



Notice of Meeting and Meeting Agenda Transportation Committee

Wednesday, May 27, 2026

1:30 PM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

D. Murdock (Chair), S. Goodmanson (Vice Chair), P. Brent, S. Brice, J. Caradonna, Z. de Vries, B. Desjardins, D. Kobayashi, M. Tait, D. Thompson, R. Windsor, C. McNeil-Smith (Board Chair, ex officio)

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

1. Territorial Acknowledgement

2. Approval of Agenda

3. Adoption of Minutes

3.1. [26-0619](#) Minutes of the Transportation Committee Meeting of March 25, 2026

Recommendation: That the minutes of the Transportation Committee meeting of March 25, 2026 be adopted as circulated.

Attachments: [Minutes: March 25, 2026](#)

4. Chair's Remarks

5. Presentations/Delegations

5.1. [26-0596](#) Presentation: Matt Boyd, Director, Corporate and Strategic Planning, BC Transit; Levi Megenbir, Manager, Service Planning, BC Transit; Re: Draft Victoria Regional Transit Plan - Update

Attachments: [Presentation: M. Boyd & L. Megenbir, BC Transit; Re: Draft VRTP - Update](#)

5.2. Delegations

The public are welcome to attend CRD meetings in-person.

Delegations will have the option to participate electronically. Please complete the online application at www.crd.ca/address no later than 4:30 pm two days before the meeting and staff will respond with details.

Alternatively, you may email your comments on an agenda item to the CRD Board at crdboard@crd.bc.ca.

6. Committee Business

6.1. [26-0598](#) Aligning Regional Transportation and Growth Planning

Recommendation: That the Transportation Committee recommend to the Capital Regional District Board:
1. That the Regional Transportation Plan (RTP) project team provide an update to the Planning and Protective Services Committee on how the ongoing RTP update relates to regional growth planning and land use integration, for context and consideration of a potential update to the Regional Growth Strategy; and
2. That this report be referred to the Planning and Protective Services Committee for information.

Attachments: [Staff Report: Aligning Regional Transportation & Growth Planning](#)

6.2. [26-0602](#) Regional Trestles Renewal, Trails Widening and Lighting Project Update - May 2026

Recommendation: There is no recommendation. This report is for information only.

Attachments: [Staff Report: RTWL Project Update - May 2026](#)
[Appendix A: Construction Project Area Map](#)
[Appendix B: Design Concept](#)

6.3. [26-0577](#) Previous Minutes of Other CRD Committees and Commissions for Information

Recommendation: There is no recommendation. The following minutes are for information only:
a) Regional Transportation Advisory Committee minutes of January 27, 2026

Attachments: [a\) Minutes: Reg'l Transportation Advisory Cttee - Jan 27, 2026](#)

7. Notice(s) of Motion

7.1. [26-0591](#) Motion with Notice: Regional Transportation Plan Bikeshare Program (Director Thompson)

Recommendation: [At the May 13, 2026 CRD Board meeting, the following Notice of Motion was read into the record by Director Thompson and referred by the CRD Chair to the next meeting of the Transportation Committee for discussion.]

The Transportation Committee recommends to the Capital Regional District Board:
That staff consider and report on options for coordinating a regional bikeshare program as part of the Regional Transportation Plan.

7.2. [26-0595](#) Motion with Notice: Regional Transportation Plan Transit Flow Improvement Measures (Director Thompson)

Recommendation: [At the May 13, 2026 CRD Board meeting, the following Notice of Motion was read into the record by Director Thompson and referred by the CRD Chair to the next meeting of the Transportation Committee for discussion.]

The Transportation Committee recommends to the Capital Regional District Board:
That staff consider and report on options for coordinating with municipalities to advance transit lanes, signal priority, and other transit flow improvement measures, and including such measures in the Regional Transportation Plan.

8. New Business

9. Adjournment

The next meeting is July 22, 2026.

Meeting Minutes

Transportation Committee

Wednesday, March 25, 2026

1:30 PM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

PRESENT

Directors: S. Goodmanson (Acting Chair), J. Bateman (for M. Tait) (EP), S. Brice, Z. de Vries (EP), B. Desjardins, R. Fawcett (for P. Brent), K. Harper (for D. Murdock), S. Kim (for J. Caradonna) (EP), D. Kobayashi (EP), L. Szpak, D. Thompson (EP), R. Windsor (EP), C. McNeil-Smith (Board Chair, ex officio)

Staff: T. Robbins, Chief Administrative Officer; K. Lorette, General Manager, Housing, Planning and Protective Services; P. Klassen, Senior Manager, Regional Planning and Transportation; G. Tokgoz, Manager, Transportation; J. Douillard, Senior Transportation Planner; M. Miklea, Deputy Corporate Officer/Manager, Legislative Services; J. Ives, Committee Clerk (Recorder)

EP - Electronic Participation

Regrets: Directors Brent, Caradonna, Murdock, Tait

Guests: Andrew Devlin, Principal, Access; Hilary Farson, Principal, Spur; Zack Bulick, Director of Public Engagement, Spur; Martin Stewart, Chief Executive Officer, Future Marine Inc.

The meeting was called to order at 1:30 pm.

1. Territorial Acknowledgement

Alternate Director Fawcett provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Director Desjardins, **SECONDED** by Director Brice,
That the agenda for the Transportation Committee meeting of March 25, 2026 be approved.
CARRIED

3. Adoption of Minutes

3.1. [26-0356](#) Minutes of the Transportation Committee meeting of January 28, 2026

MOVED by Alternate Director Harper, **SECONDED** by Director Brice,
That the minutes of the Transportation Committee meeting of January 28, 2026 be adopted as circulated.
CARRIED

4. Chair's Remarks

Vice Chair Goodmanson remarked that this was his first time chairing a Transportation Committee meeting. He expressed appreciation for the Committee and excitement about the business of the day.

5. Presentations/Delegations

5.1. Presentations

5.1.1. [26-0344](#) Presentation: Martin Stewart, Chief Executive Officer, Future Marine Inc.
Re: Electric Ferry Network

M. Stewart presented Item 5.1.1.

Discussion ensued regarding:

- engagement with the Greater Victoria Harbour Authority, the City of Victoria and the Victoria Port Manager regarding potential terminal locations
- agreement to operate a trial route from Village Marina in Victoria's Upper Harbour utilizing autonomous vessels
- forthcoming dates for the harbour vessel prototype launch
- the suitability of certain types of vessels to waterways and harbours such as those in the Capital Region
- passenger pricing models and potential financing and service options
- readiness to build the catamaran-style harbour vessels on Vancouver Island

5.2. Delegations

5.2.1. **26-0378** Delegation - Dmitry Petrov, Resident of Victoria, Re: Agenda Item 6.1:
Capital Regional District Regional Transportation Plan Update

D. Petrov spoke to Item 6.1.

6. Committee Business

6.1. [26-0345](#) Capital Regional District Regional Transportation Plan Update

K. Lorette presented Item 6.1.

Discussion ensued regarding:

- direct engagement with the Southern Gulf Islands as part of the broader public engagement plan
- the intent of the Regional Transportation Plan (RTP) in relation to other initiatives at the local level
- clarification on dates of public engagement and consultation
- ambitious draft goals for transportation system safety
- how draft goals in plan represent key pillars for the RTP and longstanding values of the region
- challenges to funding regional transit and the limited funding tools available
- the need to determine the most effective transportation governance model
- how the RTP provides an opportunity to clarify regional priorities in context of other transportation planning
- data collection methods for mode share statistics

Director Windsor left the meeting at 2:28 pm.

7. Notice(s) of Motion

There were no notices of motion.

8. New Business

There was no new business.

