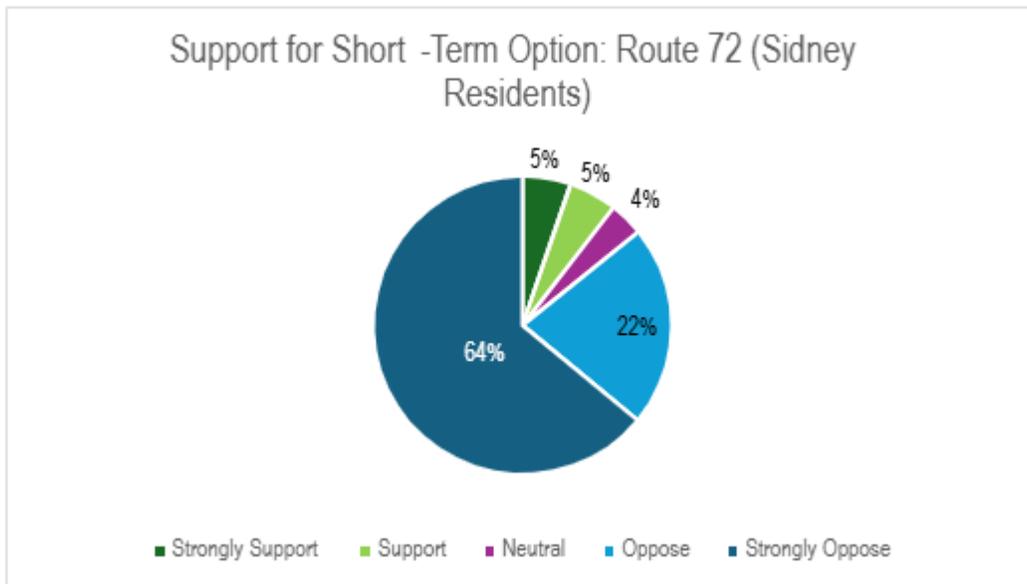


Figure 11: Per Cent of Responses by Level of Support for Route 72 (Short-Term, Cost-Neutral) Service Option- (Participants identifying themselves as Sidney Residents).

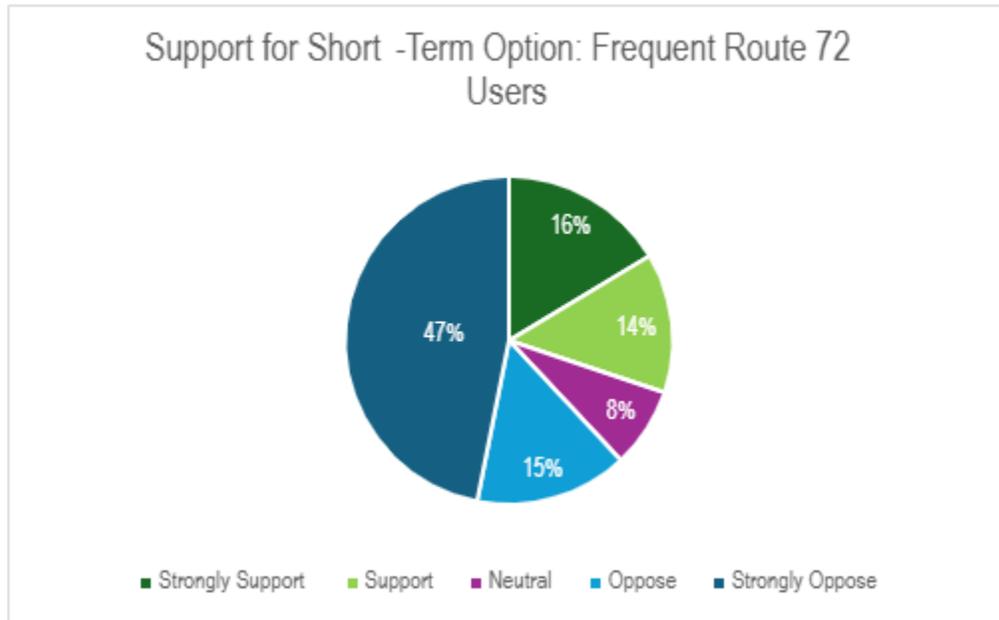


Figure 12: Per Cent of Responses by Level of Support for Route 72 (Short-Term, Cost-Neutral) Service Option- Frequent Route 72 Riders (Participants identifying themselves as using Route 72 once a week or greater).

Support for the Short-Term: Route 72 option was centered on the ability to facilitate direct connections between Downtown Victoria and the Airport without the need to transfer routes, as well improved evening and weekend service span and frequency, and the opportunity for earlier implementation.

