

# Overview

## Purpose

- Review input on regional transportation priorities.
- Consider regional needs and outcomes.
- Agree to priorities and direct next steps.

## What Staff Evaluated

- 1) Partner input
- 2) Regional needs & outcomes
- 3) Policy context & performance against criteria

## Filling our Implementation Gaps

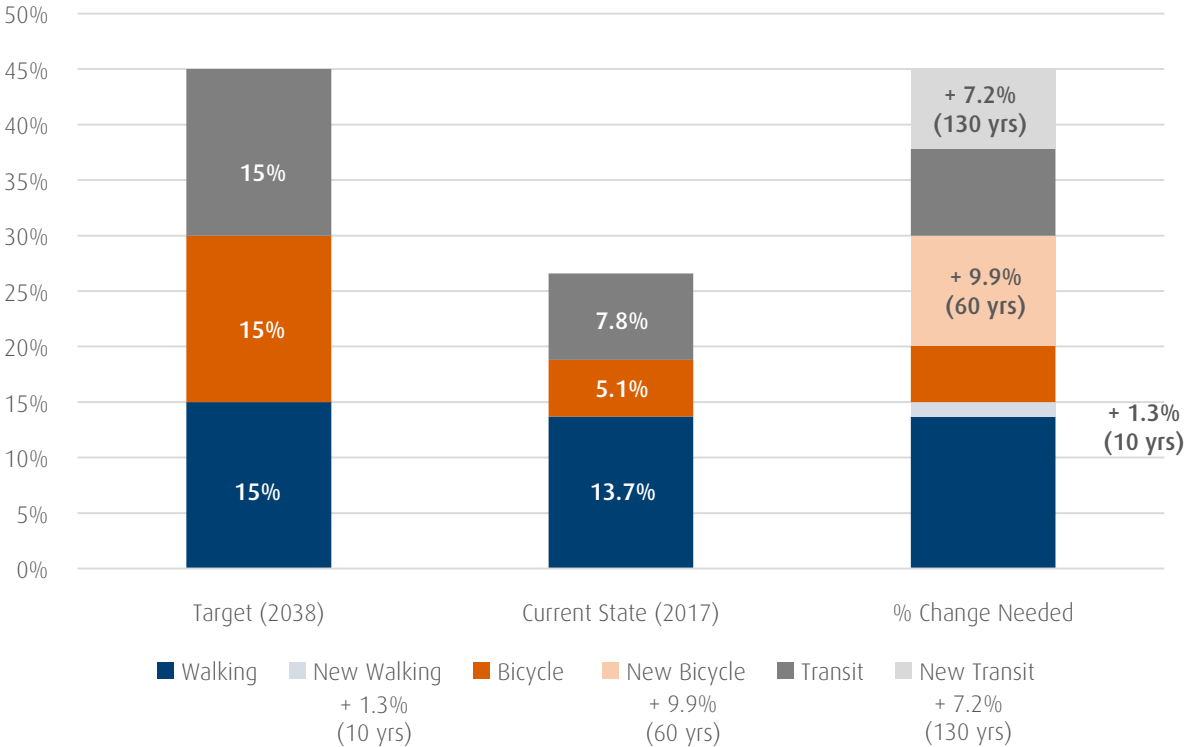
- 1) **Prioritize:** Agree to priorities that advance the RTP
- 2) **Champion:** Opportunity to speak with one regional voice
- 3) **Attract Funding:** Opportunity to leverage new funding streams
- 4) **Coordinate:** Future areas requiring coordination identified

# Current State

## Problem Statements

- 1. Traffic congestion in peak periods
- 2. Mode shift – improve mode choice and change behaviour
- 3. Reduce GHG emissions from transportation

