

TravelChoices Implementation & Investment Plan April 2007

An Initiative of the Capital Regional District
Planning & Protective Services



The Capital Regional District (CRD) Board has identified a number of strategic transportation projects for the five-year period between 2007 and 2011, establishing the foundation for the Region's first TravelChoices Implementation and Investment Plan (TIIP).

The TIIP action plan for the CRD demonstrates the region's commitment to work with member municipalities and other major partners in promoting more travel options, and supporting better mobility to encourage greater economic viability.



What is TIIP?

TravelChoices Implementation and Investment Plan (TIIP) is the approved list of priority projects for anticipated funding. The TIIP is an action plan to meet the mission of the region's Strategic Transportation Plan (TravelChoices) - **to increase the proportion of walking, cycling, transit and ridesharing, and the use of other alternatives to driving alone.** Approved projects will be consistent with the strategic themes of TravelChoices.

The TIIP will not only recommend specific projects, but also sources to fund implementation. Projects approved for 2007 will be supported by joint applications for funding through the five-year Federal Gas Tax rebate program.



*Promoting a balanced, sustainable
and affordable transportation
system.*

TIIP and the TravelChoices Strategy

Adopted April 13, 2005 by the Capital Regional District Board, the TravelChoices Strategy presents a long-range transportation plan for the region that promotes a balanced, sustainable and affordable transportation system - one which offers an enhanced quality of life and responds to the challenges of climate change.

If fully implemented, automobile usage could be reduced substantially, along with the social and environmental costs of congestion. Transportation choice and accessibility would also be greatly enhanced.

TravelChoices goals and objectives include:

- Integrating land use and transportation policies;
- A major shift upward in the share of people using the priority modes - walking, cycling and transit;
- Improving overall safety and access to all forms of transportation within the existing roadway system; and,
- Contributing to the economic vitality of the region through improved access and operation costs for commercial vehicles.

Through TIIP, the region is taking steps to meet these goals and objectives - to improve the convenience and level of service of transit, improve the safety, convenience and region-wide connectivity of cycling routes, and improve pedestrian amenities through both transportation and land use improvements.

The TIIP supports:

- the Board's endorsement of the TravelChoices Implementation Plan;
- local government applications for new funding opportunities; and
- the CRD's intention to begin discussions with the Province on a more effective governance model to respond to and improve the coordination of inter-agency transportation priorities.

Anticipating Growth

Over the next 20 years, the population of the Capital Region is forecast to increase by 30% (Table 1), with the number of daily person trips expected to increase by approximately 50% over the same period of time. Without significant changes to current trends, this translates to 350,000 additional auto trips, and more than a 100% increase in congestion region-wide.

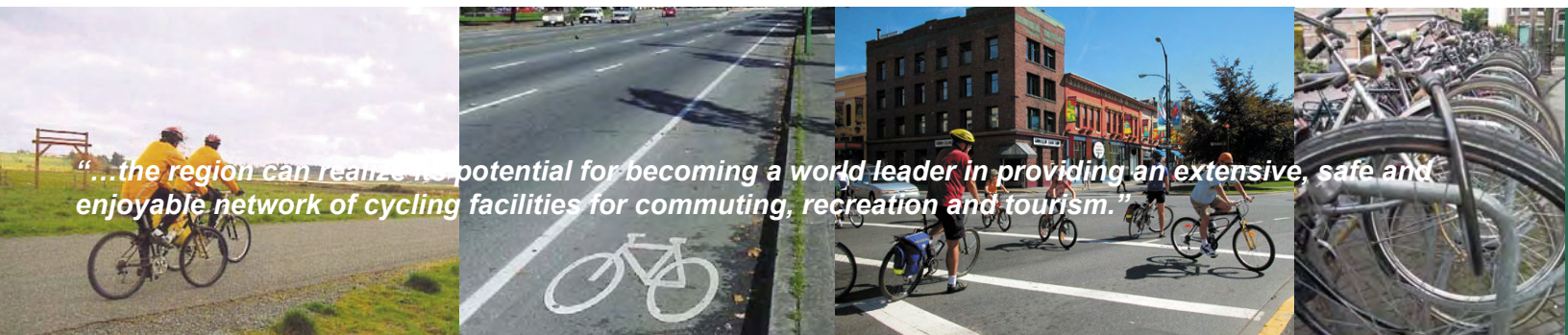
In 2006, there were 1,235,000 person-trips each week day in the region. This implies an increase of 83,600 new trips when compared to 2001 trip patterns - 70% (58,520) were automobile trips. This equals the amount of vehicles currently using the Trans Canada Highway each day.

Table 1: Population Forecast, Capital Region 2026

	1996	2026	% Growth Rate
	Adjusted Census Population	Population Forecast	
Core Municipalities	217,670	244,300	12.2%
Peninsula Municipalities	37,010	46,300	25.1%
West Shore Municipalities	58,650	112,500	91.8%
Indian Reserves (in VMA)	4,630	4,900	5.8%
CRD	317,960	408,000	28.3%

Source: Table 1 of the Regional Growth Strategy

“...the region can realize its potential for becoming a world leader in providing an extensive, safe and enjoyable network of cycling facilities for commuting, recreation and tourism.”





"... by 2026, transit services in the CRD will be the best in Canada. The transit system will be user-friendly and easy-to-use, for travel to downtown and throughout the region."

Funding and Implementation Strategy

TIIP implementation over the next five years is the responsibility of the CRD in partnership with member municipalities and other regional agencies. Projects however, must be consistent with the goals of the Provincial and Federal government funding programs.