9. Adjournment

**MOVED by Alternate Director Harper, SECONDED by Director Desjardins,
That the Transportation Committee meeting of March 25, 2026 be adjourned at
2:50 pm.
CARRIED**

Chair

Recorder



Draft Victoria Regional Transit Plan- Update

Capital Regional District
May 2026



Presentation Purpose

The purpose of today's presentation is to:

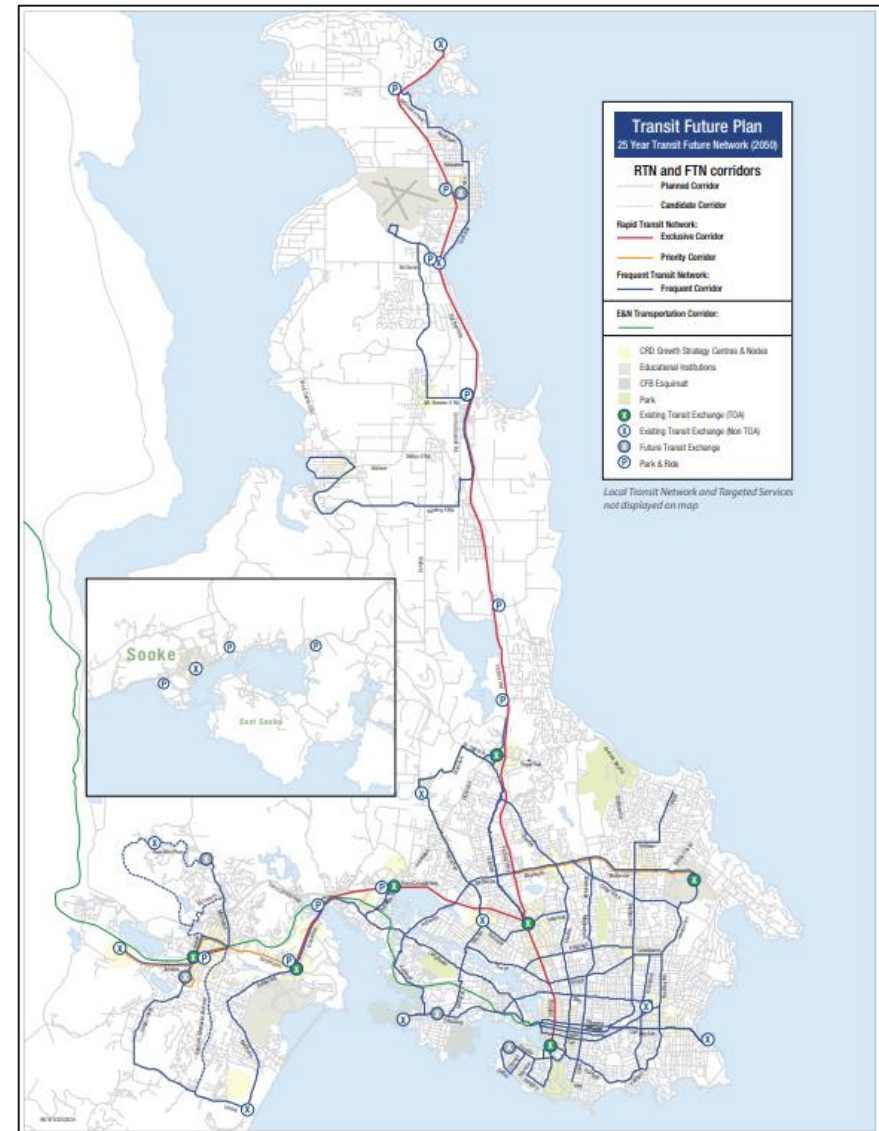
- Provide an overview and status update for the **Victoria Regional Transit Plan** and the next steps.
- To introduce the proposed "**Big Moves**" for the transit system within the proposed 25-year timeline

Presentation for INFORMATION and discussion.



Victoria Regional Transit Plan - Project Overview

- *The Victoria Regional Transit Plan will:*
- Establish a **25-year vision** for the regional network which will align with anticipated growth and travel patterns
- Develop comprehensive **Network and Route Design Guidelines** which will shape the evolution of the network over 25 years
- Consider **Rapid Transit** priorities
- Guide future **infrastructure investment**, including the new Saanich Transit Centre to support fleet growth



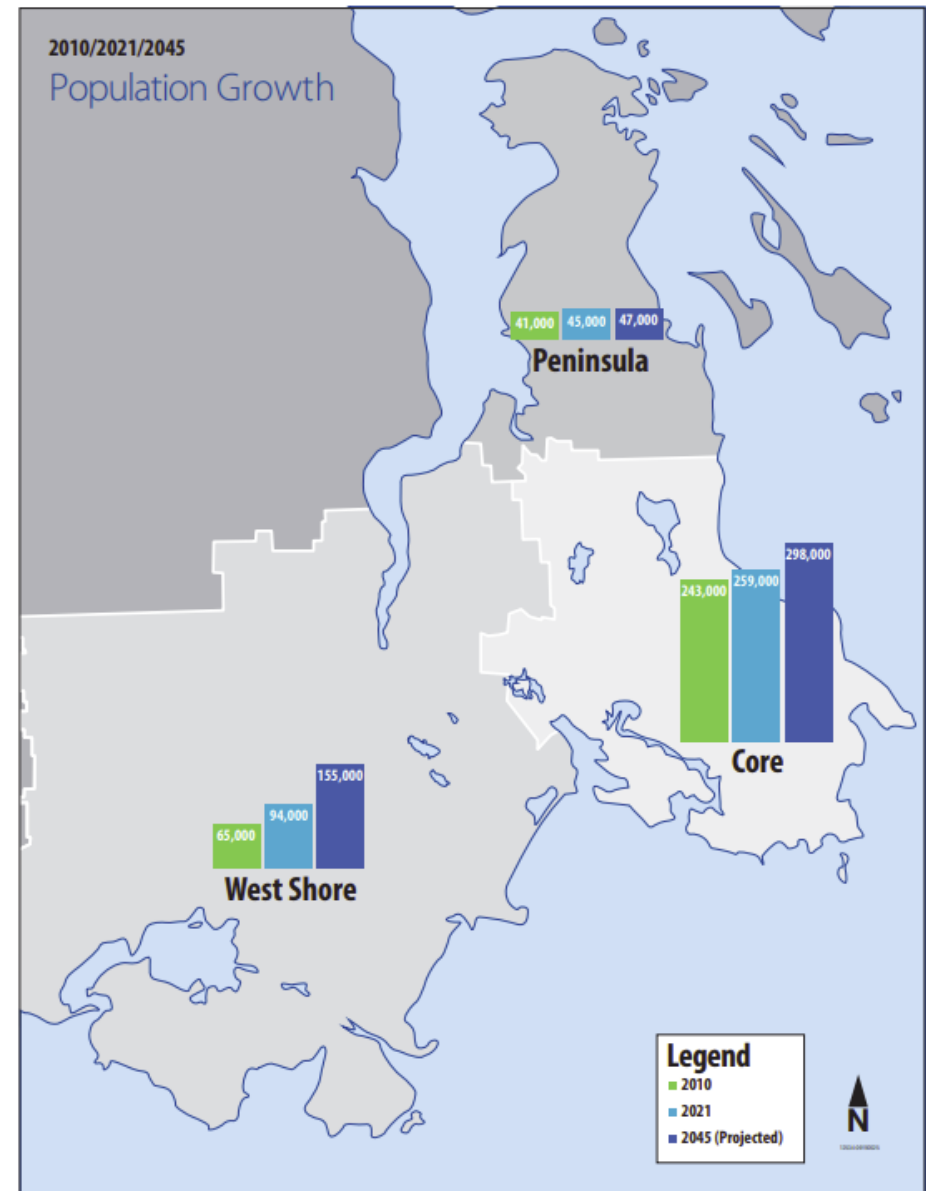
Victoria Regional Corridor Strategy 2024

Governance of the VRTP

- **Project Owner:** BC Transit
- **Approval Authority:** Victoria Regional Transit Commission
 - Meets bi-monthly
 - Sets strategic framework, gives final plan endorsement
- **Project Working Group:** Members of BC Transit, CRD and MOTT
 - Meets monthly, provides overall project guidance
- **CRD Regional Transportation Advisory Committee / CRD Development and Planning Advisory Committee:**
 - Advisory groups to provide strategic guidance
- **Targeted Stakeholder Working Groups:**
 - First Nations rightsholder engagement
 - Community & Neighbourhood Associations
 - Key regional employers, regional institutions, and interregional travel organizations
 - West Shore & Peninsula Transit Network Review working groups

Growing with the Region

- Regional growth trends expected to continue, including **rapid growth in West Shore**
- Need to **modernize network** to better serve changing travel patterns and support **mode share** goals
- **Land use** changes expected to support more efficient and effective **transit** services



Integrating Policy Changes

Provincial "Setting The Ground Rules for Compact, Transit-Oriented Growth"

- **Bill 47** required municipalities to designate TOAs in 5 CRD jurisdictions (Colwood, Langford, Saanich, Victoria, View Royal)
- Mandates **minimum density** and building heights near transit + eliminates parking minimums
- Refreshed South Island Transportation Plan Strategic Framework **emphasizing land use and transportation integration.**

Regional "Building Capacity for Coordinated Transportation Planning"

- CRD has launched the **Regional Transportation Service** to enable shared transit/land-use decision-making and more coordinated delivery of multi-modal transportation services
- Setting regional **mode-shift targets** and funding origin–destination travel surveys and transportation demand modeling to support evidence-based decision-making
- Providing support and resources to align municipal OCPs and regional growth planning with transit priorities

Municipal "Aligning Land Use & Mobility to Support Transit"

- Local governments are **modernizing their OCPs and zoning bylaws**, prioritizing growth along transit corridors and in centres.
- **Parking policies are changing** with minimums removed or reduced, and TDM plans now required in many areas.
- Increasing focus on **active and multimodal access**, with street and trail investments that support future transit use.

