

Advocate

Take action now to leverage funding and project delivery

The Province expects that regional priorities will drive the implementation of projects and actions set out in the South Island Transportation Strategy (SITS).

The proposed priority areas:

- Reflect projects with regional and sub-regional support.
- Perform well against all criteria to address regional transportation problems and take action on climate change.

Proposed Priority Area	Implementation Action
RapidBus	Seek accelerated implementation from BC Transit / MoTI. Seek dedicated corridors with direct links to designated growth centres.
Integrated Highway Improvements	Leverage multi-modal improvements from any highway work. Seek projects that prioritize safety improvements. Support free-flow of traffic along highway corridors.
SSI / SGI Island Connectivity	Seek ferry electrification and implementation of terminal safety upgrades. Seek policy and infrastructure to prioritize reduction in vehicle volumes.
General Transit	Seek service standardization in rural areas (weekend / evening service). Seek improved frequency and span of service (incl. SGI/SSI ferry).

BUS MASS TRANSIT / RapidBus

REGIONAL SUPPORT

- Esquimalt
- Oak Bay
- Saanich
- Victoria
- Langford
- Colwood
- Metchosin
- Sooke
- Central Saanich
- Sidney
- SGI

RapidBus is a BC Transit initiative to provide frequent, high-capacity service along key corridors. With buses removed from general traffic, the initiative aims to significantly reduce travel times compared to single occupancy vehicle travel.

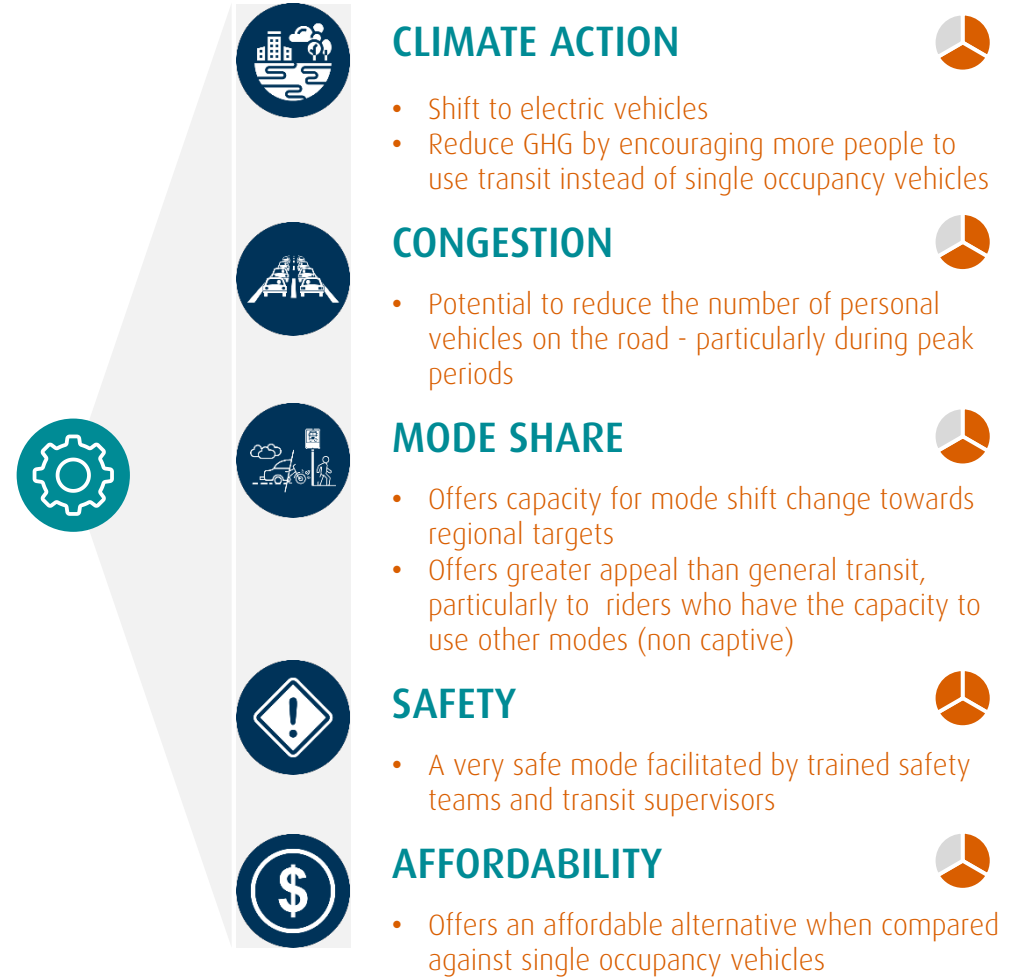
RapidBus consists of dedicated bus lanes, branding and priority measures for transit with a focus on Highway 1, Highway 17 and McKenzie Avenue. RapidBus includes the requirement for an exchange at Uptown and a new transit operations facility.

Key Features / Key Partner Asks

- Accelerate RapidBus implementation.
- Create direct links to designated growth centres.

