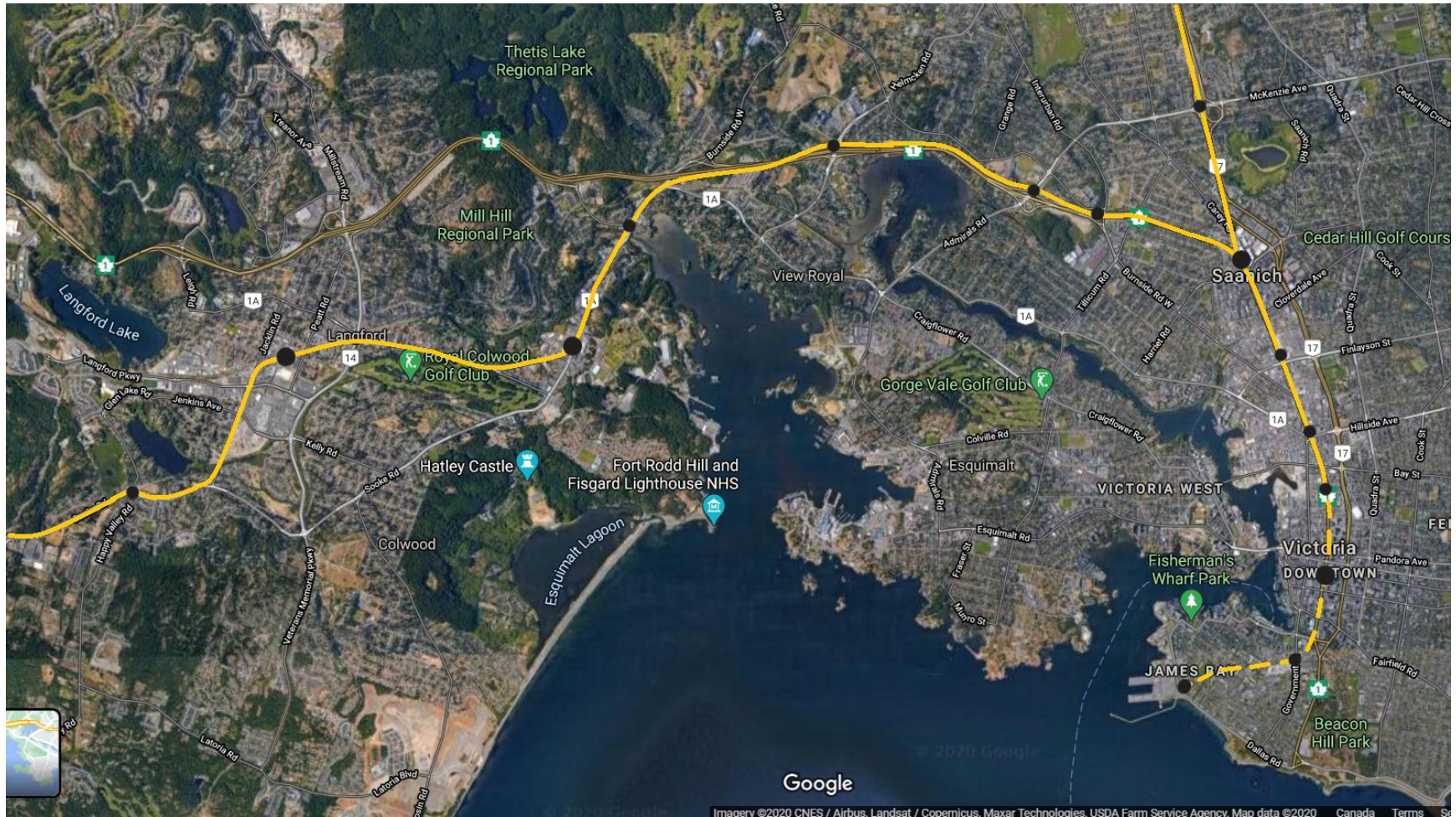


## Victoria Automated Metro

(Written by Gwyer Webber 2018-2025)

December 2025

This option is for an Automated Metro Line from Langford Exchange to Ogden Point and would eventually extend west to Sooke and north to Swartz Bay.



