1. Active Transportation & Road Safety

CRD communities have one of Canada's highest active transportation mode shares. A new regional service would support local government efforts in pursuing their active transportation goals. A key focus will be continual improvement of the regional trail system and coordination of how local routes connect and intersect. Adopting Vision Zero with a Safe Systems approach would ensure consistency in shared safety goals.

Existing Functions

✓ Operate and manage 95km of regional trail network

✓ Implement the Regional Parks and Trails Strategic Plan, the Regional Trails Management Plan and the Regional Transportation Plan

✓ Education campaigns through Traffic Safety Commission

✓ Trail widening, lighting, and trestles project

Examples of Potential New Functions

→ Adopt consistent trail design standards at inter-jurisdictional crossings

→ Develop a formal process for updating trail agreements with landowners

→ Support municipal AT initiatives

→ Adopt Vision Zero with a Safe Systems approach

→ Harmonize safety language in bylaws across municipalities

Out of Scope Functions
(Long Term)

• Implement a region wide Vision Zero program

2. New Mobility

A regional service is needed to keep up with the emerging and rapidly changing ways people get around. Road users expect consistent rules and enforcement, regardless of whose roads, trails or bike lanes they are on. The service aims to integrate new mobility regulations into local transportation infrastructure and decision-making to best serve residents and businesses.

Existing Functions

- ✓ Traffic Safety Commission review of policies and safety studies
- ✓ CRD Board advocacy

Examples of Potential New Functions

→ Deliver a model bylaw and a consistent shared set of new mobility policies and standards

→ Region-wide licensing and expanded partnerships (Ride Sharing, Car Sharing, Bike Sharing)

→ Micro e-mobility model bylaw

Out of Scope Functions (Long Term)

- No tangible examples at this time

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3. Behaviour Change

A regional service is needed to help change behaviours that lead to peak hour congestion and the use of carbon-intensive transportation modes. Education, promotion and encouragement are all proven interventions that make the most of limited road capacity to move people and goods. A regional service would demonstrate policy leadership, provide consistent messaging and offer efficient program delivery.

Existing Functions

✓ Ready Step Roll initiative (sustainable school commute planning)

✓ Sustainable Commute Planning Pilot

✓ Safety research, education and encouragement to support the delivery of initiatives

Examples of Potential New Functions

→ Transportation Demand Management (TDM), education, promotion & outreach

→ Deliver CRD-led programs through Ready Step Roll and Sustainable Commute Planning to maximize impact

→ Regional e-bike incentives and programs

→ Advocate for Transit TDM programs and incentives

→ Deliver supportive regional development management policies

Out of Scope Functions (Long Term)

• Implement recommendations from feasibility studies on user pay strategies

• Provide resources to help employers shift employee use of sustainable commute modes

• Provide incentives for businesses to shift fleet vehicles to electric

4. Transit & Mobility Hubs

A significant change in direction is required to close the gap between the 2022 transit mode share (6.2%) and the 2038 target (15%). A regional service related to transit and mobility hubs is needed to create an integrated decision-making framework that advances transit priority corridors on the regional multi-modal network and provides the groundwork for higher-order transit.

Existing Functions

- ✓ Advocacy, transit policy and planning coordination

- ✓ Work with BC Transit and MoTI through the Transportation Working Group and technical committees

- ✓ Staff membership in project specific planning

Examples of Potential New Functions

→ Conduct a gap analysis to identify and advocate for the level of service required to align with the Provincial definition of frequent transit (Bill 44)

→ Establish a reserve fund to set aside annual investments for future higher-order transit (bus rapid transit, light rail transit)

→ Standardized referral process to consider improving transit for new infrastructure projects and/or major network changes

→ Partner in implementing mobility hubs

Out of Scope Functions
(Long Term)

- Long- and short-term decision-making for transit

  - Approve service standards and performance guidelines
  - Service level changes
  - Raise and allocate funds
  - Establish priorities
  - Implementation and oversee higher-order transit for the region
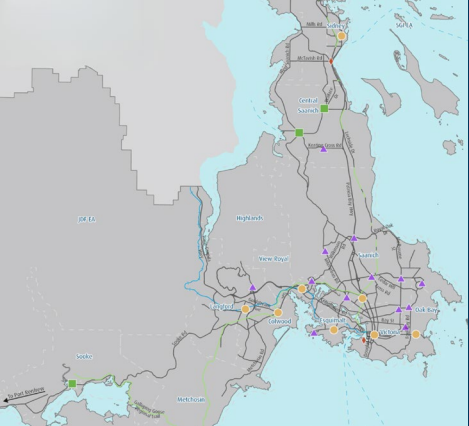
5. Multi-modal Network & Connectivity

A regional service is needed to integrate the full build-out of the Regional Multi-modal Network (RMN). A decision-making framework is needed to align local government goals, policies, and investment priorities related to transportation corridors on the network with regional growth needs, looking 20 to 30 years into the future.