CRD	BC Transit (Victoria Regional Transit Commission)	MoTI
Advocacy	Service Operator	Funding
If directed, develop an integrated advocacy strategy: <ul style="list-style-type: none"> • MoTI – funding • BC Transit – facility planning 	<ul style="list-style-type: none"> • Set operational policy, priorities and facility design (e.g., accelerate implementation) • Set fares • Seek fair share of funding • Set mode share targets 	<ul style="list-style-type: none"> • Provide funding • Approve new service hours • Adopt and adhere to provincial policy and regulations (e.g., CleanBC prioritizes bus rapid transit and fleet greening)

PERFORMANCE EVALUATION



AUTO / INTEGRATED SAFETY FOCUSED APPROACH TO HIGHWAY PROJECTS AND ARTERIALS

REGIONAL SUPPORT

- Sooke
- Highlands
- Central Saanich
- North Saanich

The highway system in the CRD consists of three major highways (1, 14 and 17) connecting major centres across the region with gateways to the rest of Vancouver Island, the mainland via ferries, and internationally via the airport. The MoTI is responsible for the highway system which allows for both freight and passenger movement.

An integrated approach to highways was a cornerstone of the South Island Transportation Strategy. Highway upgrades in the region consider the safety and movement of people across all modes. Arterial roads, which connect to the highway system, are the responsibility of local governments and often accommodate strategic employment and service centres as well as increased housing density. Support for highway improvements came from communities in the region which rely on highways to access services and employment opportunities.

Key Features / Key Partner Asks

- Maintain arterials and highways as the dominant traffic corridors.
- Prioritize improvements based on safety.
- Integrate transit and active transportation in all highway improvements.
- Support free flow of traffic along highway corridors.

CRD	Local Government	MoTI
Advocacy	Arterial road design and maintenance	Highway design and maintenance
<ul style="list-style-type: none"> • Continue to provide data and technical expertise on a project basis • If directed, develop an advocacy strategy 	<ul style="list-style-type: none"> • Set arterial policy direction • Plan, operate, maintain and fund arterial connections to the highway system • Collaborate with BC Transit and CRD Regional Trails 	<ul style="list-style-type: none"> • Set policy direction • Plan, operate, maintain and fund integrated highway system • Collaborate with BC Transit, CRD Regional Trails and local governments

PERFORMANCE EVALUATION



POLICY - BC FERRIES / ISLAND CONNECTIVITY

REGIONAL SUPPORT

- SGI
- SSI

The region is dependent on the ferry system to access vital goods and services and connect with the rest of the province. This is particularly significant for the Electoral Areas of Salt Spring Island (SSI) and the Southern Gulf Islands (SGI), whose residents rely heavily on ferries to access the region.

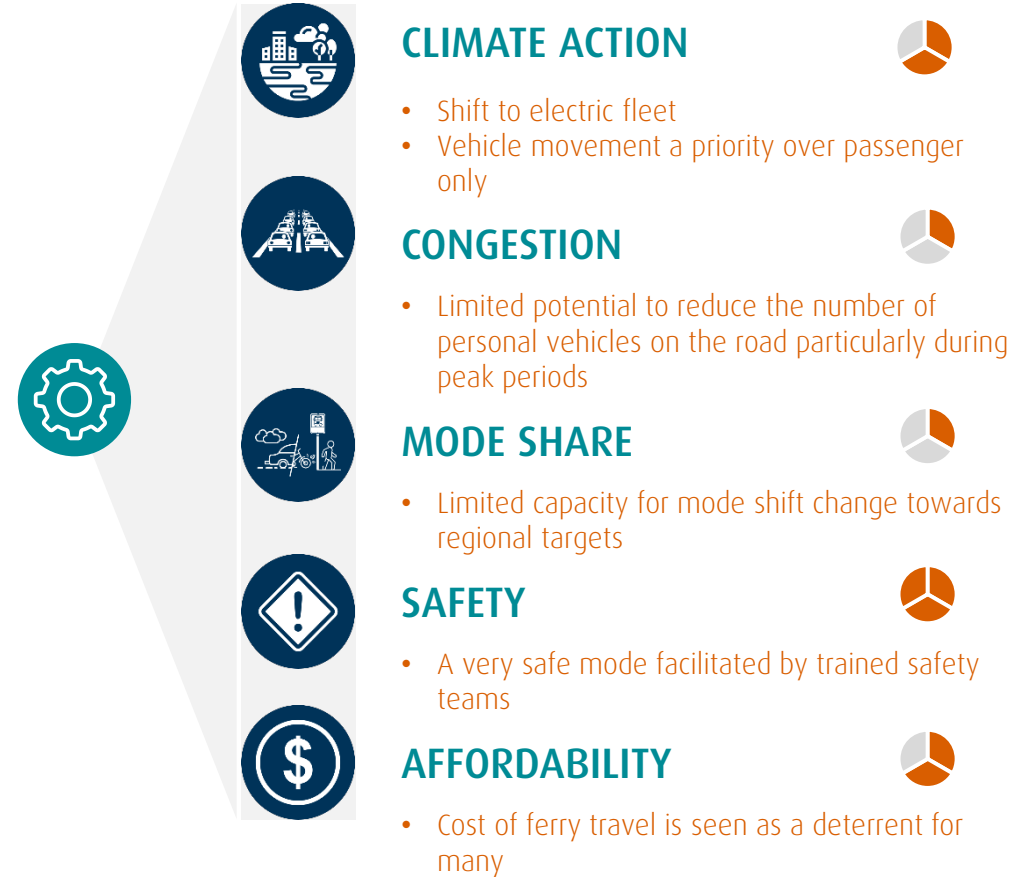
Ferries generated little discussion amongst municipal partners, but were dominant discussion points for the SSI and SGI Electoral Areas.

