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Transportation



Residents have access to convenient, green and affordable multi-modal transportation systems that enhance livability

01 Strategy

STRATEGIES & PLANS

- › [Regional Transportation Plan](#)
- › [Regional Growth Strategy](#)
- › [Regional Parks & Trails Strategic Plan](#)
- › [Regional Trails Management Plan](#)
- › [Climate Action Strategy](#)
- › [Gulf Islands Regional Trails Plan](#)

CORPORATE PLAN GOALS

- 4a Present options for changes in governance for transportation in the region, including the electoral areas
- 4b Improve regional connectivity & safety across transportation modes
- 4c Support investments, expansion & equitable access to active and low carbon transportation
- 4d Education, encouragement & information
- 6b Low Carbon Mobility (from Climate Action Community Need)

02 Contacts

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03 Operating Context

ACHIEVEMENTS IN 2025

1. Regional transportation governance study (KMPG) completed.
2. Bylaw 4630 approved establishing the Regional Transportation Service (RTS).

FACTORS THAT WILL AFFECT OUR OPERATIONS IN 2026 AND BEYOND

- **Regional Transportation Governance:** A RTS report was brought to the CRD Board on September 11, 2024, seeking approval for the establishment of a service for the purpose of providing transportation related services in the capital region. Participating areas approval was obtained by regional alternative approval process with results delivered to the Board in June 2025. Bylaw 4630 (RTS establishment) was approved by the Board on June 11, 2025. The bylaw and service establishment was developed with the support of a feasibility and governance study undertaken in 2024-2025 by KPMG; findings are likely to result in new or adjusted program and service delivery activities in both Regional Planning & Transportation and Regional Parks divisions. Additional changes to the RTS governance structure are anticipated later this year, including the establishment of a Regional Transportation Advisory Committee (RTAC) to inform the new RTS.
- **Mode Shift and Population Growth:** The volume of transportation work around the region remains high to accommodate population growth and to meet shared objectives to reduce congestion, support higher rates of walking, cycling and transit use and reduce greenhouse gas emissions. Transportation planning and infrastructure delivery is a shared responsibility among local governments, the province and service delivery partners such as BC Transit. There is a sustained need for data collection, research, analysis and regional coordination to ensure that project planning and delivery achieves a consistent, connected and sustainable transportation system.
- **Changing User Needs and Expectations:** Regional trail user needs and expectations are changing with increased rates of cycling and walking, as well as increased use of eBikes and other mobility devices. This has the potential to impact service levels. To address CRD Board direction to accelerate implementation of regional trail widening and lighting to support increased rates of walking and cycling, a dedicated Project Manager was hired in 2024. With the transfer of the regional trails portfolio to the RTS, the long-term planning for the network will be considered based on regional growth and transportation needs.
- **Sustainable Service Delivery:** Major infrastructure in regional trails is nearing the end of its lifespan and needs improvements to support demands they were not built for. In recent years, the increased cost of materials and the complexity of projects has led to high costs for these major capital projects. Anticipate increased costs associated with the need for improved and safer active transportation infrastructure. With the new RTS, regional trail infrastructure will need to be upgraded and maintained in keeping with transportation standards.
- **Pandemic Recovery:** The active school travel planning initiative, Ready Step Roll, has been in place for almost five years. We are seeing the capacity of our school and community partners return to pre-pandemic levels following a low in the COVID-19 pandemic, with five schools participating in 2024-2025. A continuous improvement approach is being used to refine delivery of this initiative

and to consider expansion to employers and workplaces. Additional schools have been added for the 2025-2026 cohort while the overall sustainable trip commute planning portfolio is being considered under the new RTS.

OPERATIONAL STATISTICS

- ▶ Regional Trail average daily user volume: **3,689** (July 2025, CRD Regional Planning)
- ▶ Regional Trail peak daily user volume: **6,121** (July 2025, CRD Regional Planning)

04 Services

The services listed below rely on the support of several corporate and support divisions to operate effectively on a daily basis. More information about these services is available in the Corporate Services and Government Relations Community Need Summaries.