Many respondents reported viewing this option as a short-term fix with risk and carrying potential harm to commuter reliability. A number of respondents would tolerate it only as a pilot with added capacity (trips) and clear evaluation metrics.

Overall opposition for this proposal was strongly focused on the existing capacity on-board the Route 72 during peak times, and potential risk of overcrowding, pass-ups, and combined ferry/airport demand on a route with standard service levels.

Additionally, increased travel time (10 min. Each direction) between Victoria and Sidney and Swartz Bay was noted with concern, and many existing Route 72 riders and Sidney residents specifically also expressed risk around the subsequent reduction in service frequency that would result from this change in select areas currently served via the Route 72, most notable West Sidney (Canora Rd./Ocean Ave., Stirling Way).

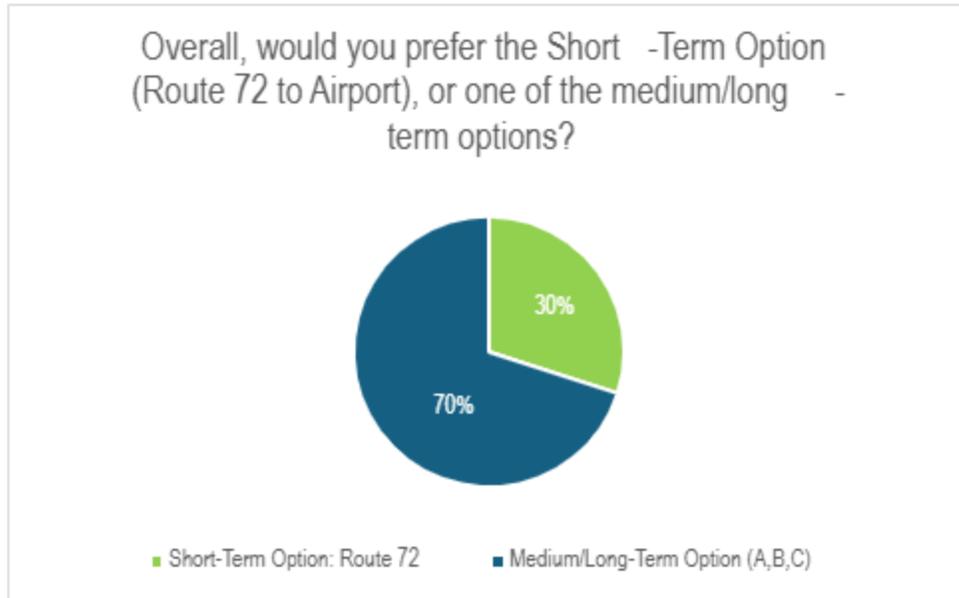


Figure 13: Per Cent of Responses by Level of Support for Route 72 (Short-Term, Cost-Neutral) vs. Medium/Long-Term Service Option

When it came to respondents identifying their service preferences, there was a notable majority in support for a longer-term service option (Figure 13). As noted previously, consistent concerns with service via Route 72 were flagged by many respondents, and there was a consistent desire (heightened amongst respondents from Sidney and existing Route 72 riders) for any future service to be isolated from knock-on impacts to existing services on the Saanich Peninsula.

Of the long-term options identified, the dedicated direct Downtown Victoria to YYJ service was preferred, with supplemental comments provided highlighting the need for limited stops, alignment primarily on Highway 17, and early morning to late PM span of service. Other consistent themes regarding the long-term options included the following:

- Option A (e.g., short-transfer or connector-style option): Viewed as better than nothing by some, but many say transfers with luggage are a dealbreaker — riders prefer a direct trip or express option. Several respondents flagged that transfers in poor weather / at odd hours are unacceptable. Interest noted in BC Transit reviewing fare policy and facilitating single-fare transfers at McTavish Exchange if Route 88 is to be maintained long-term.
- Option B: Largely unpopular as a long-term service option. Transfer would still be required long-term, and improvements needed for transit on Highway 17 to ensure connectivity to and usefulness of a higher-frequency service between McTavish Exchange and YYJ.
- Option C (dedicated direct downtown ↔ YYJ route): Most favored long-term solution in comments — people repeatedly call for this as the “right” approach (express, minimal stops, luggage racks, premium/optional fare). Many say this should be pursued even if it needs extra funding, though existing transit ridership noted the need to support improvements on existing services in alignment with further expansion.