Key Features / Key Partner Asks

- Electrify ferry and implement terminal safety upgrades.
- Advocate to the Province to amend mandate letter to prioritize reduction in vehicle volumes and emphasize active transportation passenger volumes.
- Advocate for MoTI to include 1.5m to 1.8m bike lanes as a part of every repaving project.

CRD	BC Ferries	MoTI
Advocacy	Service Operator	Mandate & Funding
If directed, develop an integrated advocacy strategy: <ul style="list-style-type: none"> • MoTI – policy • BC Ferries – facility planning 	<ul style="list-style-type: none"> • Act as the operating company to meet the scope of service mandated by the Province • Set operational policy 	<ul style="list-style-type: none"> • Set BC Ferries operating mandate • Set policies and priorities • Provide funding

PERFORMANCE EVALUATION



GENERAL TRANSIT

REGIONAL SUPPORT

- Juan de Fuca
- SSI
- Victoria

BC Transit provides local bus service, connecting residents to destinations via local-serving routes. Transit provides transportation choice for significant numbers of residents and visitors. Local transit service operates buses in mixed traffic, with closely spaced stops.

Transit is working towards the greening of its fleet through the introduction of LNG and electric busses in the region.

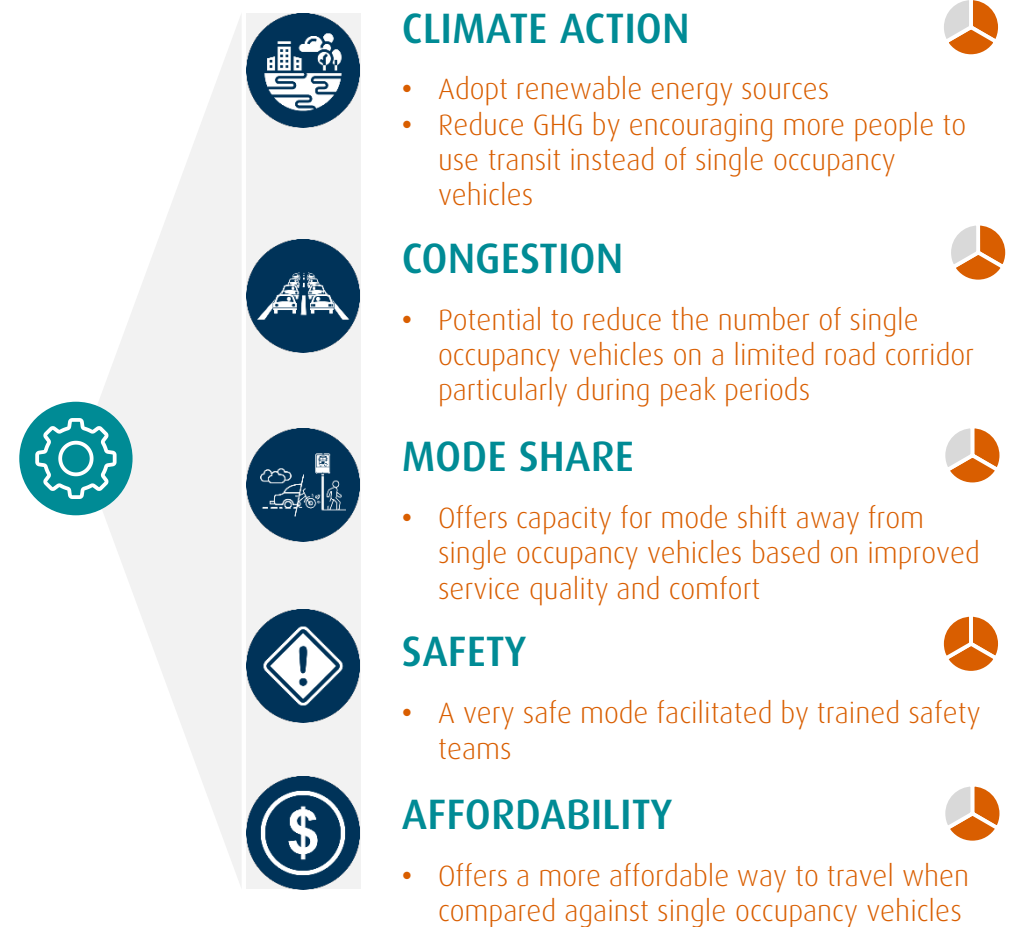
BC Transit has seen significant passenger losses as a result of the pandemic. The next few years will require significant work to build passenger confidence and volumes back. This rebuild offers potential to reexamine how routes, service span and frequency across the region represent the needs of the community.

Key Features / Key Partner Asks

- Service standardization in communities across the region to include weekend and evening services.
- Improved frequency and span of service.
- Better integration between SGI and SSI ferries and Swartz Bay transit.