## Victoria Automated Metro

- The line would initially start at Langford Exchange and run elevated along Station Rd, Goldstream Ave, Wale Rd, Island Hwy, Hwy 1, Douglas St, then underground from Discovery St to Ogden Point (Dallas Rd and Montreal St).
- Stations at Langford Exchange, Colwood Exchange, Six Mile Rd, Helmcken Rd, McKenzie Avenue, Burnside Rd, Uptown Exchange, Mayfair Mall, Hillside Ave, Pembroke St, View St, Superior St, and Dallas Rd.
- Platform length at 85m.
- The line would eventually extend to Sooke along Jacklin Rd and Sooke Rd with sections on the surface where feasible. If the stations are every 2km apart between Sooke and Langford this would allow for a minimum 400m TOA around the stations and a green belt in between.
- The line would also eventually extend to Swartz Bay mainly down the middle of the Pat Bay Hwy on the surface and elevated with an underground station at the Victoria International Airport. All bus routes in the Saanich Peninsula are within 1km to 6km from a Metro Station.

## Travel Times

- The travel time from Langford Exchange to Downtown Victoria (View St - 14.6km) would be approximately **20 minutes**.  
The travel time for an at grade LRT would be approximately **33 minutes**.
- The travel time from Colwood Exchange to Downtown Victoria (View St – 11.3km) would be approximately **15 minutes**.  
The travel time for an at grade LRT would be approximately **26 minutes**.
- The travel time from Sooke to Downtown Victoria (View St – 36.6km) would be approximately **48 minutes**.  
The travel time for an at grade LRT would be approximately **84 minutes**.

## Rolling Stock

- The initial metro trains would start off with two or three metro cars and then add more rail cars when ridership grows.
- There are several metro rail vehicles available listed below.
  - **Alstom Mk 5** (Metro Vancouver)
  - **Alstom Metropolis** (Montreal)
  - **Alstom Movia C30** (Stockholm Sweden)

## Transit Oriented Development And Transit Oriented Areas

- The provincial rules for Transit Oriented Areas (TOA) does not address **Rail Rapid Transit** in the Capital Regional District.
- My suggestion would be for all **Passenger Rail** on **Vancouver Island** be in Category 3.

### Transit Oriented Area

- **Category 3:**

- Bus or West Coast Express outside of Metro Vancouver and in other medium size local governments.
- Rail Rapid Transit in the Capital Regional District.
- Passenger service on the Vancouver Island Rail Corridor.

- Abbotsford, City
- Chilliwack, City
- Colwood, City
- Kamloops, City
- Kelowna, City
- Langford, City
- Mission, City
- Nanaimo, City
- Prince George, City
- Saanich, District
- Vernon, City
- Victoria, City
- View Royal, Town



## Langford Exchange

The Metro Station would be built over the Vancouver Island Regional Rail Station. This would be a major transfer point.