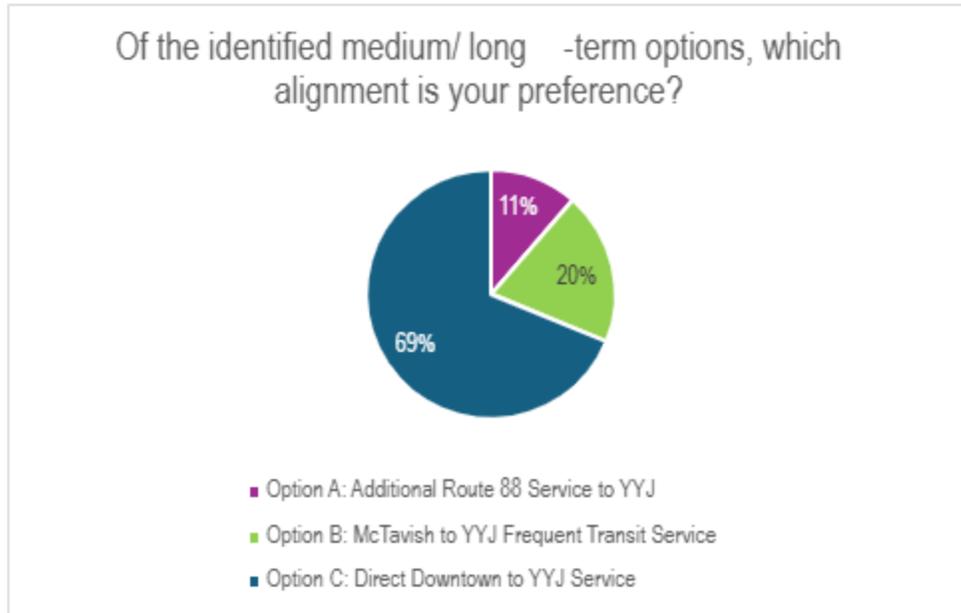


Figure 14: Per Cent of Responses by Medium/Long-Term Service Preference

Open House Events

As part of this engagement, BC Transit hosted two community-focused open house events to support in-person, face-to-face engagement with local residents and transit riders. Approximately 160 attendees participated in open house sessions, interacting with BC Transit staff in Sidney (Save-on-Foods, Feb. 11th) and Saanich (Uptown, Feb. 12th).

Attendees were provided opportunities to learn about the various service options for YYJ, and to engage with interactive questions focusing on the participant's preferred service option, and current travel patterns to Airport. Participants at these events voted on the information boards using sticky dots, with a method similar to the online survey, and were encouraged by staff to visit the engagement website to complete the online survey and add any desired supplement comments.

Via the interactive information boards presented at the open house events, the following was noted:

- Approximately 72 per cent of open house respondents noted strong opposition to the Short-Term: Route 72 option.
- Supplemental comments from both the Uptown and Sidney events largely centered around capacity concerns and combined travel demand, luggage considerations, and the need to offer true dedicated and direct Airport service, without knock-on impacts to existing commuter services.
- Over 90 per cent of respondents supported a medium/long-term service option over the Route 72 proposal, with Option C: Direct Downtown to YYJ Service, seeing the highest level of support.

Alternative Service-Related Comments

- If using existing routes as a short-term fix: run some trips that skip the airport and some that include it (e.g., alternate buses clearly labeled “Airport”) or add an hourly dedicated airport trip in the existing schedule so commuters can avoid luggage-heavy vehicles.
- Extend/modify Route 88 or 71 as alternatives rather than re-routing 72.
- Fund/partner with the airport or employers to avoid starving local services of hours; some suggested the airport should pay for shuttle service.

