

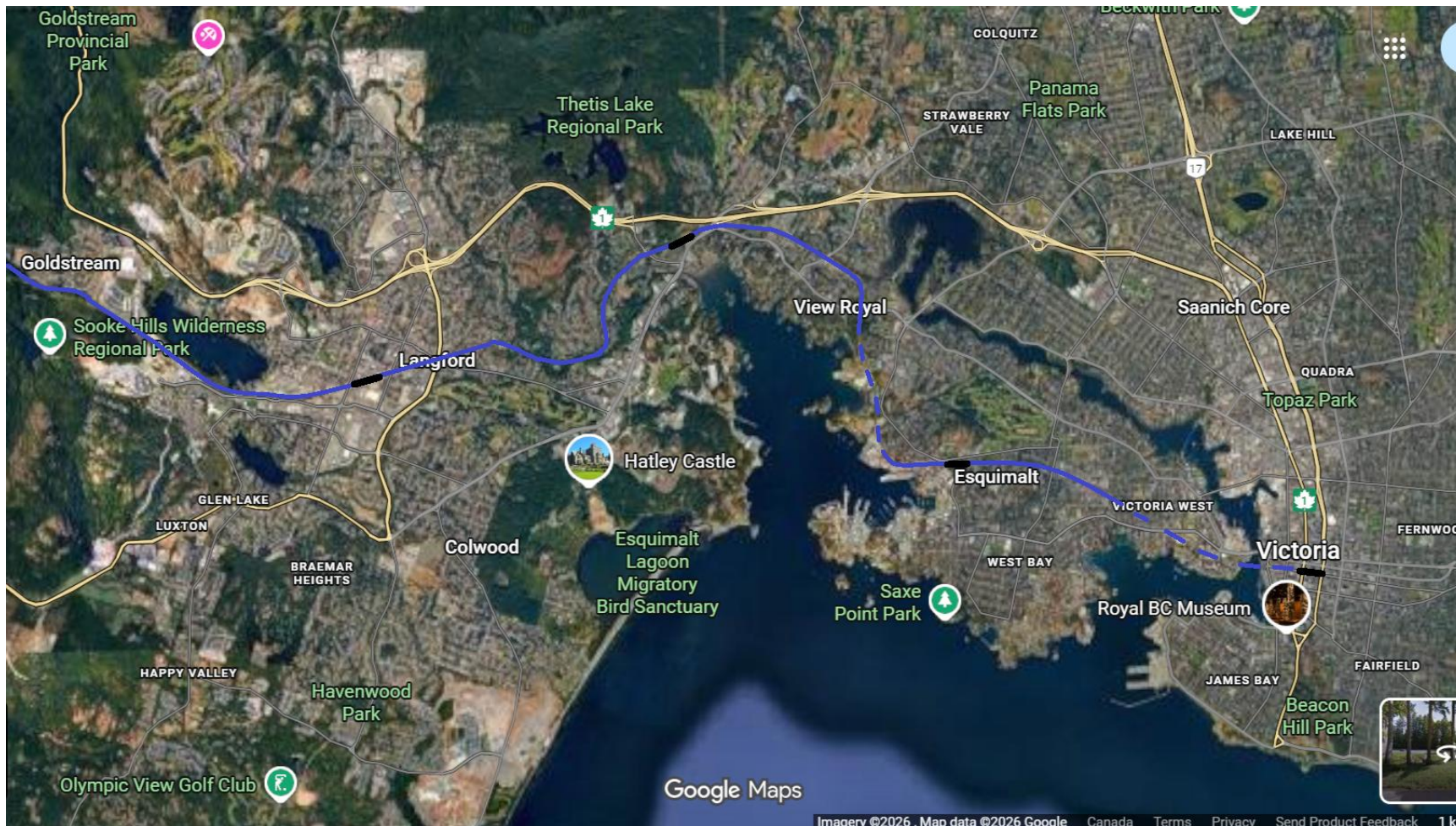
CRD Rail Transit

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www.railtransit.ca

This is an idea for an upgraded Island Rail Corridor from Langford to Downtown Victoria.



Langford to Downtown Victoria

- The island Rail Corridor would be upgraded to the Ultimate Phase per the IRCCA Report with new rail and concrete ties.
- The stations would be at Langford Exchange, Six Mile, Admirals Rd, and Downtown Victoria.
- The stations at Admirals Rd, Six Mile, and Langford Exchange would be double track with side platforms.
- The station in Victoria would be double track with an island platform.
- All station platforms would be 170m long expandible to 300m. It may be beneficial to build the platform at 300m initially.
- If the travel time is 7 minutes between Victoria and Admirals then the trains would be able to run every 14 minutes on the single track.
- The platforms would be built to allow freight to pass with the exception of Victoria. The trains would have platform extenders to cover the gap and allow level boarding.