BC Transit Accomplishments



Get on board!

KIDS 12 & UNDER RIDE FREE



Current System



58 routes



303 conventional buses

56 handyDART buses



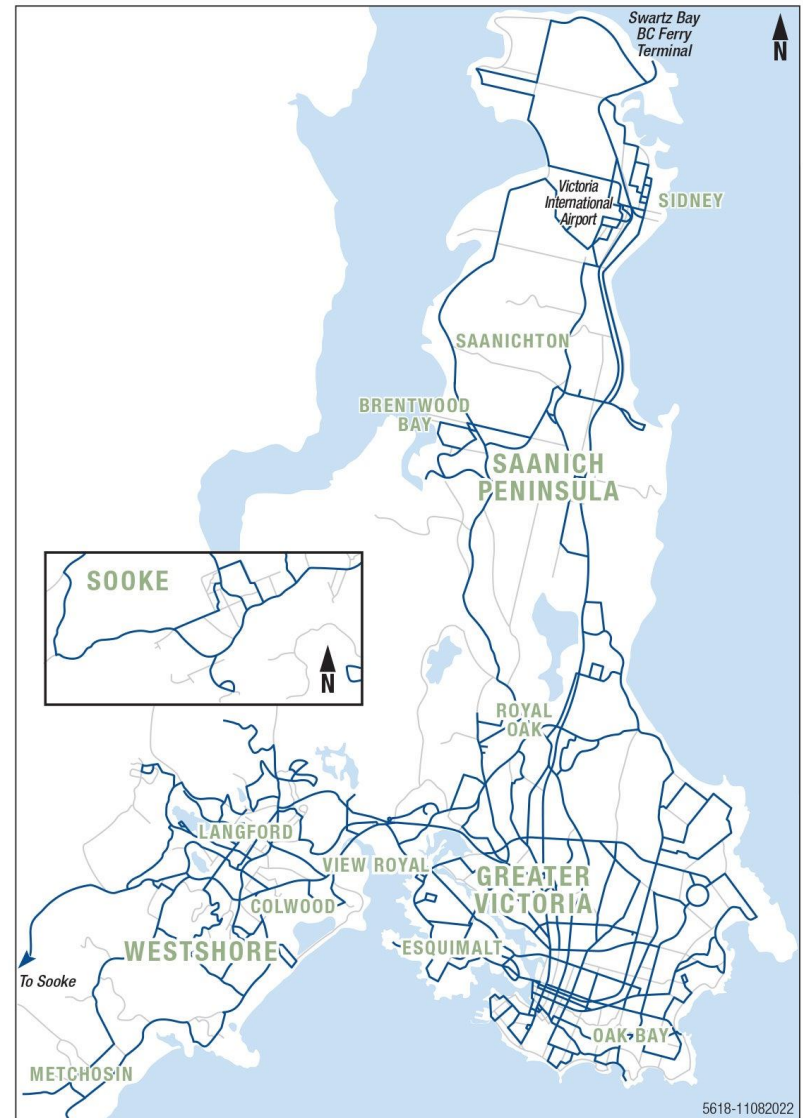
869,000 hours



26+ million boardings

Exceeds peer average in ridership per capita and service hours per capita

Victoria Regional Transit System Service Area



5618-11082022

Engagement

Public engagement:

1,857 online survey responses

350+ open house participants

23 stakeholder groups consulted

Plus, workshops with local government partners, regional key stakeholders and major employers, and local neighbourhood associations.

- Desire for **improved frequency**, and improved service reliability
- Interest and support for more **Rapid Transit**
- Desire for simplified routes and direct connections



Network and Route Guidelines

- Establishes a **demand-based framework** for making service decisions
- **Provides clarity** to public, local government partners, and BC Transit around **what kinds of service are expected** in different development patterns
- **Modernizes existing service layers** and aligns standards to better serve the region into the future



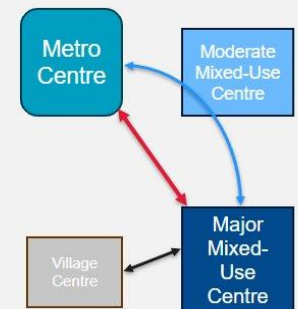
Network Guidelines

inform the structure of the network: "what should connect to what?"



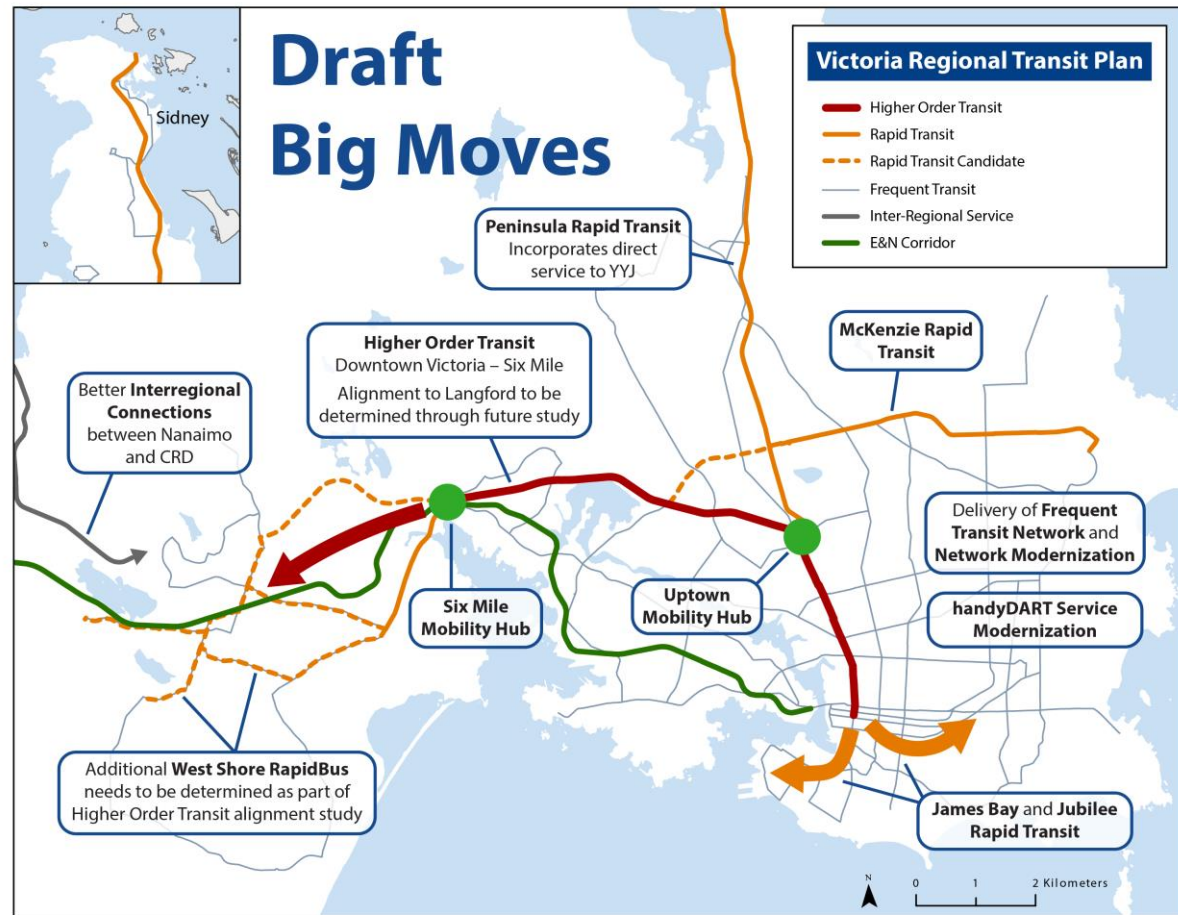
Route Guidelines inform what kinds of service make those connections