CRD	BC Transit (Victoria Regional Transit Commission)	MoTI
Advocacy	Service Operator	Funding
<ul style="list-style-type: none"> • If directed, develop an advocacy strategy 	<ul style="list-style-type: none"> • Set operational policy and priorities • Approve service levels, frequency and routing • Set transit mode share targets 	<ul style="list-style-type: none"> • Provide funding • Approve new service hours • Adopt and adhere to provincial policy and regulations (e.g., CleanBC prioritizes fleet greening)

PERFORMANCE EVALUATION



Act: Regional Direction / Local Action

Needs Regional Direction or Local Action



Consider options to initiate work

A number of priority areas require regional or local action, or a decision to take new action. These priority areas reflect matters requiring varying levels of regional coordination.

The proposed priority areas:

- Reflect initiatives that require regional coordination and/or action to be effective.
- Require additional direction from the CRD Board to move forward as it would change aspects of CRD service delivery.

Proposed Priority Area	Implementation Action
Regional Trails and Active Transportation	Complete regional trail network. Develop trail standards and complete safety upgrades. Seek dedicated active transportation funding.
Transportation Demand Management (TDM)	Identify a lead organization. Seek ways to incentivize behaviour change. Develop and implement TDM policies and programs.
Safety Policy (Vision Zero)	Identify a lead organization. Develop and implement a regional traffic safety policy.
Strengthen Land Use	Continue to implement the RGS Settlement Concept by directing growth to places that encourage walking, cycling and efficient use of public transit. Incentivise transit oriented development.
Parking and Access Upgrades	Increase parks & rides in rural areas to make transit use more convenient. Improve parking and road safety at regional and provincial parks.

ACTIVE TRANSPORTATION INCLUDING REGIONAL TRAILS

REGIONAL SUPPORT

- SSI
- Langford
- Esquimalt
- Colwood
- Central Saanich
- SGI
- Saanich
- Victoria
- Sidney

The region’s active transportation network is composed of three regional trails – the Galloping Goose, Lochside and E&N Rail Trail – and local active transportation infrastructure. Significant progress by both the CRD and municipalities has been made towards the implementation of this network with the construction of all ages and abilities pedestrian and cycling infrastructure throughout the region.

Cycling and walking are well documented as being the most climate friendly form of transportation options with the added bonus of health benefits to the user.

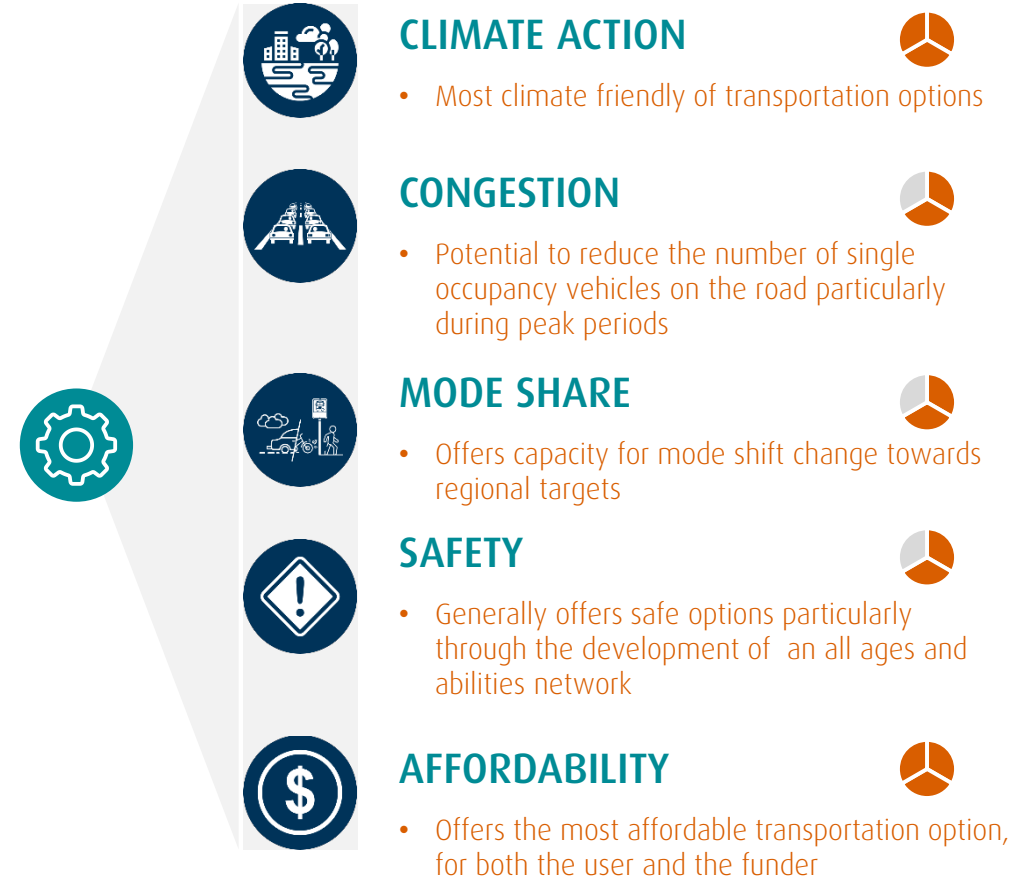
There is no longer a stable, dedicated funding pool for active transportation outside of established budgets for the general operation and maintenance of regional trails.