Rolling Stock

- The rolling stock would be a Diesel Electric Multiple Unit with batteries and pantographs. This would allow the trains to operate to the Downtown Victoria underground station.
- All tunnels would be designed to allow future Bilevel trains with pantographs.

The picture below is a four car Stadler Flirt running on the Ottawa Trillium Line.



Costs to upgrade the line in the CRD Section

• Upgrading the rail line to the Ultimate Stage from Victoria to Langford Exchange (14km)	\$56 million
• Upgrading the rail line to the Ultimate Stage from Langford Exchange to CVRD (14km)	\$56 million
• 4 Stadler Flirt four car trains (3 trains running plus 1 spare)	\$60 million
• Electrification of the line (16km)	\$80 million
• CTC Signaling system (28km)	\$16 million
• Maintenance and storage	\$50 million
• Tunnel section under Esquimalt First Nation and Songhees First Nation (1km)	\$270 million
• Tunnel section to Downtown Victoria plus station (2.1km plus 300m station box)	<u>\$650 million</u>
Total	\$1248 million

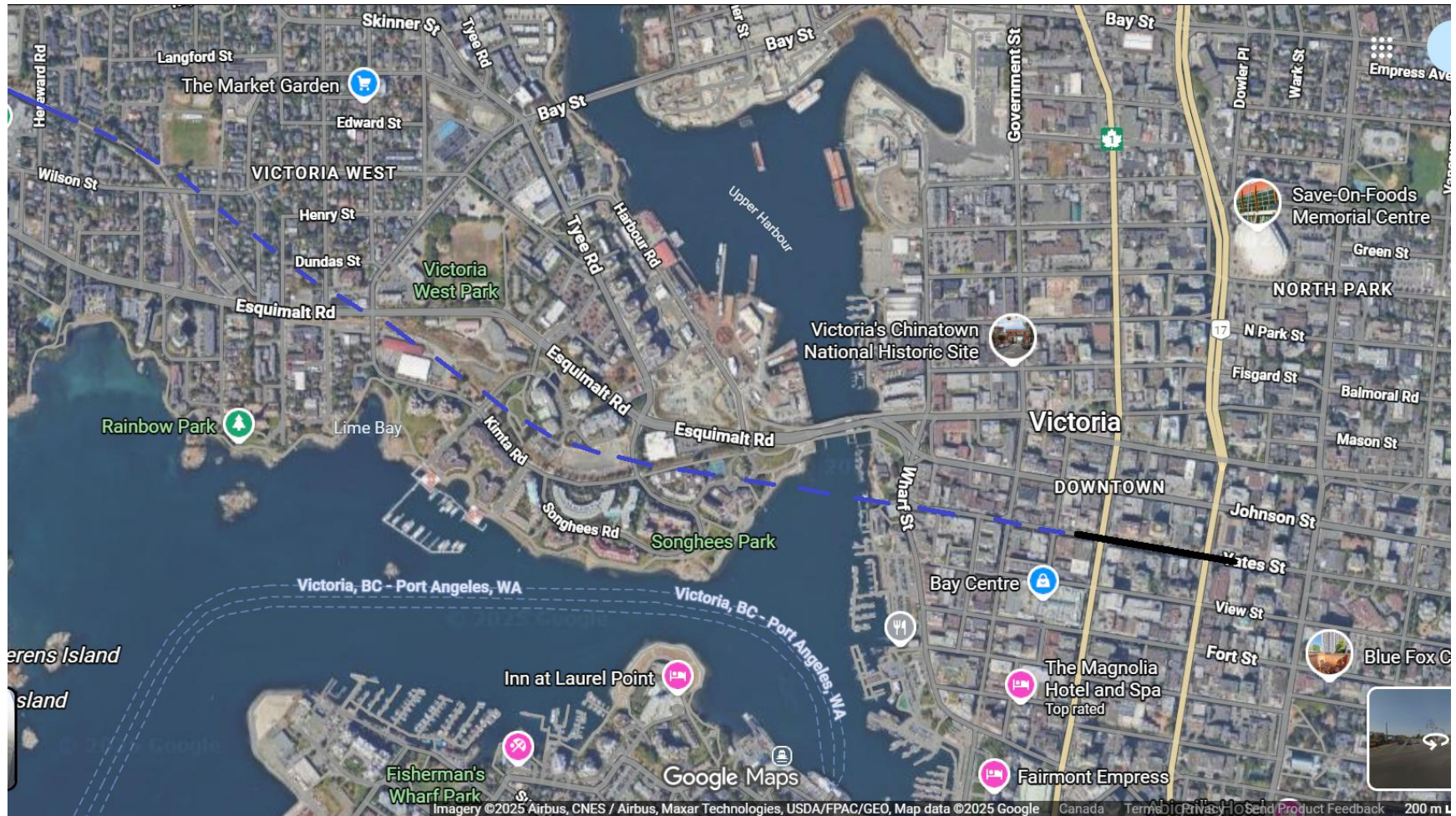
Annual Maintenance

• The annual maintenance for the track from Victoria to Langford (16km)	\$1.6 million
• The annual maintenance for the track from Langford to CVRD (12km)	\$1.2 million
• The annual maintenance for the trains is around	\$1.6 million
• The cost for train drivers is around	<u>\$1 million</u>
Total	\$5.4 million