- Local
- Frequent
- Rapid



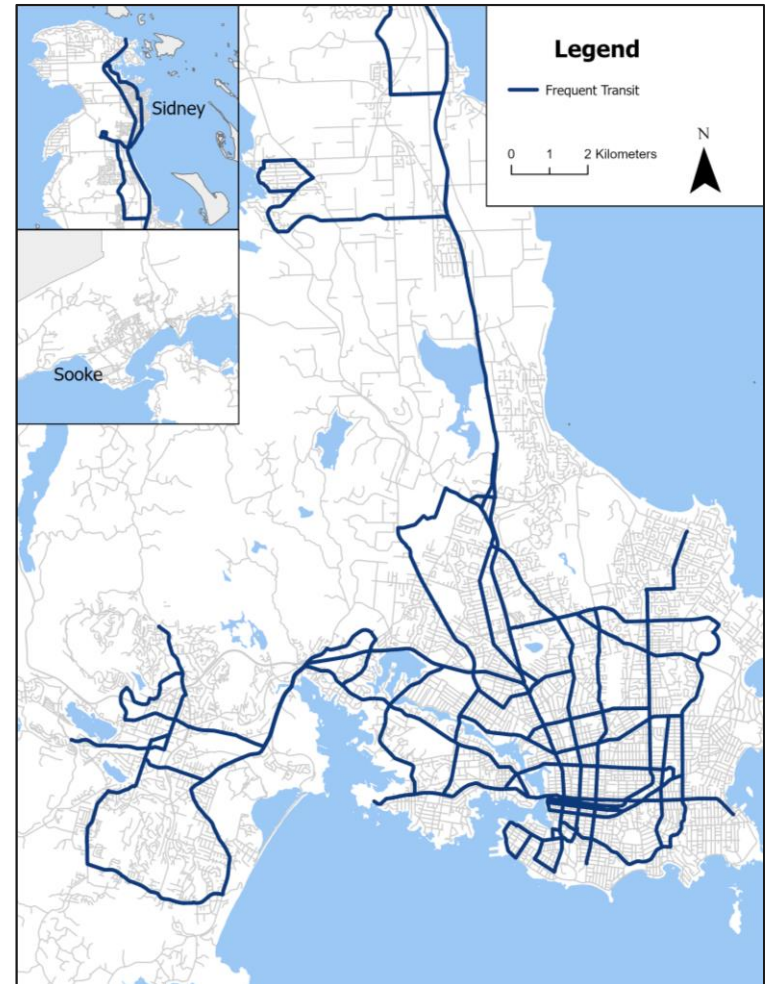
Draft Big Moves

- **Aligns network** with local and regional land use policies
- Modernizes and **expands network** to serve future residents
- Implements and expands **Rapid Transit** services
- **Improves connections** between communities within the CRD
- Supports modernization of **HandyDART**



Big Moves: Network Modernization

- Building out a **Frequent Transit grid** will provide reliable service and better trips
- **Regional** and **Limited Stop** services will provide faster travel options for some trips
- Low density and rural areas may see improved service with **Digital On-Demand**



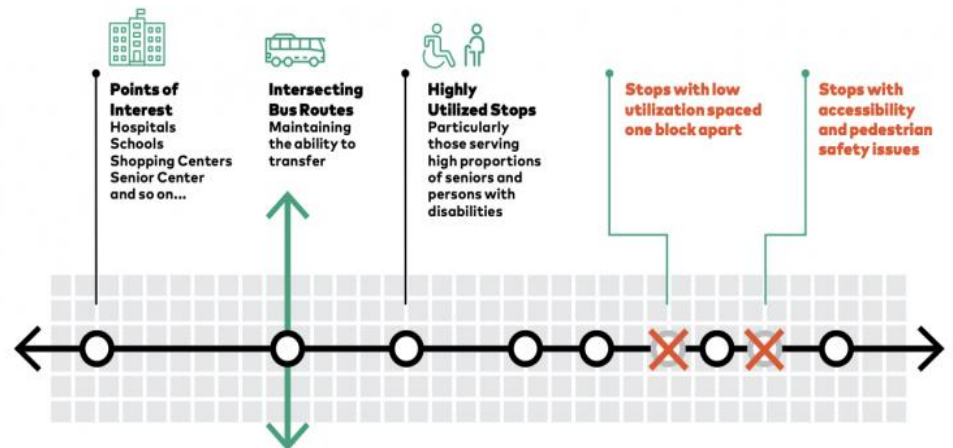
Big Moves: Network Modernization

Current funding constraints exist with consideration to service expansion. BC Transit is exploring opportunities to use what resources we have to improve transit service while waiting for new funding.

Optimization & Efficiency Improvements

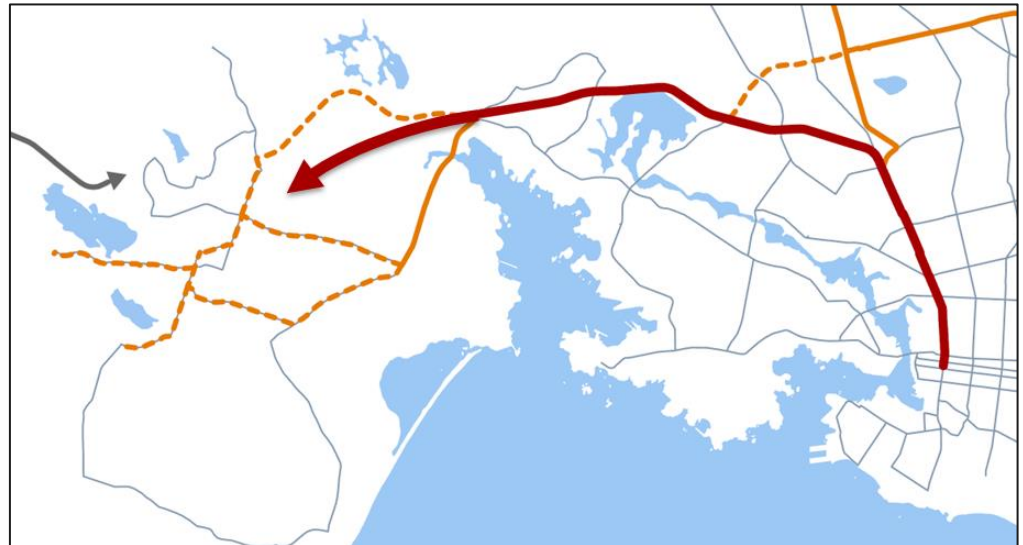
- **Reduced service duplication**
making service more efficient, allowing for resources to be strategically allocated.
- **Harmonized stop spacing** to speed up buses and make service simpler
- **Bus Speed and Reliability**
Support local governments in prioritizing transit on roadways

The Basics of Bus Stop Balancing



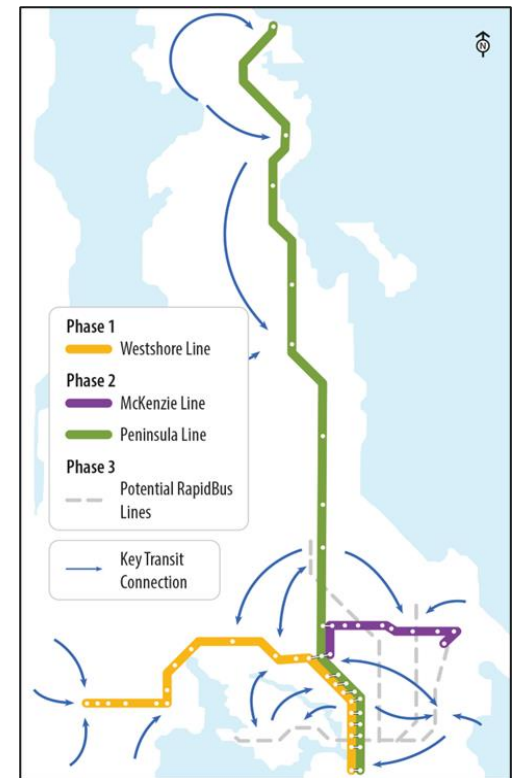
Big Moves: Higher-Order Rapid Transit

- **Downtown Victoria to Six Mile** alignment is confirmed
- Alignment from **Six Mile to Langford** to be confirmed through **additional study**
- Higher-order technology will be reviewed as part of future planning work



Big Moves: Rapid Transit

- **Additional Rapid Transit** corridors in West Shore will be considered based on final alignment of Higher Order Transit
- Phased implementation of **McKenzie** and **Peninsula** Rapid Transit
- **James Bay** and **Jubilee** identified for future Rapid Transit opportunities as larger mixed-use centre
- **Implementation of bus lanes** on **Douglas St.** from Belleville to Herald to support transit service reliability and regional connections



E&N Corridor

Any future investment supporting the E&N Reconciliation Corridor would be complimentary to the overall regional transit network.