Key Features / Key Partner Asks

- Standardize the regional trail network to reflect its year round use.
- Seek dedicated regional active transportation funding.
- Provide for safety upgrades.
- Complete the E&N Rail Trail.

CRD	Local Governments	MoTI
Operations and Advocacy <ul style="list-style-type: none"> • Plan, operate and maintain the three regional trails, per the Regional Trails Management Plan • Set regional mode share targets • Seek funding for new trail construction and improvements 	Operations and Advocacy <ul style="list-style-type: none"> • Plan, operate and maintain local active transportation infrastructure • Set local mode share targets • Prioritize local service delivery 	Land Owner <ul style="list-style-type: none"> • Critical funding partner • Active transportation policy direction • Land Owner (E&N)

PERFORMANCE EVALUATION



TRANSPORTATION DEMAND MANAGEMENT

REGIONAL SUPPORT

- Colwood
- Highlands
- Victoria
- Langford
- Sidney
- Central Saanich

Transportation Demand Management (TDM) includes a range of incentives and deterrents that encourage people to make travel choices that shift modes, reduce congestion or mitigate the need for travel. The objective of TDM is to remove pressure during peak periods from high volume transit routes and road networks.

The pandemic has offered a unique trial of how some TDM measures can alter peak travel times and spread traffic volume across a longer time horizon. Other measures include incentives such as affordable passes for transit or deterrents such as parking fees or congestion charges. The most appropriate TDM measures for the region would need careful evaluation.

Key Features / Key Partner Asks

- Strong belief from many partners that working from home and staggered work and school hours will continue after the pandemic and that the impact of this will assist in decreasing congestion.
- Incentivize active transportation, transit and high-occupancy vehicles and dis-incentivize the use of single occupancy vehicles and the need for travel.

CRD

- If directed, develop collaborative policy
- Implement policy at a workforce level

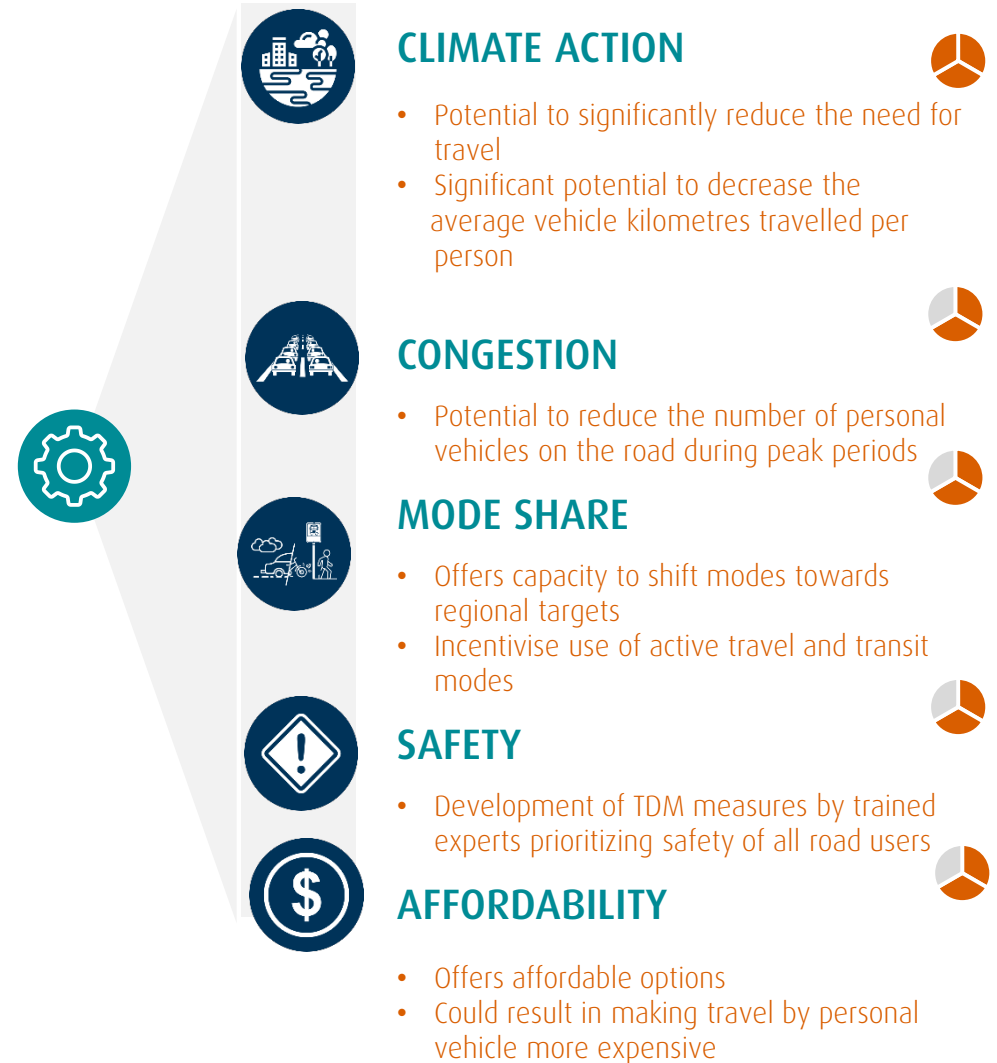
Local Governments

- Provide and funds localized incentives (e.g., Victoria Youth Pass, pay parking)
- Develop collaborative policy
- Implement policy at a workforce level