Supplemental Comments (Online Survey, In-Person Open Houses): Overall Key Themes

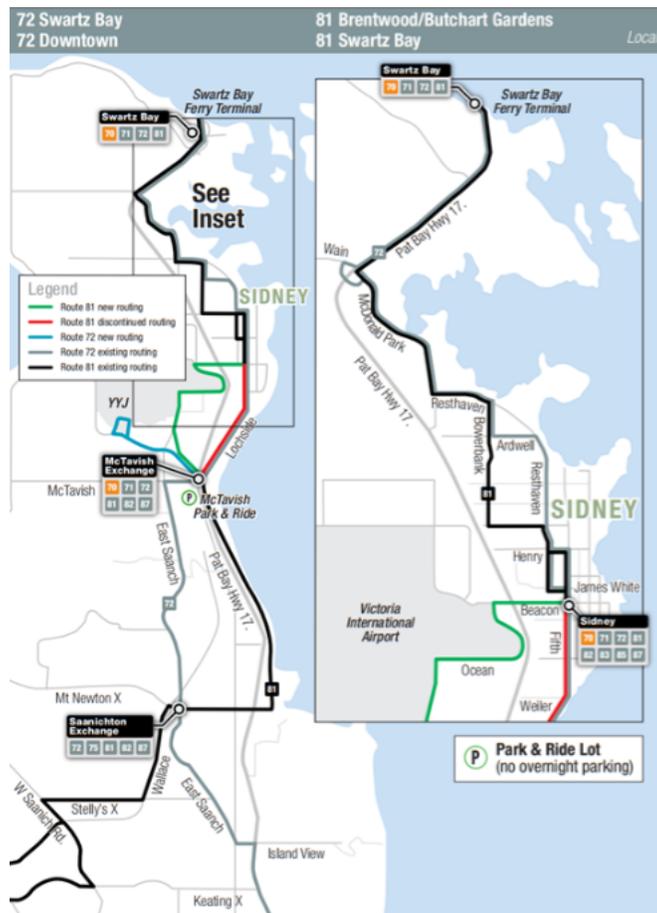
- Support for a dedicated downtown ↔ airport express
 - Mentions like “direct from downtown”, “dedicated”, “airport express”, “direct to YYJ”.
- Luggage / luggage-storage concerns
 - Explicit references to “luggage”, “suitcases”, “luggage racks”, “under-carriage storage”, etc.
- Service-span (need very early + late service)
 - Mentions like “early morning”, “late night”, specific times in the am, midnight, etc.
- Opposition to rerouting Route 72 (don’t degrade commuter / peninsula service)
 - Phrases like “leave 72 alone”, “oppose rerouting 72”, “Sidney residents will be affected”, etc.
- Overcrowding / pass-ups / missed connections concerns
 - References to “crowded / crowded buses”, “miss the ferry”, “full bus”, “pass-ups”, “can’t get on”.

Appendix B: YYJ Service Option Details

Short-Term Option: Service to YYJ Airport via Route 72

This option would involve extending the existing Route 72 (Swartz Bay / Downtown) to serve YYJ- Victoria International Airport on all trips.

- With this proposal, the current Route 88 (Airport/ Sidney) would be discontinued, with service hours re-allocated.
- The revised Route 72 would operate at similar to current service levels. Service every 30 minutes from 5:30 a.m.–8:30 p.m. on weekdays, 6:30 a.m.–8:30 p.m. on Saturdays, and 10:30 a.m.–7:30 p.m. on Sundays, with hourly service outside those times.
- Other changes would include realigning Route 81 to cover areas currently served by Route 88 along Canora Rd, Ocean Ave, Stirling Way, and the West Sidney Industrial Park.



Benefits

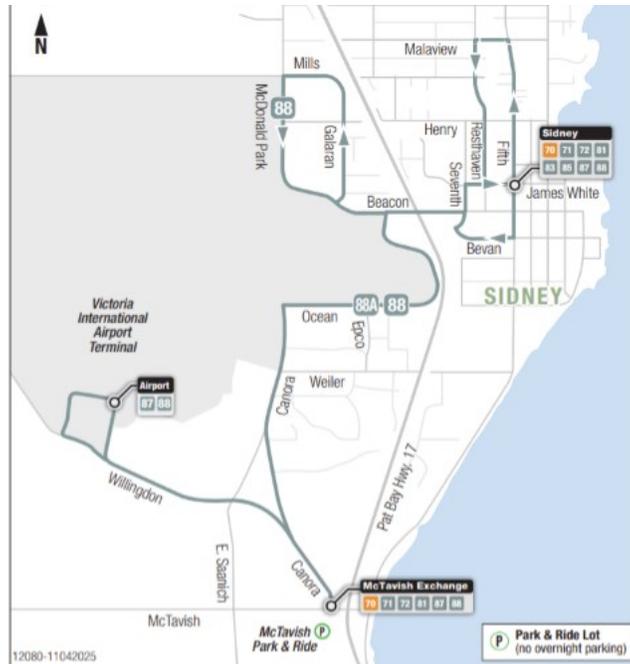
- **Earlier Implementation:** Could be put into service as early as September 2026.
- **Low Cost:** Could be accommodated close to cost-neutrally through service optimization efforts.
- **Improved Directness:** Provides a direct route between Downtown and YYJ.
- **Improved Evening and Weekend YYJ Service:** Provides an improved service span and evening/ weekend service frequency to YYJ.