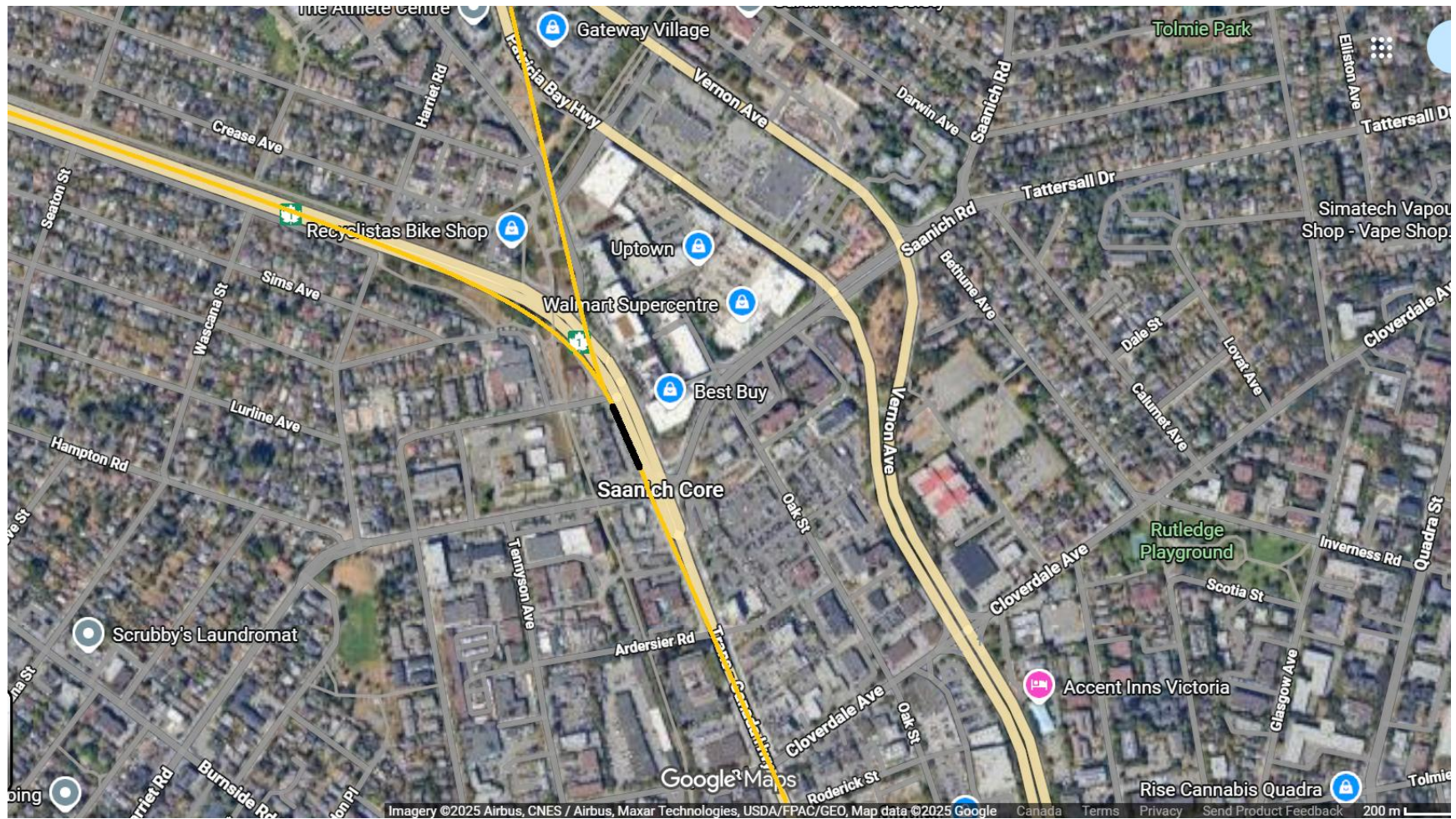


## Colwood Exchange



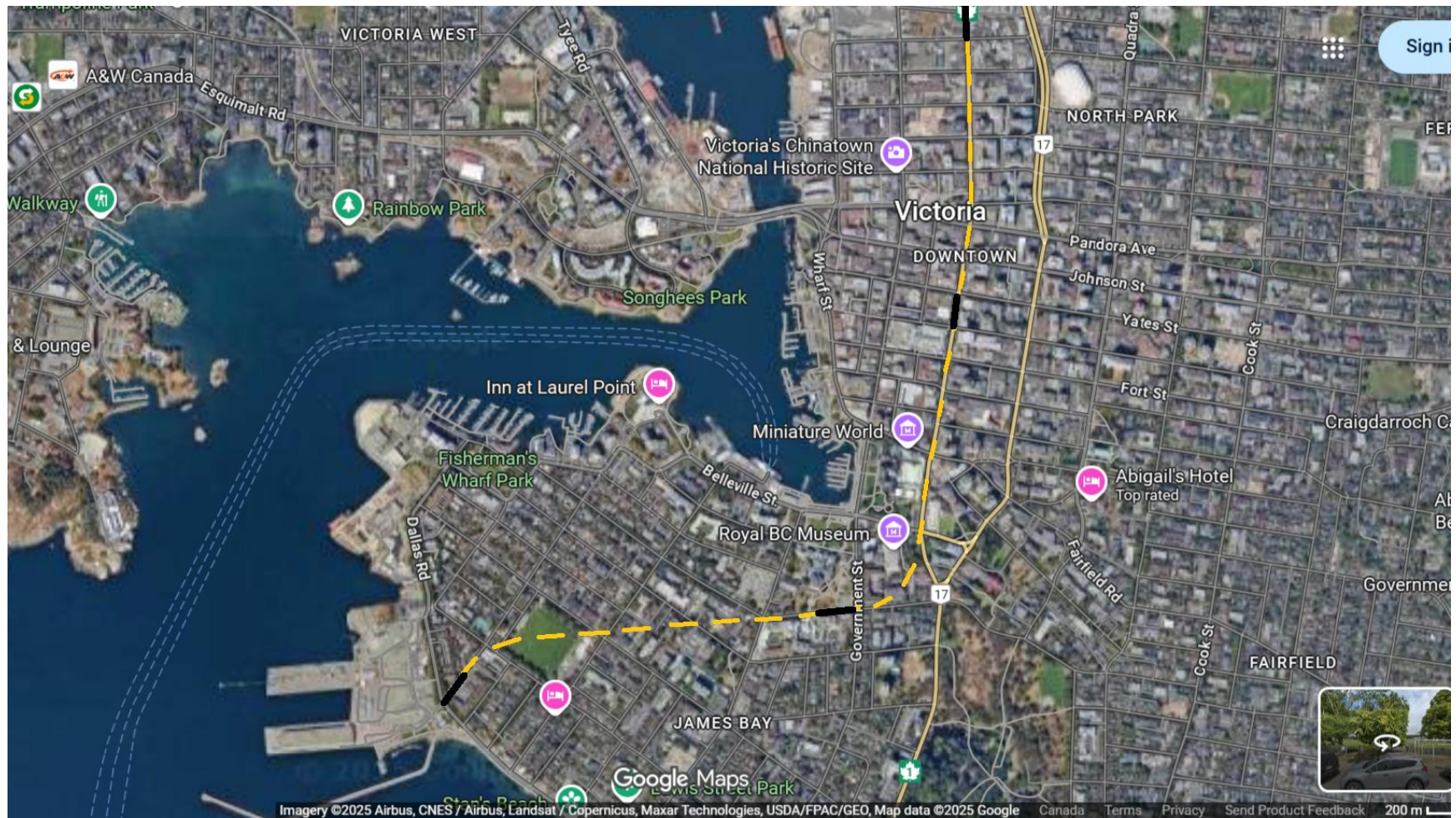


## Uptown Transit Exchange





## Downtown Victoria





## Elevated Guideway

An elevated guideway in the centre of the road. The columns are around 2m wide.