The Victoria Regional Transit Plan will acknowledge the E&N Corridor and BC Transit is committed to working with regional partners as the initiative continues to evolve.

Next Steps

- Presenting draft plan to all Municipalities and CRD
- Updating key stakeholders and rightsholders for final feedback
- Draft plan presented to Commission in July for endorsement
 - Opportunity to make plan adjustments once the CRD RTP is completed (Q3, 2027)

Thank You!



Levi Megenbir, *Manager, Service Planning (Victoria Regional Transit)*

Imegenbir@bctransit.com

For more information please visit bctransit.com/victoria



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, MAY 27, 2026

SUBJECT **Aligning Regional Transportation and Growth Planning**

ISSUE SUMMARY

To highlight the inter-related nature of regional transportation and growth planning, and to provide context arising from ongoing regional transportation planning work in advance of forthcoming consideration of a potential update to the Capital Regional District's (CRD) Regional Growth Strategy (RGS).

BACKGROUND

The CRD's 2018 RGS and 2014 Regional Transportation Plan (RTP) together establish the long-term framework for where growth occurs and how people and goods move across the region.

Since adoption of both plans, the region has experienced significant change. Population growth, housing demand, travel patterns, climate commitments, reconciliation initiatives, infrastructure investment priorities, and provincial policy direction have evolved more rapidly than anticipated, increasingly highlighting the interconnected nature of regional growth and transportation planning.

As outlined in a prior staff report presented to the Transportation Committee in March 2026, ongoing work on regional transportation priorities, governance, and the RTP has identified growing pressure on transportation systems, the need for stronger regional coordination, and the limitations of addressing transportation challenges independently from land use and growth planning. Early findings from the RTP update reinforce the importance of aligning transportation investments with long-term growth patterns to support regional objectives related to mobility, affordability, climate action, and equity.

In parallel, the CRD has supported the Reconciliation Corridor Initiative (RCI), a First Nations-led partnership involving the Esquimalt (Kosapsun) Nation and Songhees Nation, the CRD and local governments to explore the future of the Island Rail Corridor (IRC) within the capital region. While the initiative remains in the preliminary planning stages and does not pre-determine outcomes, it illustrates how emerging regional transportation initiatives may have implications for long-term growth patterns, land use planning, and transit-supportive development. The scope of the RTP planning process has been updated to consider the role of the RCI within the regional context.

Separately, the CRD Board has previously directed staff to report back on the potential need to update the RGS. This has included the completion of a Growth and Mobility Study that has underscored the inter-related nature of regional transportation and growth planning and supports the need for alignment. A staff report responding to that direction and the outcomes is scheduled for consideration in June 2026, making it timely to share context arising from ongoing regional transportation planning work in advance of that discussion.

Transportation and Growth as a Connected System

Transportation systems and land use patterns function as an integrated system. Decisions about where and how communities grow directly influence travel demand, infrastructure costs, mode choice, transportation-related emissions, and accessibility. Transportation investments, in turn, shape development patterns, housing feasibility, and economic and social outcomes.

Early findings from the RTP update are reinforcing several system-level observations:

- Rapid growth has increased pressure on regional transportation systems, particularly in key corridors and growing communities.
- Travel time performance is closely tied to land use patterns, including density, mix of uses, and proximity to employment and services.
- Transit, rapid transit, and active transportation investments are most effective when aligned with growth patterns.
- Fragmented or misaligned planning increases long-term costs and risks, including congestion, affordability challenges, and difficulty meeting climate and safety objectives.

Despite 2024 provincial legislation (Bill 47 - Transit Oriented Areas, and Bill 44 - Small-Scale Multi-Unit Housing) strengthening land use and transportation integration, municipalities continue to advance their own development policies, leading to inconsistent regional outcomes. The RTP update identifies this as a key area where stronger regional direction and coordination of local plans within a unified regional mobility framework could significantly improve alignment and outcomes.

Relevance to Regional Growth Strategy Discussion

As work on the RTP update progresses, it is increasingly clear that many transportation outcomes in the region are shaped by long-term regional growth patterns and land use decisions that sit beyond the scope of transportation planning alone. Understanding—and potentially addressing—these issues require consideration of regional growth policy alongside transportation strategy.

Emerging work under the RTP update demonstrates that growth patterns directly influence travel demand, trip lengths, mode choice, infrastructure costs, and transportation related emissions. Dispersed or auto oriented growth increases reliance on longer vehicle trips and places sustained pressure on the road network, while more compact, mixed-use, and transit supportive development patterns improve the performance and cost-effectiveness of transit and active transportation investments.

Several consistent observations from the RTP update illustrate this relationship:

- Travel time performance is strongly influenced by land use patterns, particularly density, mix of uses, and proximity to employment and services;
- Transit, rapid transit, and active transportation investments are most effective where growth is planned and delivered together, and in supportive locations; and
- Many of the challenges related to congestion, affordability, and transportation reliability reflect cumulative land use decisions over time rather than isolated transportation system shortcomings.

The RTP update is helping to clarify both the strategic role transportation can play in supporting regional objectives and the limits of transportation-based infrastructure on its own. Addressing issues such as congestion management, affordability, climate action, safety, and equitable access increasingly depends on coordinated consideration of growth patterns alongside transportation planning and investment.

Taken together, the evolving RTP work provides important context for broader regional discussions about long-term growth, infrastructure coordination, and policy alignment across multiple areas of regional responsibility. With an updated RTP anticipated for Board consideration in 2027, its outcomes will be in place to guide and align growth considerations within a future RGS update.

ALTERNATIVES

Alternative 1

That the Transportation Committee recommend to the Capital Regional District Board:

1. That the Regional Transportation Plan (RTP) project team provide an update to the Planning and Protective Services Committee on how the ongoing RTP update relates to regional growth planning and land use integration, for context and consideration of a potential update to the Regional Growth Strategy; and
2. That this report be referred to the Planning and Protective Services Committee for information.

Alternative 2

That this report be referred back to staff for additional information based on Transportation Committee direction.

IMPLICATIONS

Alignment with Board & Corporate Priorities

This report is consistent with CRD Board Strategic Priorities and the 2023–2026 Corporate Plan by emphasizing integrated, long-term planning approaches that support regional mobility, climate action, housing affordability, reconciliation, and coordinated infrastructure investment.

Alignment with Existing Plans & Strategies

The report highlights the inter-relationship between the RTP, the RGS, and emerging regional initiatives. As regional conditions and policy environments evolve, maintaining alignment between long-range transportation planning and growth policy is increasingly important to support effective implementation and avoid unintended long-term impacts.

Reconciliation and Indigenous Relations Implications

The RCI reflects a reconciliation-based approach to regional transportation planning led by the Lekwungen Nations. While no decisions are implied or required through this report, the initiative underscores the importance of respecting Indigenous leadership, rights, and interests in future regional transportation and growth-related discussions. Concurrently with the RCI, the CRD has been engaging with First Nations regarding the ongoing RTP update and will seek to do so through a future RGS update.

Governance and Interdepartmental Coordination

This report supports coordinated governance across CRD services and committees by reinforcing the need for alignment between transportation planning, regional growth policy, and broader regional objectives. Providing shared context enables informed sequencing of policy discussions without predetermining outcomes.

Service Delivery Implications

Stronger integration between transportation planning and growth considerations supports more effective delivery of regional transportation services, including transit, active transportation, and transportation demand management initiatives, by aligning investment with long-term demand patterns.

Environmental and Climate Implications

Transportation and land use alignment is critical to reducing transportation-related greenhouse gas emissions and supporting regional climate objectives. Compact, transit-supportive growth patterns improve the effectiveness of sustainable transportation investments.

Housing and Affordability Implications

Transportation access and housing feasibility are closely linked. Coordinated planning can help reduce combined housing and transportation costs for residents, particularly in growing communities.