- The annual maintenance cost could be funded by a gasoline only Tax in the Capital Regional Districts.

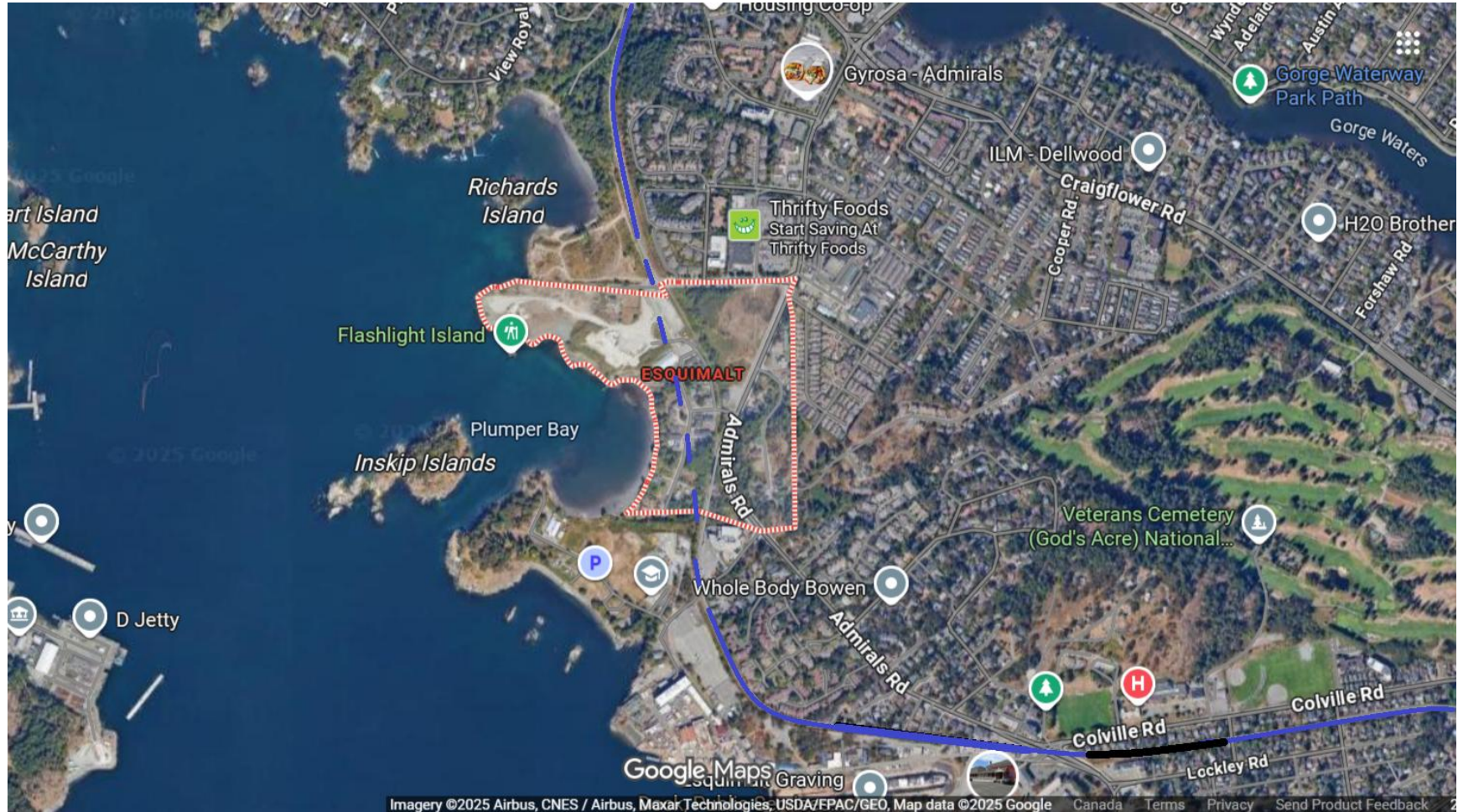
Victoria Station

The station would be double track with an island platform.