## Mode Share Context



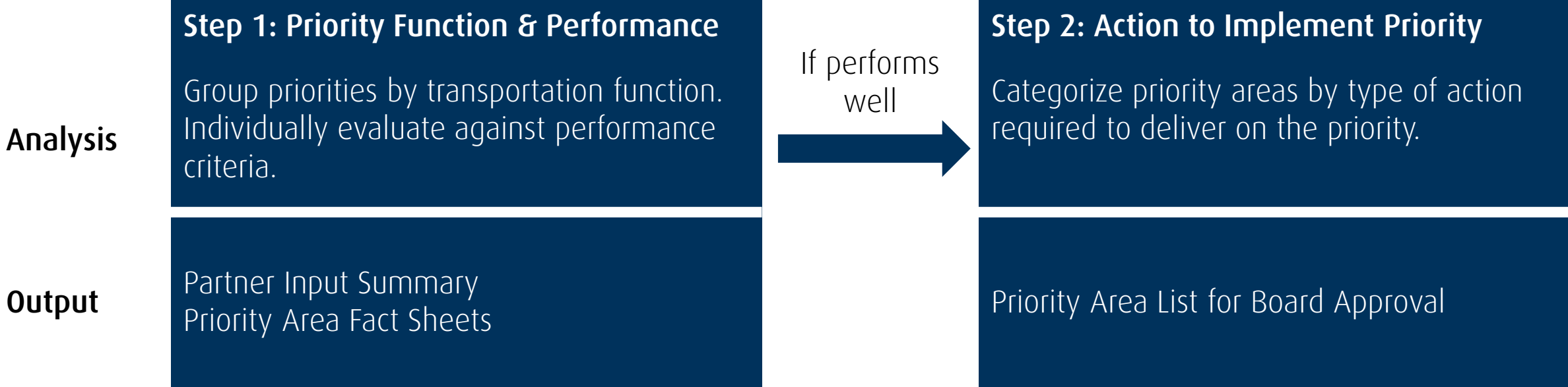
# Gathering Partner Input

## Partners

- 13 CRD Municipalities
- 3 CRD Electoral Areas
- BC Transit
- Ministry of Transportation and Infrastructure (MoTI)
- BC Ferries
- Island Corridor Foundation

- 1 Identify Partner Priorities**
  - Focus on short-term, regional-scale matters
  - Identify top 3-4 regional priorities
  - Indicate relative importance
- 2 Collate and Analyze**
  - Group priorities by transportation function
  - Analyze against performance criteria
  - Confirm grouping and adjust priorities
- 3 Validate**
  - Gather feedback from Local Area Administrators
  - Finalize list for Committee consideration
- 4 Board Prioritizes**
  - Report on priorities and next steps
  - Seek confirmation of priorities
  - Seek direction on implementation

# Generating the Priority List



## Findings

- 1. Region-Wide Support:** RapidBus and active transportation
- 2. Sub-Regional Support:** All other priorities - communities have different needs
- 3. Significance:** Point allocation focuses attention on what is most important
- 4. Not Mutually Exclusive:** Partners support other priorities, even if didn't allocate points

# Summary of Partner Input

	TRANSIT			GOVERNANCE	AUTO		ACTIVE	TRANSPORTATION DEMAND MANAGEMENT, POLICY AND ADVOCACY	
PARTNER	Bus Mass Transit (RapidBus)	Non Bus Mass Transit	General Transit	Governance	Parking and Access Upgrades	Integrated safety focused approach to Highways and Arterials	Active Transportation including Regional Trails	Transportation Demand Management	Policy
JDF			30	30	40				
SGI	20						35		45
SSI			15				70		15
Esquimalt	40	20					40		
Oak Bay	50								50
Saanich	20						40		40
Victoria	20		20				30	15	15
View Royal		25		75					
Colwood	50	15					15	10	10
Highlands					30	40		30	
Langford	20	20			20		20	20	
Metchosin	50	15			35				
Sooke	10					90			
Central Saanich	25				25	20	25	5	
Sidney	50						35	15	
North Saanich						100			
<b>TOTALS</b>	355	95	65	105	150	250	310	95	175
<b>AGENCY PARTNER</b>	30	100	70			100			
BC Transit	30		70						
Island Corridor Foundation		100							
MoTI						100			

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View Royal		25		75					
Colwood	50	15					15	10	10
Highlands					30	40		30	
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BC Transit	30		70						
Island Corridor Foundation		100							
MoTI						100			

# Priority Areas



## Advocate

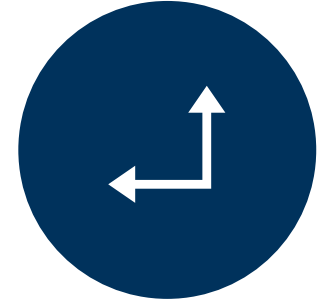
Take action now to leverage funding and project delivery. Initiatives in this category require action by agency partners. The CRD role is to advocate for the region's fair share.



## Act

Provide regional direction or take local action to deliver the work. The CRD role is:

- act where it has authority
- coordinate where needed
- set direction if no lead agency



## Pivot

Consider context carefully. Senior government policy direction, current context and costs are not favourable. The CRD role is to support balanced consideration of needs before advancing this work.

# Advocate: Funding & Implementation

**RapidBus:** Accelerate RapidBus implementation.

- Faster delivery
- Corridors that link to centres

## **Highway Safety Improvements:**

Advance highway projects that focus on multi-modal infrastructure and safety.