SERVICE BUDGET REFERENCES¹

- › 1.329 Regional Transportation

1. REGIONAL TRANSPORTATION

Description

Responsible for regional trails, research, data collection and analysis, transportation modelling, policy development and planning, programming, and regional advocacy related to regional multi-modal transportation. The service supports the development and implementation of regional district services and informs local, agency and provincial government transportation policy, planning and processes.

What you can expect from us

- ▶ Update and implement the Regional Transportation Plan (RTP), including research, analysis and advice to achieve the multi-modal Regional Transportation Network and support CRD departments advance active transportation infrastructure and programming.
- ▶ Development of a comprehensive RTS Strategy (in coordination with the RTP) to identify the long-term internal service and programs delivery consideration to implement the RTS.
- ▶ Develop a new Regional Transportation Model to support regional and local trip planning and data analysis.
- ▶ Every five years, prepare the Origin Destination Household Travel Survey to gather mode shift data and other information about regional travel patterns.
- ▶ Collect and monitor multi-modal transportation data on an ongoing basis. Liaise and disseminate findings to municipalities, electoral areas, the provincial government, partner agencies, academic institutions and other partners, on demand.
- ▶ Deliver active school travel planning services with up to five schools per year.
- ▶ Analyze the impacts of actual and projected changes to the transportation system and provide transportation planning advice and expertise to regional, sub-regional and local planning and transportation projects and initiatives, on demand.
- ▶ Develop and coordinate policy and model bylaws with municipal partners.
- ▶ Deliver on CRD Board direction to scope and develop governance options, including consideration of a new transportation authority.
- ▶ Host outreach events to promote road and trail safety with distribution of free rechargeable lights

¹ Service budget(s) listed may fund other services

- ▶ Transfer the planning and management function for the regional trails (Galloping Goose, Lochside & E&N Rail Trail) to the RTS, with oversight of operations and maintenance via allocation through Parks.
- ▶ Update and implement the Regional Trails Management Plan to achieve regional transportation objectives.
- ▶ Update the Lochside Trail license agreement with municipalities and Province of BC.
- ▶ Initiate discussions with the Province of BC on updating the Lease agreement for the Galloping Goose Regional Trail.
- ▶ Complete detailed design for the Regional Trestle Renewal, Trail Widening and Lighting Project, and initiate the construction phase of the project.

Staffing Complement²

Regional Planning & Transportation Division: **3.5 FTE + Senior Manager and Administrative Support**

² Excludes staff anticipated to be transferred to Regional Transportation Service from Regional Parks. Staffing complement will be 6.5 FTE after transfer, currently planned for Spring 2026.

05 Initiatives

Below are the initiatives listed in the [Capital Regional District 2023-2026 Corporate Plan](#) and the related initiative business cases (IBCs). For an overview of the financial impacts, including cost of staffing, please refer to the Provisional Budget report.

Initiative	Implementation year(s)
4a Goal: Present options for changes in governance for transportation in the region, including the electoral areas	
4a-1 Scope and develop governance options, including consideration of a new transportation authority	2023-2024
▶ IBC 4a-1.1 Transportation Service	2024-2025
▶ IBC 4a-1.2 Transportation Service Implementation	2025-ongoing
▶ FUTURE IBC 4a-1.3 Regional Transportation Service Development	Planned for 2027
4a-2 Work collaboratively with elected and staff leaders in electoral areas, local governments, partner agencies and the province on transportation governance options development	Ongoing
4a-3 Chart a pathway to approval, based on a preferred transportation governance option	2025-2026
4b Goal: Improve regional connectivity & safety across transportation modes	
4b-1 Work with the Transportation Working Group to implement the regional multi-modal transportation network	Ongoing
▶ IBC 4b-1.1 Regional Trails Closure Policy Implementation Funding	2024-ongoing
4b-2 Prepare policy positions to support advocacy for infrastructure investments and service improvements to achieve regional transportation priority items related to mass transit, general transit improvements, active transportation and multi-modal and safe highways	Ongoing
▶ IBC 4b-2.1 Island Corridor Consultation	2024-2026
4b-3 Support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy	Ongoing