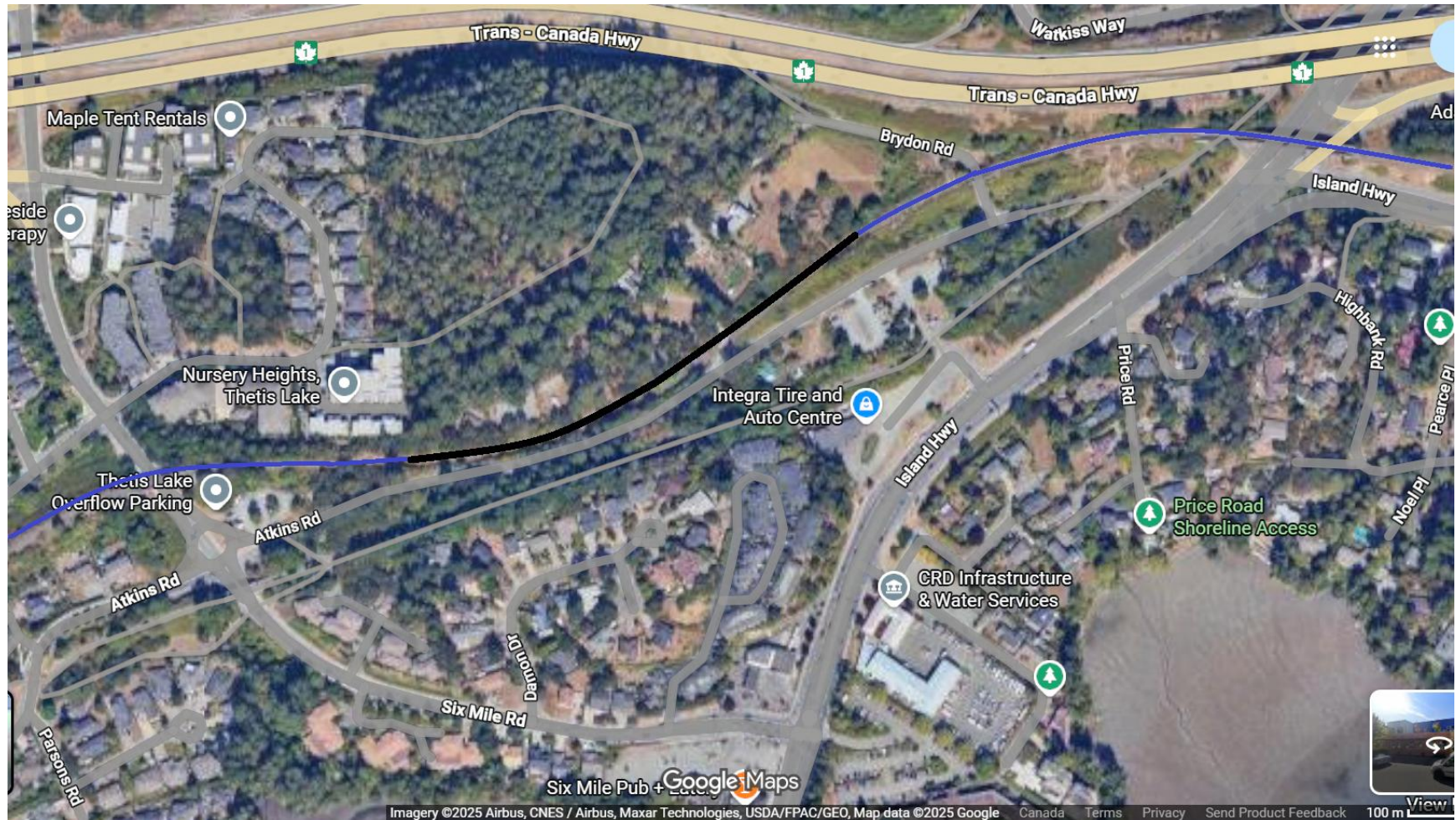
Admirals Rd Station

The station would be double track with side platforms.



Six Mile Station

The station would be double track with side platforms.



Langford Exchange

The station would be double track with island platforms.



Travel Time and Average Speed Between Stations

Northbound				
Station to Station		km	Minutes	Avg. Sp.
Victoria	Esquimalt	5	7	45km/hr
Esquimalt	View Royal	4.5	7	40km/hr
View Royal	Langford	4.5	6	45km/hr

Southbound				
Station to Station		km	Minutes	Avg. Sp.
Langford	View Royal	4.5	6	45km/hr
View Royal	Esquimalt	4.5	7	40km/hr
Esquimalt	Victoria	5	7	45km/hr

Disclaimer

The author is not a professional planner or affiliated with any transportation body, consulting group, lobby group, or committee. The document is written for an idea on upgrading the Island Rail Corridor in the Capital Regional District.