MoTI/ BC Transit

- Develop collaborative policy
- Implement policy at a workforce level
- Provide incentives (e.g., bus passes and promotions)

PERFORMANCE EVALUATION



POLICY – SAFETY VISION ZERO and DEFAULT SPEED PILOT

REGIONAL SUPPORT

- Saanich
- Oak Bay

Vision Zero is a traffic safety policy with an aim for all road users to be safe from the risk of being killed or seriously injured on the road network.

British Columbia has a default speed limit of 50km/h, where no speed limit sign is posted. The provincial government amended the *Motor Vehicle Act* to allow pilot projects that would research, test and evaluate new regulatory approaches to support active transportation and increase safety. A number of municipalities have expressed an interest in participating in a pilot of a lowered default speed.

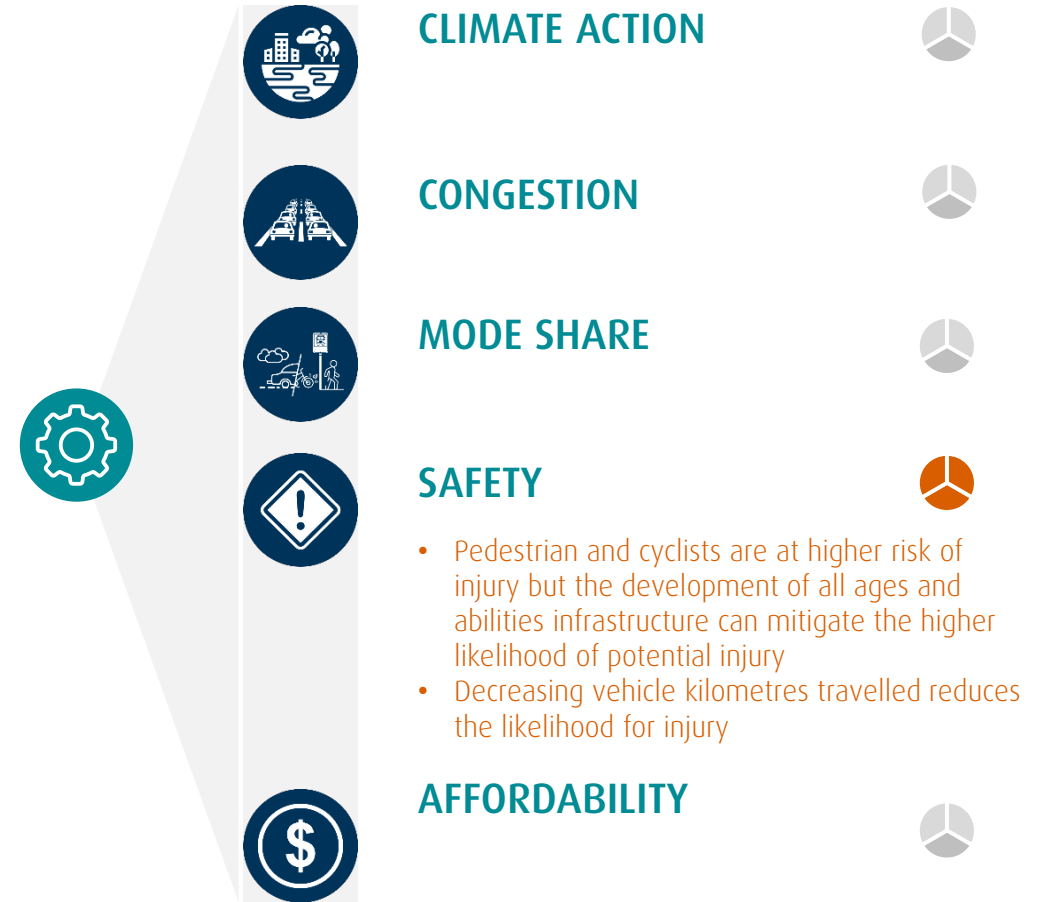
Key Features / Key Partner Asks

- Develop a regional Vision Zero program.
- Pilot lowered default speed.

CRD	Local Governments	Province
Advocacy If directed: <ul style="list-style-type: none"> • Develop an advocacy strategy • Collaborate to develop and set policy direction 	Infrastructure and Policy <ul style="list-style-type: none"> • Fund planning and engineering solutions to align with Vision Zero principles • Collaborate to develop policy direction 	Support and collaboration. <ul style="list-style-type: none"> • Set provincial legislation, policy and plans • Fund and plan for safety upgrades on MoTI road networks • Provide educational campaigns and disincentives such as fines for not obeying rules

PERFORMANCE EVALUATION

NOTE: Vision Zero would have little direct impact in the short term advancement of four of the five criteria but significant potential to improve user safety.