Considerations

- **Travel Time:** Longer travel between Victoria and Sidney/ Swartz Bay (~ 10 minutes each way for current Route 72 riders) and may impact connections to other routes.
- **On-board Crowding and Capacity:** Crowding or increased risk of being passed up by a bus on Route 72 trips from Swartz Bay due to combined ferry and airport demand. May create further crowding and risk on Route 70 due to potential preferred rider convenience.
- **Service Impacts to Sidney:** Reduces convenience for some existing riders, particularly those traveling to/from Sidney and Swartz Bay, and residents in West Sidney and South Sidney.
- Reduced frequency to West Sidney Industrial Area and Canora Rd/Ocean Ave/Stirling Way.
- Reduced service along Lochside Drive in South Sidney. South Sidney loses direct access to the Brentwood Bay Ferry and Butchart Gardens.
- Impacts to existing connections between Route 72 and Route 75. Impacts to access to Brentwood Bay, Keating Cross Industrial area.

Medium/Long-Term Option A: Additional Route 88 Service

This service option involves increasing the service span on Route 88 (Airport / Sidney) seven days/week from early morning to late evening.



Benefits

- **Improved Service Span to YYJ:** Increasing the existing span of service would improve employment access, meet additional flight times, and improve access to the West Sidney Industrial area.
- **No Impacts to Other Services**
- **Lowest Cost of Medium/Long-Term Options:** The cost of this improvement is significantly lower than providing an additional direct service from Downtown Victoria.
- 1,250 Hrs. 0 Buses.

Considerations

- **Later Implementation:** Option would require additional funding requirements. Likely earliest implementation date would be 2027 or later.
- **Connections:** This service improvement would not offer direct service between Downtown Victoria and YYJ and would still require a transfer at McTavish Exchange onto the existing Route 70 or 72.

Medium/Long-Term Option B: McTavish to YYJ Frequent Transit Service

This option would create a new route, operating in a circular fashion between YYJ and the McTavish Exchange.



- Service would operate every 15 minutes between YYJ and the McTavish Exchange from 7:00 a.m. to 7:00 p.m.
- Existing YYJ service on Route 88 would no longer serve between McTavish Exchange and YYJ from 7:00 a.m. to 7:00 p.m., which may create opportunities for improving service to West Sidney while maintaining some limited direct service between YYJ and Sidney.
- Off-peak service (early morning, late evening) would continue to be maintained via Route 88 at lower frequency to YYJ.

Benefits

- **Improved Service Frequency:** Doubling service frequency to operate every 15-minutes reduces the average transfer time at the McTavish Exchange and reduces the risk of a delayed or cancelled trip significantly impacting a rider's ability to get to their flight on time.
- **Alignment with long-term Peninsula RapidBus plans:** This Route is envisioned to connect to a future RapidBus line originating from Downtown.
- It would function best once a supporting Peninsula RapidBus line is also operating every 15 minutes, aligning with this proposed route for easy transfers.
- 5,000 Service Hrs. 2 Buses.

Considerations

- **Later Implementation:** Option would require additional funding requirements. Likely earliest implementation date would be 2027 or later.
- **Adjustments to Local Peninsula Service:** This option would require adjustments to Routes 87 and 88.
- These changes would need to be confirmed through additional public engagement and may create an opportunity to improve service to the West Sidney area, which was a key

demand emerging from the Peninsula Local Area Transit Plan. **Connections:** This improvement would still require a transfer at McTavish Exchange between the McTavish to YYJ service and the Peninsula to Downtown service.

Medium/Long-Term Option C: Direct Downtown - YYJ Service

This option involves creating a new direct connection between Downtown Victoria and YYJ.

- Opportunity to operate every 30 minutes from 7:00 a.m.-7:00 p.m. on weekdays and Saturdays, and every 60 minutes in the morning, evening, and Sundays.
- Express-oriented service to largely utilize Highway 17, with service either direct to YYJ or via Sidney, dependent on further feasibility and planning analysis.

Benefits

- **Improved Directness:** This proposal would support a direct ride and limited-stop service to YYJ from Downtown Victoria, enhancing connectivity for both travelers and airport/airport-adjacent employees.

Considerations

- **Later Implementation:** Option would require additional funding requirements. Likely earliest implementation date would be 2027 or later.
- **High Cost:** There is a significant service hour (15,000-20,000 hrs.), and peak vehicle investment (6-8 buses) required to accommodate this service expansion option, which would require deferring other critical service investments, including those in the core areas of Greater Victoria.
- **Potential Adjustments to other Peninsula Services:** This could be introduced as a new service or via reduced investment through a broader restructuring of existing services. To accommodate service efficiently, additional changes to the network may be required. e.g. adjustment to Route 88.
- **Additional Analysis and Engagement Required:** Routing options, service assessments, and additional targeted engagement would be required prior to formalizing service via this option.