Initiative	Implementation year(s)
IBC 4b-4.1 Regional Trestles Renewal, Trails Widening & Lighting Project Team*	2024-2028
4c Goal: Support investments, expansion & equitable access to active and low carbon transportation	
4c-1 Update the Regional Trails Management Plan	2026-2027
4c-2 Prepare a funding strategy to support implementation of priority regional trail enhancement and expansion projects	Ongoing
► IBC 4c-2.1 Regional Trails Project Engineer	2024-2028
4d Goal: Education, encouragement & information	
4d-1 Shift travel behaviour through education, encouragement, and information	Ongoing

*Not captured in the 2023-2026 Corporate Plan

06 Performance

GOAL 4A: PRESENT OPTIONS FOR CHANGES IN GOVERNANCE FOR TRANSPORTATION IN THE REGION, INCLUDING THE ELECTORAL AREAS

Targets & Benchmarks

- **Rate of interest holder participation** will measure the level of interest holder engagement in the transportation governance initiative. High levels of participation indicate that interest holders are interested, informed and committed to the initiative. Low levels of participation indicate possible indifference or resistance.
- **Progress reporting** on workplan deliverables will measure the number of decision milestones reached on time. Progress is on track if the timing of decisions continues to align with the timing required to execute governance change within the Board's term.

Measuring Progress

Ref	Performance Measure(s)	Type	2024 Actual	2025 Forecast	2026 Target	Desired trend
1	Percentage of interest holders participating in the transportation governance initiative ¹	Quantity	100%	100%	100%	→
2	Number of decision milestones reached on time ²	Quantity	2/2	3/3	1/1	→

¹ Participation, expressed as a percentage, of the 22 interest holders invited to participate in the transportation governance initiative.

² Number of decision milestones, based on the project plan, that need to be reached in-year to deliver transportation governance change within the 2023-2026 Board term.

Discussion

- **Measure 1:** 22 interest holders are participating in the transportation governance initiative (13 municipalities, three electoral areas and six agency partners.) Participation will be measured yearly and evaluated based on whether the interest holder provided input into the engagement process. The target is for 100% participation as governance changes will impact all interest holders. Note that First Nations have been informed of the project and invited to participate on an opt-in basis. Their participation will be tracked separately.
- **Measure 2:** The project timelines for the transportation governance initiative were presented to the CRD Board on June 14, 2023. The timelines aim to deliver governance options for CRD Board consideration in 2024 to allow for new service creation in 2025, pending Board direction. Project timing is constrained by fixed deadlines (i.e., Board term, statutory requirements for service creation) and decision milestones are dependent on completing deliverables and securing consensus from multiple interest holders. When decisions are not made on time, progress toward achieving transportation governance change will slow. This measure will indicate friction-points in the process and allow for the consideration of adjustments where needed (e.g., change to engagement approach or re-scoping). Note that decision milestones are not cumulative from year to year.

GOAL 4B: IMPROVE REGIONAL CONNECTIVITY & SAFETY ACROSS TRANSPORTATION MODES

Targets & Benchmarks

- **Mode share** is a good indicator of residents' willingness and ability to make sustainable transport choices for at least some of their trips. The regional mode share target is 45% for active transportation and transit combined for the region by 2038, based on 15% walking, 15% cycling and 15% transit. Note this is a 3% increase from the mode share target in the Regional Growth Strategy as the Victoria Regional Transit Commission increased the transit mode share target to 15% in 2020.