Highlights from 2006 include:

- Federal and Provincial Governments announced the Gas Tax Rebate program and other funding infrastructure programs intended to support municipal and transit priorities.
- CRD provided the opportunity for partners - municipalities, the Ministry of Transportation and BC Transit - to jointly list their transportation priorities. Over 220 projects were evaluated and ranked according to importance, and in terms of meeting regional transportation goals.
- TIIP recommended investing six million dollars into pedestrian infrastructure, which could be funded through Development Cost Charges (DCCs).

The list of priority projects provides technical and fiscal criteria for funding applications, including the reduction of Greenhouse Gas emissions. Completion of projects will be the responsibility of the agencies and municipalities which have successfully applied for funding, and under the condition that they be completed within the next five years.

Beyond 2011, other transportation projects will require coordination and funding. The current five-year TIIP however, will only focus on the highest priority transit and cycling projects.

Other projects include:

- Implementation of a major road network strategy that supports the movement of people, goods and services along key inter-municipal or provincial corridors.
- Implementation of a Regional Cycling Plan that provides for more continuous and safer bicycle routes throughout the region.
- Implementation of a regional Travel Demand Management Plan - includes trip reduction programs, road pricing and other measures that increase the use of non-automobile modes.
- Completion of the BC Transit ten-year service plan that focuses on key corridors and expands service to respond to the growing suburban to suburban travel trends.

Table 2: Five-year TravelChoices Implementation and Investment Plan

Investment (millions)				
Type	RSPF ¹	GSPF ²	Other ³	Total
Transit	\$5.65	\$5.65	\$18.70	\$30.00
Cycling	\$5.65	\$5.65	\$4.70	\$16.00
TDM ⁴			\$1.00	\$1.00
TOTAL	\$11.30	\$11.30	\$24.40	\$47.00

¹ RSPF - Regionally Significant Priority Fund (Federal Gas Tax).
² GSPF - General Strategic Priority Fund (Federal Gas Tax).
³ Other - Identifies other funding sources.
⁴ TDM funding by the CRD is anticipated in 2008.

Travel Demand Management (TDM)

TDM is a suite of programs intended to shift travel behaviour to priority modes, and to discourage driving alone. It is characterized by a system of incentives and/or penalties to accomplish this goal.

In terms of TravelChoices, the goal of TDM is to educate and encourage people to increase their usage of the strategy's priority modes. Existing educational and motivational programs in the CRD, such as 'Bike to Work Week' are organized by not-for-profit groups, and have successfully contributed to changing travel trends. The potential for enhanced programs in the region is high.



TIIP Infrastructure Projects (2007 - 2011)

Priority Projects - Board Approved

- **E&N Rail Trail Project**

Description

A multi-use rail-with-trail extending from the Johnson Street Bridge (Victoria) to Goldstream Park (Langford). Refer to Map 1.

Project Coordinator - CRD Parks
Budget - \$11 million

- **BC Transit Five-year Capital Plan**

Description

Initiation of studies regarding the Douglas Street Fast-Bus Corridor, and increasing the number and frequency of buses traveling to the West Shore.

Project Coordinator - BC Transit
Budget - \$20 to \$60 million

- **Regional Master Cycling Plan**

Description

Implementation of the Regional Cycling Plan and Best Practices Guideline.

Project Coordinator - CRD Regional Planning
Budget - \$150,000

Additional Projects - Recommended

- **Island Highway from Admirals to Colwood Interchange:** Construction of sidewalks, bike lanes and general safety upgrades.

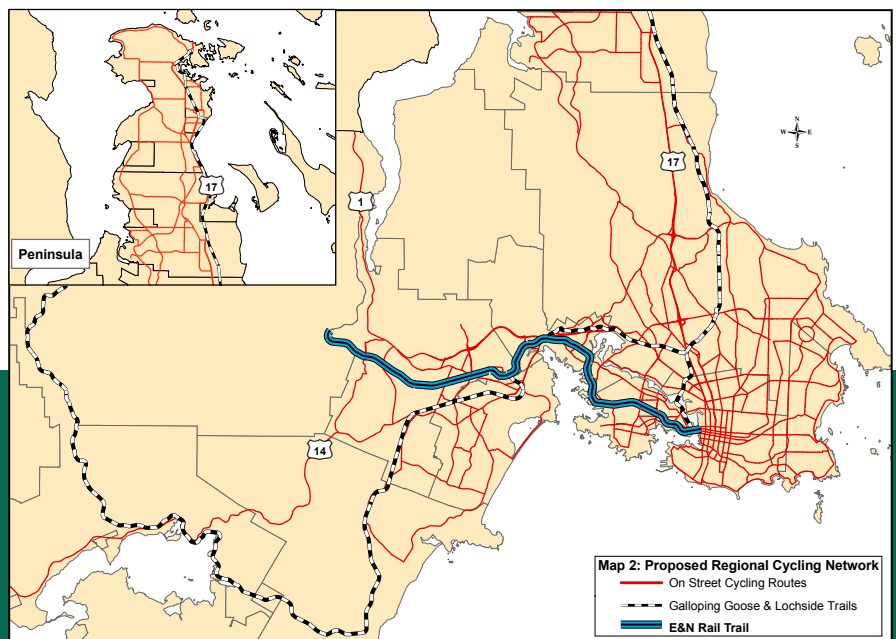
Project Coordinator - Town of View Royal
Budget - \$15 million

- **Craigflower Road from Dominion to Admirals Road:** Construction of sidewalks bike lanes and general safety upgrades.

Project Coordinator - Township of Esquimalt
Budget - \$8 million

- **South Island Corridor Plan:** Work on the major street and highway network long-term plan. The plan is a joint project between the Ministry of Transportation and the CRD.

Map 1: E&N Rail Trail and the Proposed Regional Cycling Network



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