POLICY - LAND USE

REGIONAL SUPPORT

- Saanich
- Victoria

Land use and transportation are intrinsically linked. The Regional Growth Strategy (RGS) provides the vision for sustainable growth including such areas as population growth, transportation and settlement patterns. Settlement patterns that densify designated centres and corridors support efficient transit service and connected active transportation networks that get people to the places they want to go.

Key Features / Key Partner Asks

- Continue to implement RGS vision and adopt regional land use policy that supports transit oriented development.
- Develop settlement patterns that minimize the use of automobiles and encourage walking, cycling and the efficient use of public transit.

CRD	Local Governments	Province
<p>Regional Growth Strategy</p> <ul style="list-style-type: none"> • Draft and approve the RGS • Approve local government regional context statements 	<p>Official Community Plan</p> <ul style="list-style-type: none"> • Prepare and implement Official Community Plan • Direct and approve growth in designated centres and corridors to support efficient transit and active transportation 	<p>Legislation</p> <ul style="list-style-type: none"> • Develop and approve legislation under the <i>Local Government Act</i> that sets requirements for content and adoption of Regional Growth Strategies and OCPs

PERFORMANCE EVALUATION



AUTO / PARKING AND ACCESS UPGRADES

REGIONAL SUPPORT

- Juan de Fuca
- Central Saanich
- Metchosin
- Langford
- Highlands

Numerous partners identified a concern for user safety at access points to regional and provincial parks. Often the available parking is full and users are forced to park on the edge of busy roads and highways that offer no pedestrian infrastructure. It was felt strongly that access to parks needed to be available to all and that transportation options needed to reflect this.

Park and Rides linking to high quality transit were seen as an important way of attracting riders to transit particularly in areas where local transit connections are poor or non-existent.

Key Features / Key Partner Asks

- Increased availability of Park and Rides in the outlying areas of the region to make transit more convenient and accessible.
- More parking and road access safety upgrades at regional and provincial parks, particularly in those locations where it is challenging or not possible to access by public transit or active transportation.

Local Governments and EAs	CRD/MoTI/BC Transit	BC PARKS
Advocacy & Infrastructure <ul style="list-style-type: none"> • Advocacy • Collaborate with BC Transit on Park and Rides • Collaborate on road safety upgrades 	Operations & Funding <ul style="list-style-type: none"> • Plan, design and maintain parking at regional parks (CRD) • Plan, design and maintain access points on MoTI road network (MoTI) • Plan, design and operate Park and Rides in collaboration with local governments (BC Transit and VRTC) • Various funding sources 	Operations <ul style="list-style-type: none"> • Plan, design and maintain parking at provincial parks • Funding source

PERFORMANCE EVALUATION



Needs Careful Consideration



Consider delaying initiation in short- and medium-term

A few priority areas require careful consideration before advancing. These matters would be better addressed in the long-term, once conditions are more favourable for success and the effectiveness of other priorities have been evaluated.

The proposed priority areas:

- Would be difficult to implement / achieve success in the short- and medium-term given the existing senior government policy direction, current context and costs.
- Could detract from the success of priority areas receiving higher levels of support.

Proposed Priority Area	Implementation Action
New Governance Authority	Investigate once it is possible to evaluate the relative success of establishing and implementing regional priorities as an approach. Address previously raised concerns about insufficient municipal council support, loss of control over transportation decisions, possible local cost impacts and legislative implications for partner authorities.
Light Rail Link and Westshore Passenger Ferry	Investigate once ridership capacity is competitive to bus mass transit. Address concerns about cost, efficiency, competitiveness, density and lack of connectivity (e.g., no downtown terminus for rail, difficult to access ferry by active modes).

GOVERNANCE

REGIONAL SUPPORT

- View Royal
- Juan de Fuca

Governance refers to the decision making body and process related to the delivery of transportation services. In the CRD, transportation governance is multi-jurisdictional: the CRD is responsible for regional trails, local governments for local roads and active transportation infrastructure, BC Transit for bus transit and the Province for highways and BC Ferries. The federal government also sets regulations for some waterways and airports.

Historically, transportation governance has not received consensus support at the CRD Board. Governance can only be examined once priorities have been agreed upon and there is a demonstrated gap that cannot be addressed within existing jurisdictional roles.

