



January 3, 2026

Elise Wren
Government Relations Manager
BC Transit

Re: Input into the 2025 Victoria Regional Transit Plan regarding service to Cordova Bay

This letter constitutes input from the Cordova Bay Association of Community Affairs (CBACA) on behalf of our community into the update of the Victoria Regional Transit Plan. CBACA also participated in BC Transit's October 8 Stakeholder's Engagement Workshop.

Cordova Bay needs improved transit service. As noted in our August 14, 2025 letter to the Chair of the VRTC (attached), our community is underserved by transit, especially compared to other nearby communities as noted in Table 1 (p 5).

Your letter of September 15, 2025 acknowledged the challenges and limitations of the current transit service to Cordova Bay.

Proposed Transit Changes for Cordova Bay

CBACA proposes transit changes for Cordova Bay in the service layers, routes and supportive infrastructure offered to our area through the updated transit plan.

1. Adding Frequent and On-Demand Service Layers

At present, almost 50% of Cordova Bay has effectively no transit service. The Cordova Bay area currently receives a basic or standard level of service for the core areas, as well as limited service around Claremont High School during the school year.

In reviewing the handout from the October 8 workshop, CBACA advocates for a **Frequent** service layer for the core areas of Cordova Bay, and an **On-Demand** service layer for areas outside of the core.

a. Frequent Service Layer

As described in the October 8 workshop handout for Route Design Guideline Changes, the CBACA advocates for a transit service that provides 15-minute frequency intervals for most of the day, including late night service until at least midnight that would allow Cordova Bay residents to consistently use transit as a primary transportation option.

This service layer enhancement will also bring transit service in Cordova Bay more in line with comparable communities such as Cadboro Bay, Saanichton Village and the Glanford area of Saanich (Table 1).

b. On-Demand Service Layer

Areas such as the Ridge and along Parker Avenue, which represent almost 50% of the area of Cordova Bay, receive almost no transit service at present.

The 2021 Broadmead – Cordova Bay Local Area Transit Plan recommended a new Route #34 on Cordova Bay's Ridge sub-area. The proposed Route #34 would provide transit service to a large area that now only receives minimal service except for Route #35 around the high school.

The proposed On-Demand service, also shown on Map 1, appears to be a good fit for Cordova Bay outside its core area and the current transit service for the high school. An On-Demand service is a better option versus a fixed route schedule for this large area due to its schedule flexibility, proximity to transit users, and ability to travel along the narrow streets common in the area, and without the need for additional transit infrastructure.

Moving to a Frequent service layer and adding an On-Demand service will transform transit in our area so residents can finally use transit as a viable alternative to driving a vehicle. It will also provide our young people with an appropriate transportation option for going to school, work or recreation.

2. Changing Routes to Meet Community Needs

CBACA is recommending two route changes for the Route #32 bus to better meet community needs.

Route #32

- a. The Route #32 bus does not currently serve areas along Fowler and Sayward Roads going north to link with Highway #17. Route #32 now heads west up Cordova Bay Road, and then north along Highway #17, before turning east

onto Sayward Rd and then proceeding south along Fowler Road before returning to the village and core areas of Cordova Bay.

CBACA proposes rerouting the #32 to proceed north along Fowler Road, past the rebuilt and expanded Fowler Park (currently under construction), and then west along Sayward Road to our proposed park-and-ride or bus turn-around facility at Highway #17 and Sayward Road. Map 1 (attached) outlines this proposed route change.

Providing transit service going north and west along this major road corridor will provide residents with a more direct route to Highway #17, and thus to the airport and ferries. It will also provide transit access to the new regional pickle ball facility at Fowler Park and the adjacent Lochside Regional Trail.

- b. Many residents of Cordova Bay have requested transit service that provides more direct access to downtown Victoria and UVic/Camosun College. This may include routing buses down Blenkinsop Road to MacKenzie Avenue and beyond. We ask that consideration be given to exploring alternative route options for Route #32, or other transit routes, to provide more direct access to downtown and to UVic/Camosun College for the residents of Cordova Bay.

3. Improved Transit Infrastructure

Cordova Bay has only three bus shelters for the entire area: one shelter along Route #32 and two for Route #35. This is not adequate for an area of 8100 residents (7% of the population of Saanich). The lack of transit infrastructure in our area does not support transit use as it may reduce the desire of residents to use transit.

We understand that the municipality is a key partner in providing infrastructure such as pullouts and shelters for transit. As BC Transit plans future transit service for the Capital Region, infrastructure that supports and enhances transit needs to be considered as a critical component of the future transit service.

CBACA recommends that the updated transit plan highlights the need for local governments to invest in transit infrastructure as a critical component of supporting transit and attracting increased transit ridership.

Conclusion

Improved transit service and supportive infrastructure for Cordova Bay aligns with the goals of BC Transit's strategic plan, CRD's Regional Growth Strategy, and Saanich's own updated OCP and Cordova Bay Local Area Plan. Route changes that respond to community needs, adding Frequent and On-Demand service layers, and

improving transit infrastructure will increase transit usage as our area continues to grow.

The updated 2025 Victoria Regional Transit Plan presents an opportunity to finally improve transit service and support infrastructure in Cordova Bay, an area of the capital region that has long been underserved. With improved transit service in Cordova Bay, residents are more likely to choose transit as a viable first choice of transportation for work, education or recreation, thereby increasing ridership and reducing vehicle traffic on our narrow roads.

Sincerely,

Barb Lucas, President

Dave Chater, Vice President and Chair, Transportation and Parks Committee
CBACA

cc. Mayor Dean Murdock, Saanich

Lana Popham, MLA, Saanich South

Megan Squires, Strategic Project Manager, Transportation and Development
Division, Saanich

Area	Population	Served by	Frequency Intervals	Last bus
Cordova Bay	8,100	Route 35 Route 32	Sept to June and on school days only with an average frequency of 58-minute intervals. 33 to 70 minutes with an average frequency of 53-minute intervals .	5:40pm weekdays only 10:17pm daily
Cadboro Bay	4,100	Route 11	16 to 33 minutes with an average 20-minute frequency interval.	12:43am daily
Broadmead	3,814	Route 6a	30 to 45 minutes with average 19-minute frequency interval	12:15am daily
Gordon Head (Majestic)	7,562	Route 28	13 to 33 minutes with an average 22-minute frequency interval	12:45 am weekdays. 2:45am Friday nights.
Saanichton	4,645	Route #72	19 to 42 minutes with an average 29-minute frequency interval	12:22am daily

Table 1: Transit Service comparisons with nearby communities to Cordova Bay

NOTE: We would also highlight that Route #31 which runs along Glanford Avenue from Royal Oak into downtown, has 32-minute average frequency intervals with the last bus is 12:51am daily.

Proposed Transit Route Changes