- Multi-modal in all projects
- Prioritize safety
- Free-flow on corridors



**SSI / SGI Connectivity:** Enhance connectivity to SSI and SGI.

- Ferry electrification
- Terminal upgrades
- Prioritize reducing vehicle volume

**Transit – General:** Improve local transit service in rural areas.

- Service standardization
- Improve service frequency & span



# Act: Regional Direction / Local Action

**Active Transportation:** Focus on regional trails and dedicated funding.

- Complete regional trail network
- Develop standards & complete upgrades
- Seek dedicated funding

**TDM:** Develop regional policy and programming.

- Identify lead organization
- Seek ways to incent behaviour change

**Safety Policy:** Develop & implement a “Vision Zero” policy approach.

- Identify lead organization
- Develop regional safety policy



**Strengthen Land Use:** Continue to implement RGS Settlement Concept.

- Direct growth to places that encourage walking, cycling and efficient use of public transit
- Incent transit oriented development

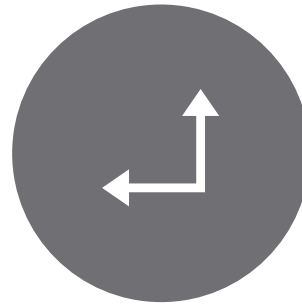
**Parking & Access:** Improve access to transit park and rides and parks.

- Increase availability in rural areas
- Improve parking & road safety at regional parks

# Pivot: Consider Regional Context

**Governance:** Consider once region has evaluated success of prioritization.

- Province and partners have identified the region must agree to priorities before governance is considered.
- Address 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:** Consider once ridership share is greater.

- Investigate once ridership capacity can accommodate both bus mass transit and these alternative modes.
- 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).

# Policy Context

Senior levels of government set policy that shapes funding, infrastructure and grants. Policy on climate, economic recovery and transportation will shape what gets built in the region.

- Pan-Canadian Framework on Clean Growth and Climate Change (2016 – Federal)
- CleanBC (2019 – Provincial)
- South Island Transportation Strategy (2020 – Provincial)
- Regional Growth Strategy (2018 – CRD)

## Policy Direction

## Priority Area Response

### Transition to lower emitting vehicles

RapidBus  
Integrated roads and highways  
General transit investments  
Parking and access upgrades

### Multi-Modal Transportation

RapidBus  
Dedicated active transportation funding  
Regional trail network completion  
Continue to implement RGS settlement concept  
SSI / SGI connectivity

### Affordability

RapidBus  
Dedicated active transportation funding  
Regional trail network completion  
General transit investments  
Continue to implement RGS settlement concept

### Safety

SSI / SGI island connectivity  
Safety policy – Vision Zero  
Integrated roads and highways  
Continue to implement RGS settlement concept

# Priorities by Transportation Function



Capital Regional District



Municipalities



BC Transit



MoTI



Regional and Multi-Use Trails



Regional and Local Roads



Land Use - Corridors & Nodes



Regional Transit Network



Provincial Highways

Outcomes

**Primary Service Provider**

Complete regional trail system (incl. standardization). Upgrade parking at regional parks.

**Primary Service Provider**

Upgrade roads near regional and local parks. Build active transportation infrastructure once funded.

**Primary Service Provider**

Continue to implement RGS growth concept. Adopt policies to incentivize transit-oriented development.

**Primary Service Provider**

Add park and ride stations.

**Advocacy - Policy**

Adopt policies to incentivize transportation-oriented development.

**Primary Service Provider**

Accelerate RapidBus. Ensure RapidBus directly links to centres.

**Funder**

Provide secure funding for active transportation infrastructure (trails).

**Funder**

Provide secure funding for active transportation infrastructure (on-road).

**Funder**

Provide secure funding for ridership recovery.

**Primary Service Provider**

Upgrades / improvements. Include transit & active modes in all highway improvements.

Take action once funding is secured.

Take action once funding is secured.

Consensus on these items provides advocacy leverage with BC Transit.

Consensus on these items provides advocacy leverage with MoTI.

Responsibility for transportation in the region is shared. The table shows how each priority area would be implemented by function and jurisdiction.

Priority areas requiring regional direction or careful consideration are shown outside the table as they are either a new function or do not belong to an existing jurisdiction.

**Requires Regional Direction**

- 1) Develop TDM policies and programs
- 2) Develop regional vision zero program

**Requires Consideration of Context**

- 1) Regional transportation governance
- 2) Phased introduction of rail service on E&N corridor
- 3) Ferry service between the Westshore and Esquimalt

# Recommendations

- 1.** Confirm the categorized priority areas listed in Appendix A.
- 2.** Share the list of confirmed regional transportation priority areas with the Minister of Transportation and Infrastructure, all CRD municipalities, CRD electoral areas and agency partners.
- 3.** Direct staff to develop implementation strategies for each of the approved transportation priority areas and report back to the Board on the findings, including a consideration of cooperation mechanisms.