Social Equity and Accessibility Implications

Aligning growth with transportation investment improves access to employment, services, and education, and supports more equitable mobility outcomes across the region.

CONCLUSION

The ongoing Regional Transportation Plan update confirms that transportation outcomes are inseparable from regional growth patterns and land use decisions. The observations and emerging findings summarized in this report provide timely context that can help inform broader regional discussions about long-term growth, infrastructure coordination, and policy alignment in advance of consideration of a potential update to the RGS.

RECOMMENDATION

That the Transportation Committee recommend to the Capital Regional District Board:

1. That the Regional Transportation Plan (RTP) project team provide an update to the Planning and Protective Services Committee on how the ongoing RTP update relates to regional growth planning and land use integration, for context and consideration of a potential update to the Regional Growth Strategy; and
2. That this report be referred to the Planning and Protective Services Committee for information.

Submitted by:	Genevieve Tokgoz, P. Eng., M. Eng., Manager Transportation
Concurrence:	Patrick Klassen, MCIP, RPP, Acting General Manager, Housing, Planning and Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer



Making a difference...together

REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, MAY 27, 2026

SUBJECT **Regional Trestles Renewal, Trails Widening and Lighting Project Update – May 2026**

ISSUE SUMMARY

To provide the bi-annual update on the Regional Trestles Renewal, Trails Widening and Lighting (RTWL) Project.

BACKGROUND

On August 9, 2023, the Capital Regional District (CRD) Board approved that the Regional Trestles Renewal, Trails Widening and Lighting Project (the Project) be accelerated by inclusion in the 2024-2028 Financial Plan. This included securing \$53.5 million in project funds through debt, with the expectation that staff would continue to develop partnerships, pursue grant opportunities and investigate options to generate additional funds through non-tax revenue. The scope of the Project includes critical infrastructure renewal for the Selkirk, Swan Lake and Brett Avenue Trestles, and approximately six kilometers of separated use, widened pathway design with lighting on the Galloping Goose Regional Trail (GGRT) and Lochside Regional Trail (LRT). Staff were directed to report on progress with the Project through bi-annual updates.

This report outlines progress since the update received by the CRD Board on July 9, 2025.

Trestle Renewals Update

Selkirk Trestle

In December 2025, staff engaged a consulting engineering firm (Engineer) to commence detailed design for Selkirk Trestle Phase 2 work which includes widening, lighting and resurfacing of the trestle deck. In addition, in collaboration with the BC Transportation Financing Authority (BCTFA), the Engineer will progress the detailed design for the lifting portion of the trestle (the bascule). Under an agreement between the BCTFA and the CRD, BCTFA is responsible for funding any improvements related to the bascule. BCTFA is in the process of applying to Transport Canada to leave the bascule permanently in the down position. The timing of application submission and Transport Canada's decision is currently unknown. In the meantime, staff will proceed with detailed design work based on the assumption that the bascule will remain operational, while incorporating a future-proof design that allows for a non-lifting structure if approval is granted. A Project Agreement is in the process of being established between the CRD and BCTFA which outlines responsibilities for funding the design and construction of their respective portions of the structure. The Phase 2 design is currently at 30% and construction is anticipated to begin in 2027.

Swan Lake and Brett Avenue Trestles

The Swan Lake and Brett Avenue trestles are designated heritage structures under the District of Saanich Heritage Designation Bylaw No. 6664. In February 2026, staff presented conceptual

design options for the Swan Lake and Brett Avenue Trestles to the District of Saanich Heritage Foundation (SHF). For the Brett Avenue Trestle, the SHF supported Option 1 (a 20 m clear span bridge structure) and requested that heritage sympathetic style and aesthetics be incorporated into the design where possible. For Swan Lake Trestle, the SHF reviewed the option that includes a 145.8 m long, 30 span steel trestle system reflecting the layout of the current timber trestle to be constructed using a top-down method to minimize ground disturbance of culturally and environmentally sensitive areas. SHF expressed concern that this option would diminish the heritage form of the trestle and requested further development and refinement of the following three options:

- The current design.
- A design that maximally retains the existing trestle and its appearance and materiality.
- An entirely new structure.

Development of these options is currently underway, and upon completion, the refined concepts will be presented to SHF. Staff anticipate initiation of the procurement process for a consulting firm to complete detailed design for both structures later in 2026. Construction on these structures is currently scheduled to start in 2028.

Trails Widening and Lighting Update

Since July 2025, detailed design has progressed across the project footprint with the main focus being on the busiest section of GGRT from Gorge Road East to Culduthel Road (RTWL Section A Phase 1). Detailed design for this section has been completed with the construction to occur in phases. In order to commence this construction, an 'All Ages and Abilities' (AAA) detour will be implemented.

Detour and construction scheduling for this portion for the project has been influenced by BC Hydro's emergency cable replacement project which is delayed from its initial expected summer completion date to late 2026. CRD staff led the coordinated design for a multi-use path (MUP) through Viaduct Park that was anticipated to be used for the RTWL Section A detour. With the delays to the BC Hydro project timeline, it is unlikely that this MUP will be available to function as a part of the RTWL detour route until late fall 2026. However, the CRD staff are coordinating with the City of Victoria, District of Saanich, and BC Hydro to confirm alternate detour alignments and timelines. In addition, infrastructure improvements along the alternative route have been presented to BC Hydro for completion. Supplementary to this, the CRD has finalized the design for neighborhood bikeway enhancements that will be required to provide an All Ages and Abilities (AAA) project detour. The infrastructure works will include installation of a temporary traffic signal at Burnside Road and Washington Avenue intersection in collaboration with the City of Victoria, and installation of a permanent traffic signal at Boleskine Road and Whittier Avenue, in partnership with the District of Saanich.

Delivery of the RTWL project alignment in Cecelia Ravine (Section A Phase 1a), from Gorge Road East to Cecelia Road, is being undertaken in collaboration with the City of Victoria's sewer replacement project. The City of Victoria will lead the procurement of this project, with one contractor being awarded the work to complete both the sewer replacement and RTWL scopes. In addition, this project also incorporates the protection of the CRD-IWS gravity sewer main that runs adjacent to the GGRT. The construction schedule and sequencing for the project phase from Cecelia Road to Culduthel Road (Section A Phase 1b) is currently under review. Timing will be confirmed and reported in project updates but is likely to include a construction start in Fall 2026.

A map of the construction sequencing by project section is included in Appendix A and a high-level design and construction timeline for each project element is presented in the table below. Staff continue to coordinate construction schedules with third party projects happening in the Project corridor, including the Ministry of Transportation and Transit (MOTT) Tillicum Active Transportation Bridge Project, the MOTT Uptown Transit Mobility Hub as well as with BC Hydro’s Victoria to Esquimalt Emergency Cable Replacement and Victoria to Saanich Cable Replacement Projects.

Project Section	Location Description	Detailed Design	Construction
Section A – GGRT – Selkirk Trestle to Cuduthel Road			
	Viaduct Park Multi-Use Path	IFC*	2026
	Phase 1a – Gorge Road East to Cecelia Road	IFT^	2026
	Phase 1b – Cecelia Road to Cuduthel Road	IFT^	2026
	Phase 2 – Gorge Road East to Selkirk Trestle	100%	2027
Section B – LRT – Uptown to McKenzie Ave			
	Phasing to be determined	Conceptual	2028
Section C – GGRT – Uptown to Grange Rd			
	Phase 1 – Tillicum Active Transportation Bridge (MOTT) to Uptown	75%	2027
	Phase 2 – Tillicum Active Transportation Bridge (MOTT) to Grange	Conceptual	2027-28
Section A – Selkirk Trestle			
	Phase 1 – Below deck critical repairs	COMPLETED	COMPLETED
	Phase 2 – Above deck widening/resurfacing/lighting	30%	2027
Section B – Swan Lake Trestle			
		Conceptual	2028
Section B – Brett Ave Trestle			
		Conceptual	2028

* IFC – Issued for Construction

^ IFT – Issued for Tender

Trail Widening

The design aims to achieve a 6.5-metre wide separated-use facility along the Project corridor with 0.6m gravel shoulders. A graphic illustrating the design section is included in Appendix B. In certain sections full compliance may not be feasible, particularly where existing infrastructure such as underpasses impose physical constraints. In these areas, alternative design solutions and mitigation measures will be employed to maintain safety, accessibility, and overall trail functionality.