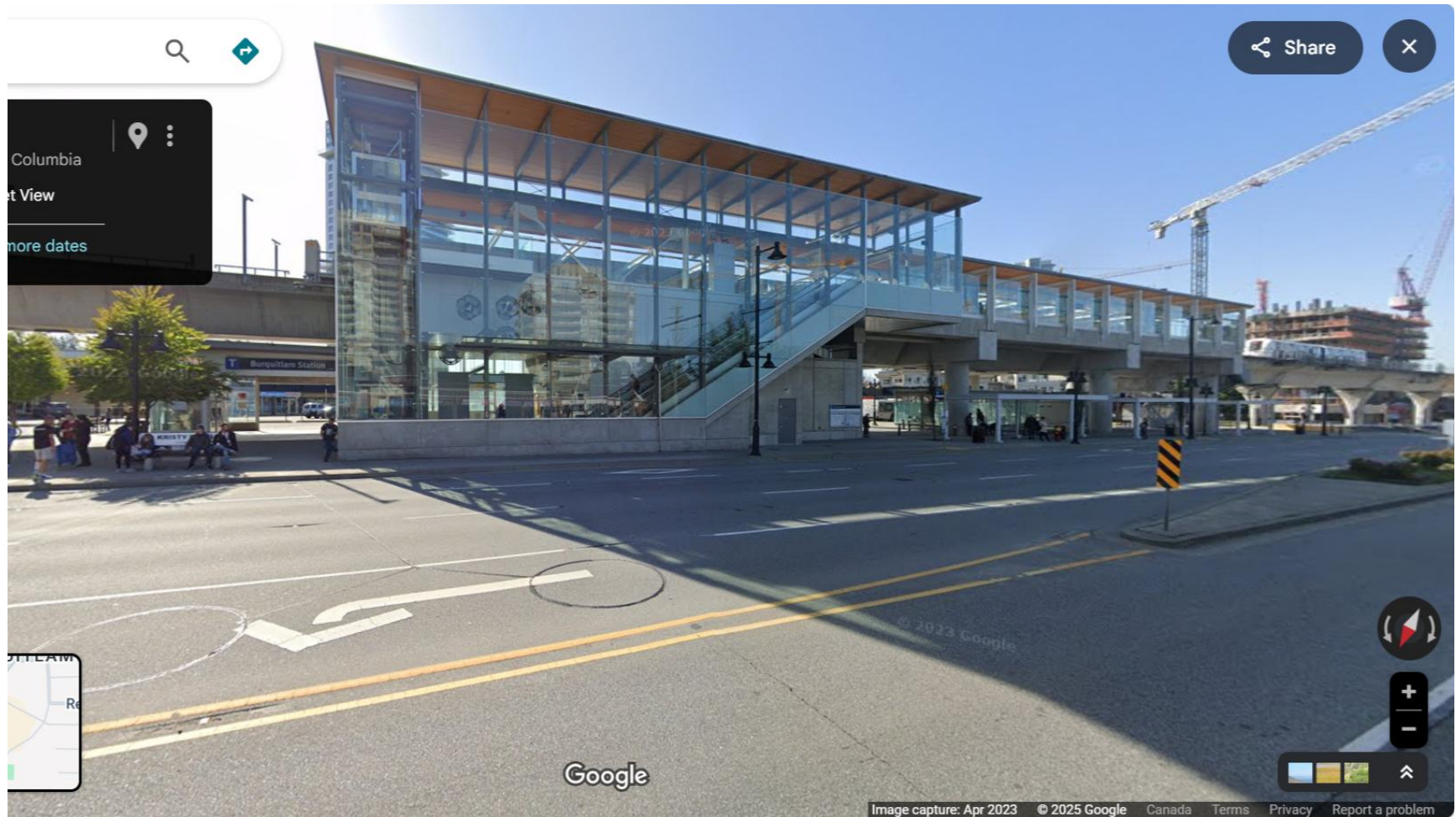


## Elevated Guideway to Underground





## A Station Off Road





## Station