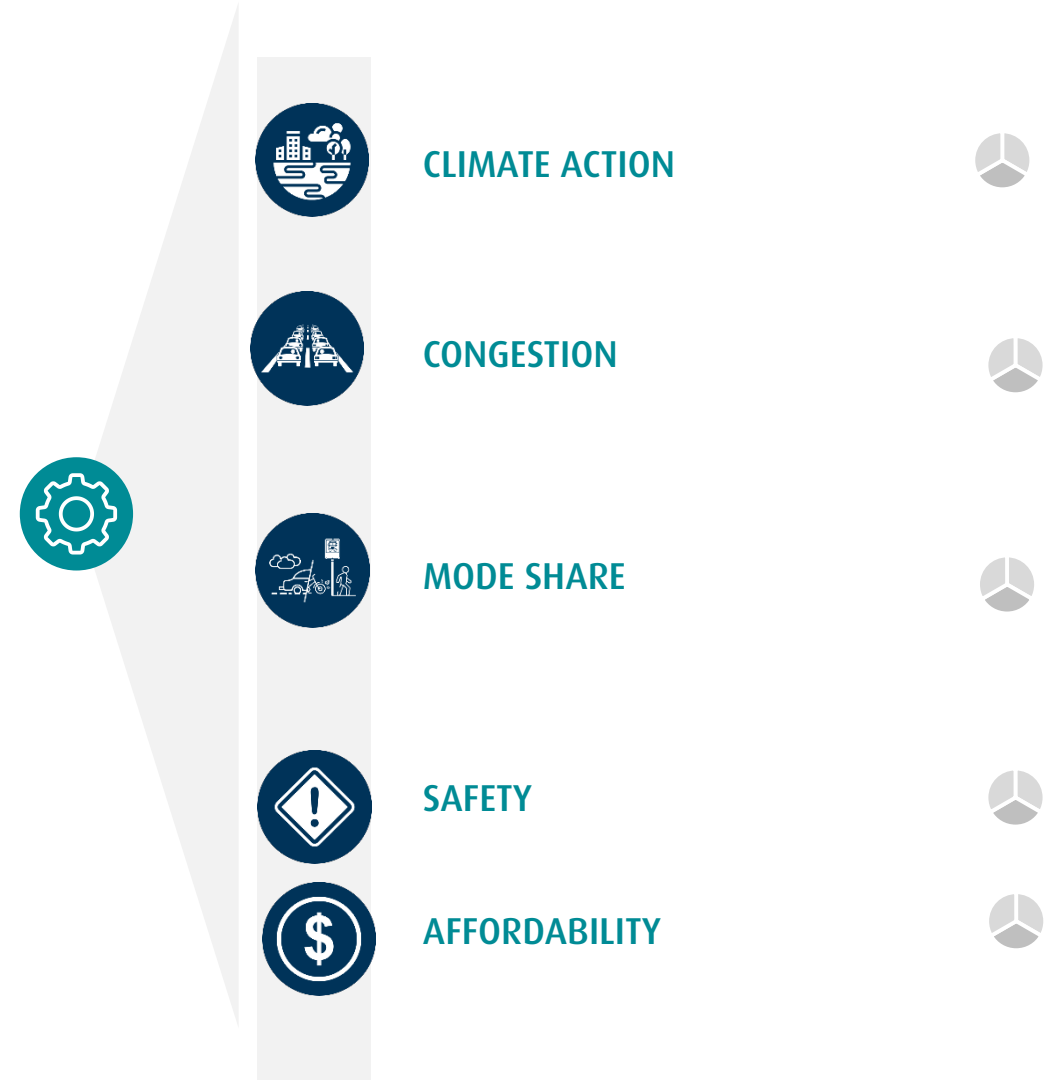
Key Features / Key Partner Asks

- The creation of a new regional transportation authority.
- If and when a new governance model is discussed, the impacts to and contributions from smaller isolated electoral areas and municipalities needs to be examined.

CRD	Local Governments	BC Transit / MoTI
Advocacy and priority setting	Advocacy and priority setting	Advocacy and priority setting
<ul style="list-style-type: none"> • Set policy, plan, operate and maintain regional trails • Provide data and technical expertise on regional transportation 	<ul style="list-style-type: none"> • Set policy, plan, operate and maintain local roads and active transportation 	<ul style="list-style-type: none"> • MoTI: Set policy, plan, operate and maintain highways • MoTI: Set mandate for BC Ferries • BC Transit: Set policy, plan and operate transit

PERFORMANCE EVALUATION

Governance changes would have little direct impact in the short term advancement of the five performance criteria.



NON BUS MASS TRANSIT / RAIL & PASSENGER FERRY

REGIONAL SUPPORT

- Esquimalt
- View Royal
- Metchosin
- Colwood
- Langford

Non bus mass transit refers to the introduction of rail along the E&N corridor and a passenger ferry from the Westshore to Esquimalt and Victoria.

Numerous rail studies indicate that ridership capacity would be uncompetitive to bus transit and that costs are prohibitively expensive. Island Corridor Foundation have questioned the findings of these reports and believe that the costs could be substantially reduced. Rail service would be unable to enter the employment and service hub of downtown Victoria.

Preliminary investigation of a passenger ferry shows that ridership capacity would be significantly smaller than other modes of transit and that population density and land use patterns would be challenged to sustain a viable passenger ferry service.

Key Features / Key Partner Asks

- Phased introduction of rail in the region and up island.
- Further investigate a Westshore passenger ferry.
- Consider Light Rail Transit.

Island Corridor Foundation

Advocacy

- Manage the former E&N rail corridor
- Set vision and advocates for connected rail service along the corridor

BC Transit (Victoria Regional Transit Commission)

Service Operation

- Set policy and priorities for land-based modes of transportation
- Set mode share targets

MoTI

Funding

- Fund studies and implementation
- Adopt and adhere to provincial policy and regulations (e.g., CleanBC prioritizes bus rapid transit and fleet greening)

PERFORMANCE EVALUATION