The Section A portion of the project will achieve full design width over the majority of the alignment. The main exception to this is associated with the existing underpass structure at Burnside Road where the paved width will be 5.0m. As detailed design progresses for remaining project sections, further assessment of anticipated design widths will be made and reported in project updates.

Accessibility

On September 16, 2025, members of the CRD Accessibility Advisory Committee (AAC) joined staff for an on-site visit to an accessible location of the RTWL project area. Grounded in place-based engagement, the site visit created space for participants to share insights to inform

inclusive design and strengthen collaboration between lived experience and technical expertise. The feedback received from the AAC, together with a third-party accessibility consulting design review, has informed the overall project's accessible design considerations. Further review and evaluation are being undertaken to finalize the treatment that will be utilized for mode separation. The final accessible design components are expected to be presented to the AAC in July 2026.

Communications

The Project communications and engagement plans guide engagement with interested and affected parties, and communication on project work, trail closures, and detours. The Project's quarterly newsletter, *Construction News*, launched in January of this year with a follow up edition released in April. To date, the newsletter has more than 260 subscribers. Staff continue to meet with a range of interest holders including Capital Bike, the Gorge Waterway Initiative, the Swan Lake Nature Sanctuary and the CRD Regional Transportation Advisory Committee to share project information and updates, and receive feedback. In addition, staff have provided in-person updates to community groups impacted by the upcoming RTWL construction phases including the Burnside Gorge Community Association and the residents of Waterfront Crescent.

IMPLICATIONS

Financial Implications

At this current stage of design, cost estimates remain within the original budget and the Project is considered on track for delivery within budget. Given that global volatility has the potential to influence supply chain costs and availability, staff are tracking current and trending market conditions to determine potential impacts to the Project.

With the completion of several procurements this year, staff will have updated cost information and will present an updated project budget at the next bi-annual update. Staff continue to monitor relevant grant opportunities and apply as new funding sources become available.

First Nations Reconciliation

As part of the continued Project engagement and to support required regulatory approvals, CRD staff led field visits across the Project alignment with First Nations Elders, knowledge holders, and cultural monitors in September 2025. The visits provided an opportunity to identify areas of cultural, archaeological, and environmental significance, inform project design, and strengthen collaboration by integrating Indigenous knowledge and priorities into planning and mitigation measures.

Following on from the visits, in April 2026, CRD staff held a workshop with First Nations participants to review as a collective the findings of the Project Archaeological Overview Assessment (AOA). Representatives from STĀUTW First Nation, Kosapsum Nation, Songhees Nation and WSĀNEĆ Leadership Council attended the half day session and provided feedback on the AOA findings. Based on the findings of the AOA and the feedback received, additional archaeological assessment will be undertaken in late 2026 or early 2027.

In addition, CRD staff continue to coordinate and support MOTT with consultation and engagement activities for the Project.

Service Delivery Implications

Sections of the trail will close to facilitate construction activities. During this time, temporary detours will be implemented for pedestrians and cyclists. Staff are coordinating with BC Hydro and the City of Victoria to provide coordinated communication on detour routes and durations, including advance notice to trail users.

CONCLUSION

The Regional Trestles Renewal, Trails Widening and Lighting Project has reached completion of detailed design for trail improvements along the Galloping Goose Regional Trail between Culduthel Road and Gorge Road East, with construction anticipated to commence in late summer 2026. Engagement has continued with trail user groups, First Nations, landowners, and other interest holders, and coordination with third party projects is underway to reduce disruption and optimize costs. Staff are advancing design and implementation planning across the corridor, including refinement of the Swan Lake Trestle concept and procurement of engineering services for detailed design of the Swan Lake and Brett Avenue trestles. Detailed design and detour planning for RTWL Sections B and C continue in preparation for construction in 2027 and 2028.

RECOMMENDATION

There is no recommendation. This report is for information only.

Submitted by:	Katherine McCann, PMP, Manager, Corporate Capital Project Delivery Services
Concurrence:	Jason Dales, B.SC., WD IV, Acting General Manager, Infrastructure and Water Services
Concurrence:	Patrick Klassen, MCIP, RPP, Acting General Manager, Housing, Planning and Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

ATTACHMENT

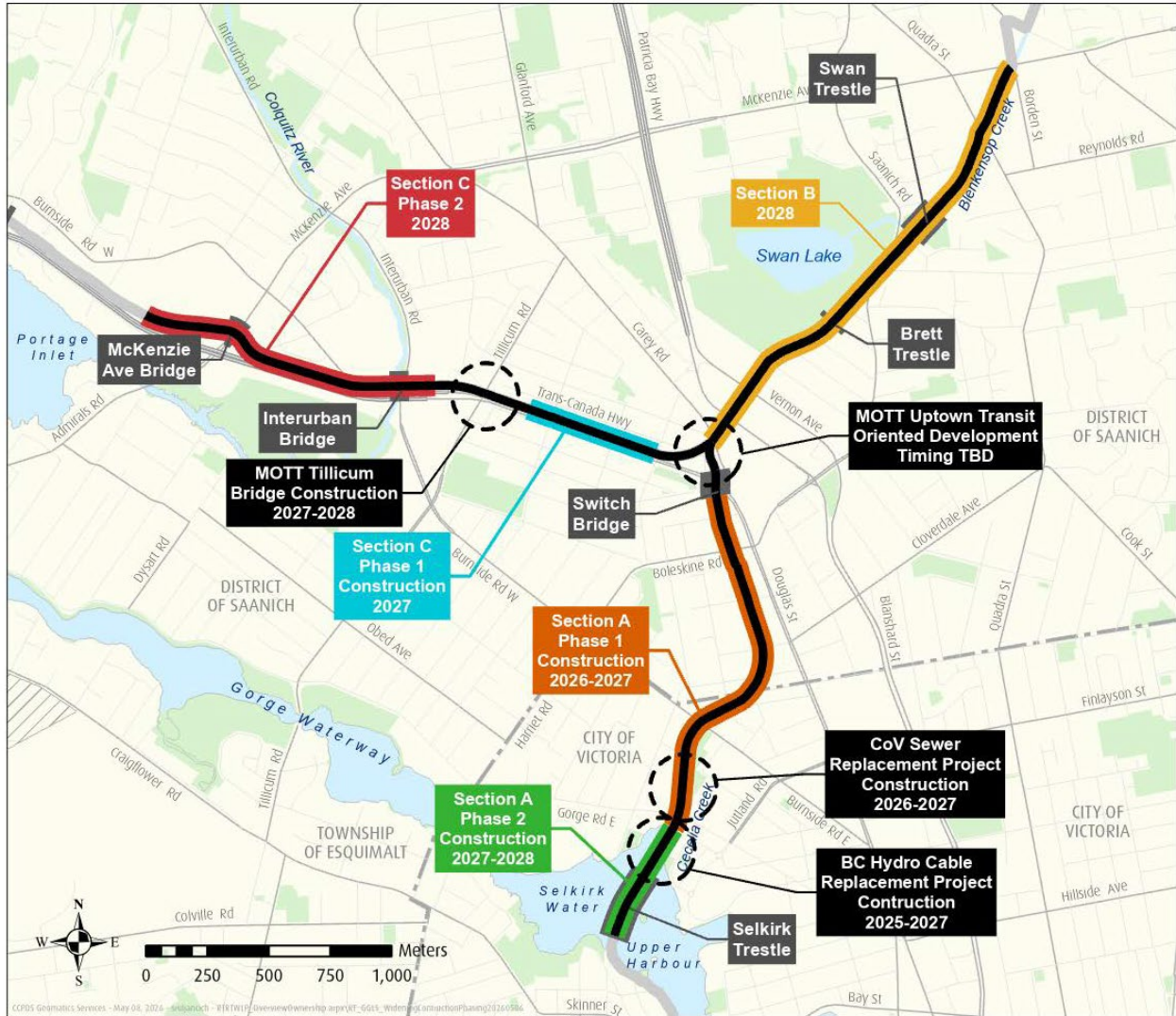
- Appendix A: Construction Project Area Map
- Appendix B: Design Concept