Over Road

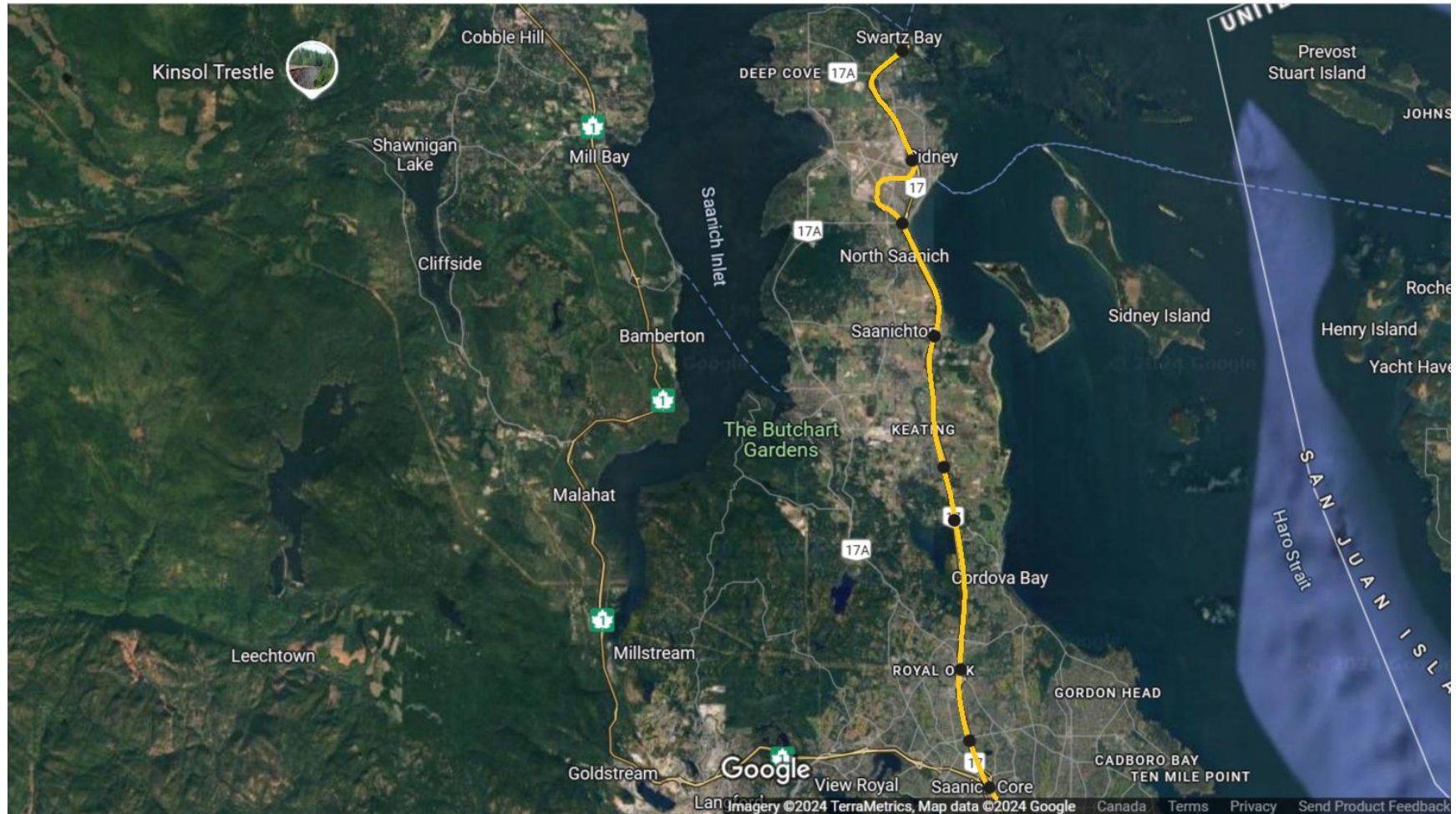
This is the Green Timbers station on the new extension to Langley.