Existing Functions

✓ Identifying the regional multi-modal network and the high-level goals and objectives (e.g., through the Regional Growth Strategy and Regional Transportation Plan)

✓ Align key policy with transportation and corridor-focused land-use planning

Examples of Potential New Functions

→ Progress connectivity on the active transportation network

→ Track and annually report progress on housing integration and density increases along corridors and nodes

→ Develop criteria to prioritize project delivery related to the RMN

→ Model bylaw approach with consistent language in street and traffic bylaws

→ Deliver a shared equity framework for transportation priorities

Out of Scope Functions
(Long Term)

• Require municipal adherence to unified design standards

6. Data Management & Traffic Analysis

A regional service is needed to increase the CRD's capacity to monitor, analyze, and report the cumulative regional impacts of vehicle, transit and active transportation use. The CRD could expand existing functions, add continuous data collection and increase detailed analysis. Evidence-based planning can support case-making for higher-order transit. Regional delivery of data programs is more efficient and cost-effective.

Existing Functions

✓ Origin Destination Household Travel Survey

✓ Bike, vehicle and pedestrian manual and automatic counts

✓ Joint procurement of bike and pedestrian counters for municipal use

✓ Municipal data support

✓ Population projections and estimates

Examples of Potential New Functions

→ Expanded data collection, monitoring, and analysis program for all modes

→ Region wide real-time volume counts and travel times

→ Analyze and integrate data with regional partners

→ Establish an open data portal for regional transportation so that partners and the public can easily access the information we collect and steward

Out of Scope Functions (Long Term)

• Establish a regional traffic management centre

7. Grants & Funding

A regional service is needed to apply for and distribute grants to prioritize Regional Multi-modal Network (RMN) projects and to create the ability for the CRD to receive and distribute transportation funds. It could help increase transportation funding for the region. This would not preclude municipalities from pursuing grants to fund local infrastructure. To approach the Province to ask for funding, we need to speak with one united regional voice.

Existing Functions

- ✓ Provide support for municipal active transportation grants
- ✓ Apply for grants to improve regional trail network
- ✓ Share and track grants received by municipal partners
- ✓ Joint procurement for individual projects
- ✓ Advocate for securing new funding sources

Examples of Potential New Functions

- → Hold and distribute funds to support the implementation of regional priority projects
- → Establish an approved list of regional multi-modal priorities along with the criteria needed to determine them
- → Joint procurement program on behalf of multiple municipalities
- → Regional intergovernmental relations approach to advocacy with provincial and federal partners for funding

Out of Scope Functions (Long Term)

- Establish a granting authority that allocates funds for regional priorities
- Establish new stable funding streams to support priority RMN projects

8. Transportation Plans

A regional transportation service is needed to bolster the integrated multi-modal transportation planning framework and take direct action to work toward regional transportation goals. In the coming years, alignment between regional transportation plans, local OCPs, and the Regional Growth Strategy will be essential to help guide development in areas well served by various transportation modes.

Existing Functions

- ✓ Develop, implement, and monitor the Regional Transportation Plan

- ✓ Planning advice and expertise to regional, sub-regional, and local planning

- ✓ Research and analysis and advice on how to achieve multi-modal targets

Examples of Potential New Functions

→ Request that OCPs and municipal transportation plans address regional transportation impacts and priorities

→ Develop Key Performance Indicators (KPIs) for the RMN with the TWG

→ Establish a process to oversee internal and external transportation projects and coordinate with major utility projects

→ Establish a Goods Movement Strategy

→ Climate Change Risk Assessment

Out of Scope Functions
(Long Term)

- Require municipalities to provide consideration of regional transportation impacts of local decision-making in OCP and transportation plans

- Support Business Improvement Areas with goods movement/delivery

- Undertake a truck pricing program feasibility study