Making a difference...together

Construction Project Area Map

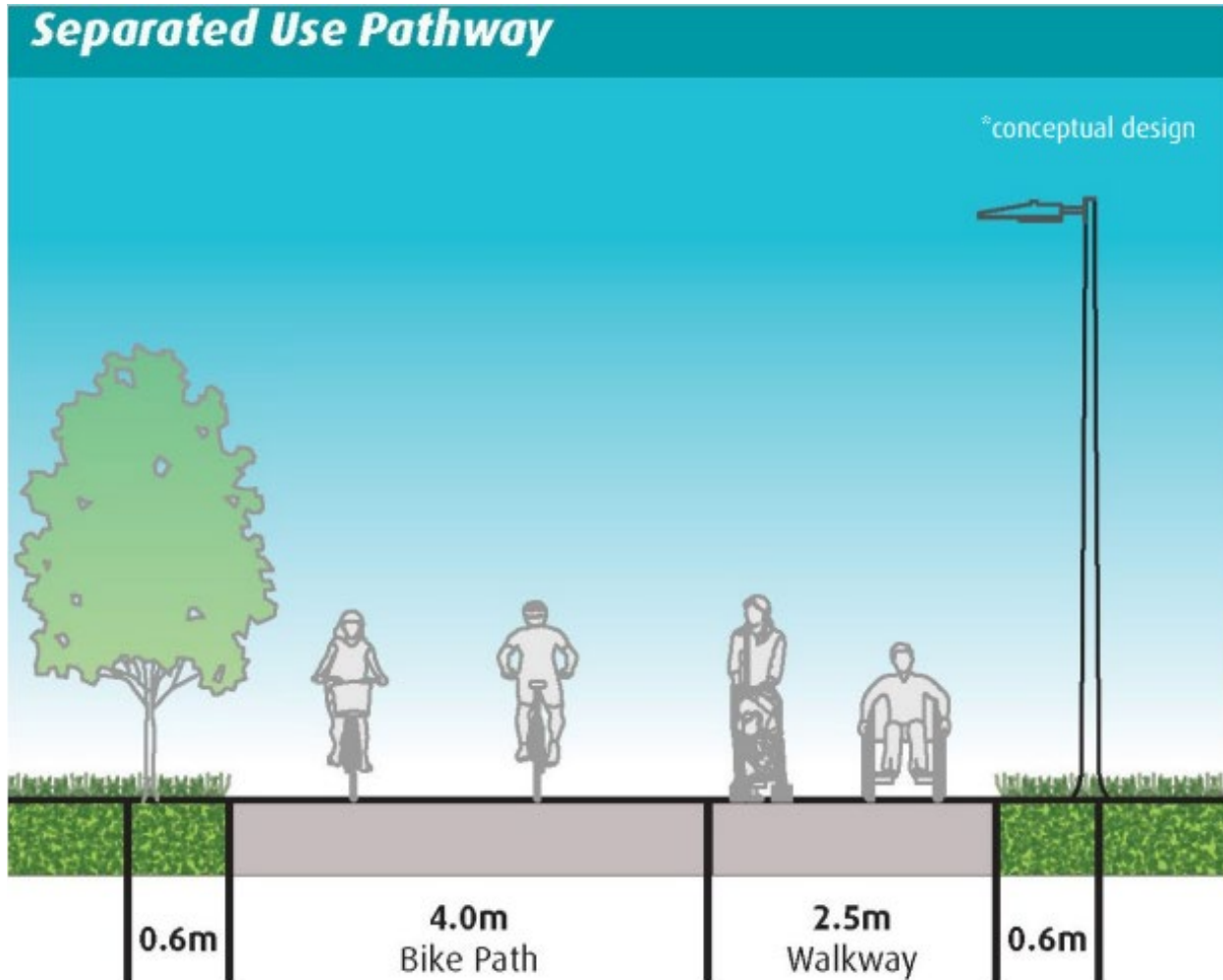
Construction activity is expected to begin in red highlighted areas starting in 2026.





Making a difference...together

Design Concept



From Urban Systems (2020), *Regional Trails Widening and Lighting Study*

Meeting Minutes

Regional Transportation Advisory Committee

Tuesday, January 27, 2026

10:00 AM

Room 652
625 Fisgard St.
Victoria, BC V8W 1R7

PRESENT

Committee Members: K. Aimers, K. Balzer, J. Baylis (EP), L. Beckett, T. Bevan, M. Bodman, C. Davies, R. Ding, L. Gauntt, R. Gustafson, R. Kenny, I. Lawrence, I. Leung, B. Martin; R. Mattson, J. Merkley, B. Murphy, D. Ovington, B. Payette, M. Pearson, Z. Polden, D. Puskas, J. Starke, M. Squires, A. Thomas, B. Wong (EP), E. Wren

Staff: P. Klassen, Senior Manager, Regional Planning & Transportation; J. Douillard, Senior Transportation Planner, Regional Planning & Transportation; G. Tokgoz, Manager of Regional Trails, Regional Parks; K. Mullin, Administrative Clerk, Regional Planning & Transportation (Recorder)

EP – Electronic Participation

Guest(s): L. Megenbir

Regrets: J. Hicks, T. McKay

The meeting was called to order at 10:05am.

1. Territorial Acknowledgement

G. Tokgoz provided a Territorial Acknowledgement.

2. Election of the Chair

J. Douillard called for nominations for the position of Chair of the Regional Transportation Advisory Committee for 2026.

J. Starke nominated G. Tokgoz. G. Tokgoz accepted the nomination.

J. Douillard called for nominations a second time.

J. Douillard called for nominations a third and final time.

Hearing no further nominations, J. Douillard declared G. Tokgoz Chair of the Regional Transportation Advisory Committee by acclamation.

3. Election of Vice Chair

G. Tokgoz called for nominations for the position of Vice Chair of the Regional Transportation Advisory Committee for 2026.

K. Balzer self-nominated for the position of Vice Chair of the Regional Transportation Advisory Committee for 2026.

G. Tokgoz called for nominations a second time.

G. Tokgoz called for nominations a third and final time.

Hearing no further nominations, G. Tokgoz declared K. Balzer Vice Chair of the Regional Transportation Advisory Committee by acclamation.

4. Approval of Agenda

MOVED by G. Tokgoz, SECONDED by I. Leung

That the agenda for the January 27, 2026, Regional Transportation Advisory Committee be approved with no amendments.

CARRIED

5. RTS Work Plan 2026

G. Tokgoz, J. Douillard and P. Klassen spoke to item 5.

Summary:

Overview provided of historic CRD transportation functions, mandate of the newly established Regional Transportation Service, and status Regional Transportation Plan including upcoming engagement opportunities.

Update provided on Board direction to CRD staff from July 2025 Board meeting to report back on merits of establishing a transportation commission through the update to the RTP and transferring responsibilities of the VRTC to the CRD.

6. BC Transit Updates

E. Wren spoke to item 6.

Summary:

VRTC request of BC Transit staff to engage public on demand for travel options from downtown Victoria to YYJ, engagement will commence in early February.

BC Transit's Bus Shelter program applications are now due from municipalities. Victoria Regional Transit Plan public engagement complete and upcoming local government workshop in March.

7. Reconciliation Corridor Initiative

P. Klassen, T. Bevan, and A. Thomas spoke to item 7.

Summary:

Island Corridor Foundation holds the rail line on behalf of First Nations and municipalities, and the shared vision was launched in 2023 with goal of the initiative is to understand how the corridor can be used in the future.

Reconciliation Corridor Initiative is exploring realigning the rail corridor in ways for it to be used for light-rail or ultra-light-rail that is socio-economically beneficial to both Nations (Songhees and Esquimalt First Nations).

8. Discussion of Existing and Emerging Committee Topics for 2026

J. Douillard spoke to item 8.

Summary:

Noted opportunities for strengthened advocacy on federal regulation of vehicle design and new mobility devices, as well as renewed efforts around automated speed and red-light enforcement and public outreach on distracted driving, speeding, and impaired driving.

9. Subcommittees and Working Groups

G. Tokgoz spoke to item 9.

Summary:

Members discussed developing a term of reference for a working group dedicated to rapid transit including the Reconciliation Corridor Initiative.

L. Beckett proposed the following **NOTICE OF MOTION**: “I have the recommendation that RTAC recommends that a Terms of Reference is developed to potentially establish a working group focused on advancing rapid transit and the reconciliation corridor initiative”.

MOVED by L. Beckett , SECONDED by B. Murphy,

That the Regional Transportation Advisory Committee recommends that staff draft a Terms of Reference to establish a working group focused on advancing rapid transit and the Reconciliation Corridor Initiative.

CARRIED

10. New Business

There was no new business.

8. Adjournment

MOVED by Chair G. Tokgoz, SECONDED by J. Douillard

That the January 27, 2026 Regional Transportation Advisory Committee meeting be adjourned at 12:07pm.

CARRIED



Chair



Recorder