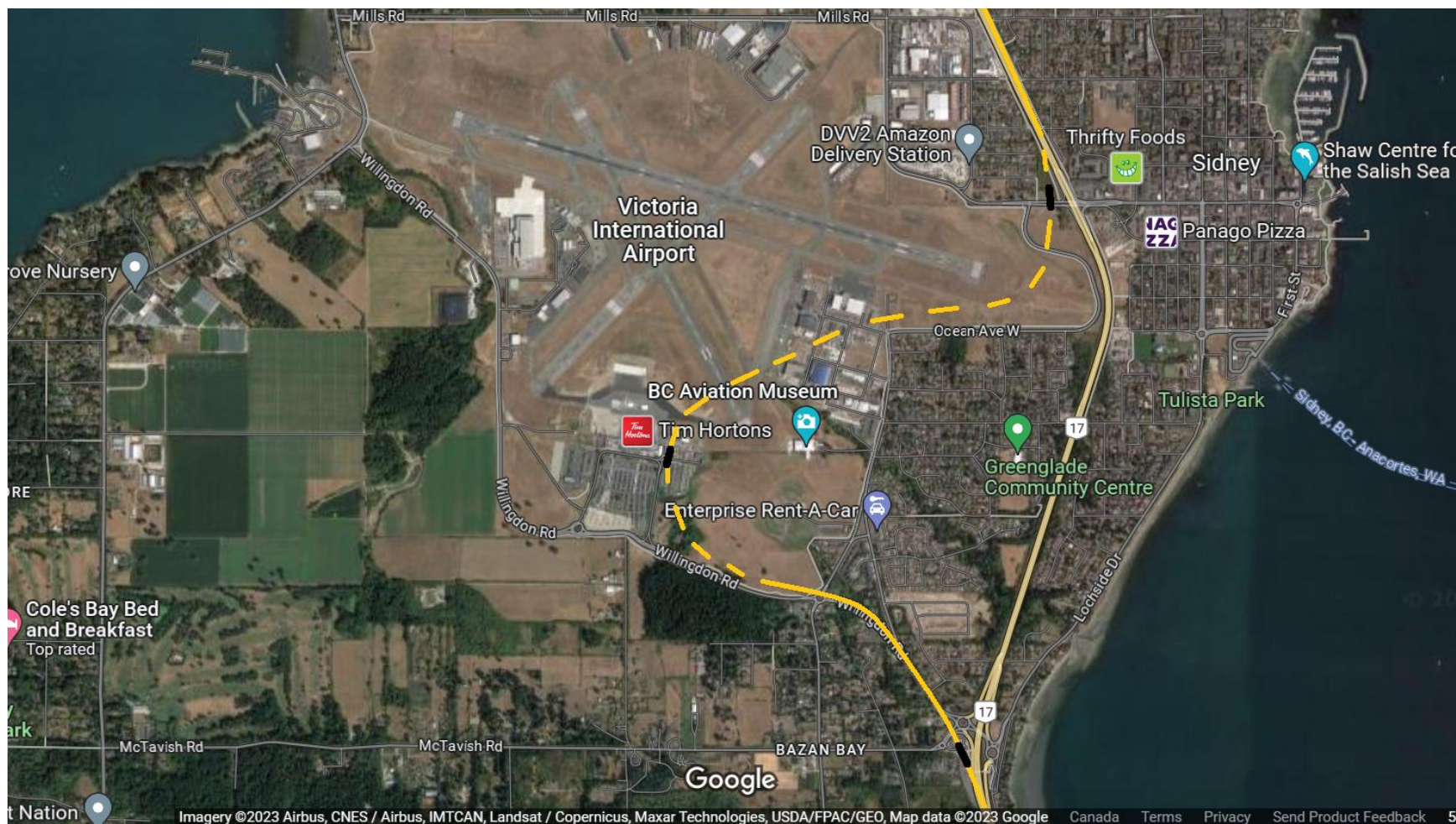
## Saanich Peninsula

Stations at McKenzie Ave, Royal Oak Shopping Centre, Sayward Rd, Tanner Rd, Mt Newton Cross Rd, and McTavish Bus Exchange.





## Victoria International Airport



**Disclaimer:** The author is not a professional planner or affiliated with any transportation body, consulting group, lobby group, or committee. The document is written to show an idea for a future metro in the Victoria area. Calculations are as accurate as possible based on information available online.