Measuring progress

Ref	Performance Measure(s)	Type	2024 Actual	2025 Forecast	2026 Target	Desired trend
3	Percentage of all trips made annually in the capital region by walking, cycling and public transit ³	Quantity	29%	29%	29%	↗

³ data from CRD Origin Destination Household Travel Survey 2022

Discussion

- The mode share target is measured through the CRD Origin Destination Household Travel Survey, administered every five years. There is no year-on-year reporting of the target.
- The CRD has been tracking mode share since 2001. Starting in 2006, there has been a steady increase in the combined walking, cycling and public transit mode share over time:
 - 2001: 21.2%
 - 2006: 20.5%
 - 2011: 22.4%
 - 2017: 26.6%
 - 2022: 29%

GOAL 4C: SUPPORT INVESTMENTS, EXPANSION & EQUITABLE ACCESS TO ACTIVE AND LOW CARBON TRANSPORTATION

Targets & Benchmarks

- **Value of capital spending** in CRD active and low-carbon infrastructure indicates the level of organizational commitment to deliver this goal.
- **Value of grant funding** from federal, provincial and other funding bodies for CRD active and low-carbon infrastructure projects indicates the amount of external support available to deliver this goal.

Measuring Progress

Ref	Performance Measure(s)	Type	2024 Actual	2025 Forecast	2026 Target	Desired trend
4	Total estimated CRD capital investments in active and low-carbon infrastructure projects ⁴	Quantity	\$1.9M	\$2.2M	\$2.5M	↗
5	Total value of grant funding for CRD active and low-carbon infrastructure projects from external sources ^{5,6}	Quantity	\$1.9M	\$522K	N/A	↗

⁴ Estimated totals from CRD operating and capital plans

⁵ Total value of grants received by the CRD.

⁶ Total value of unsecured funds based on outstanding federal grant program applications (2024)

Discussion

- **Measure 4:** The desired trend is to increase the amount invested in CRD active and low-carbon transportation infrastructure to keep pace with user needs. Targets are set for each fiscal year through the service and financial planning processes. The reported dollar figures include capital investments for regional trail expansion, enhancement, maintenance and operations in the fiscal year. Regional trails, both existing and proposed, are defined on Map 6 of the Regional Parks and Trails Strategic Plan and include the Galloping Goose, Lochside, E&N Rail-Trail Humpback Connector and the proposed network on Salt Spring Island and the Southern Gulf Islands. The figures also include investments in low-carbon infrastructure charging. Note the 2024 actual do not include any debt servicing associated with borrowing related to acceleration of the Regional Trails Widening and Lighting project.
- **Measure 5:** The desired trend is to attract greater amounts of external funding for active and low-carbon transportation infrastructure. CRD priorities for active and low-carbon transportation are closely aligned to federal and provincial goals. The assumption is that the CRD is in a strong position to attract funding. If the measure trends down, this could indicate that grants are over-subscribed or there is a need to consider new grant application strategies. Note that the forecast and target values are for unsecured funds.

GOAL 4D: EDUCATION, ENCOURAGEMENT & INFORMATION

Targets & Benchmarks

- Measuring the number of schools participating in the Ready Step Roll initiative tracks the number of schools that have received hands-on support to educate younger residents on matters of traffic safety and sustainable mode choice.

Measuring Progress

Ref	Performance Measure(s)	Type	2024 Actual	2025 Forecast	2026 Target	Desired trend
6	Active School Travel Planning: schools' participation in the regional Ready Step Roll initiative ⁶	Quantity	52	55	59	↗

⁶ Total number of schools that have participated in the regional Ready Step Roll initiative since 2015; data from CRD Regional Planning

Discussion

- The active school travel planning initiative is delivered as a partnership among schools (administration and parent advisory committees), municipalities and the CRD. The initiative cannot succeed without the active participation of all three partners. Due to pressures facing school administrators and parents from the ongoing COVID-19 pandemic, only two schools participated in the initiative for the 2022-2023 cohort (or school year). Three schools participated in the initiative for the 2023-2024 cohort and five schools will participate in the initiative for the 2024-2025 cohort.

07 Business Model

PARTICIPANTS	All municipalities, Tsawout Nation and Songhees Nations
FUNDING SOURCES	Requisitions, grants and reserves
GOVERNANCE	<u>Transportation Committee</u> <u>Traffic Safety Commission</u> <u>Regional Parks Committee</u>