

EXISTING RGS FRAMEWORK

Key Strategic Area: TRANSPORTATION

GOAL	Imbedded Principles	Strategy	Actions	Goals Arising from TravelChoices Sub-Strategy	Report card
Increase Transportation Choice	Equity / access Affordability Efficiency Clean	Coordination of land use and transportation so that residents do not have to rely on auto use	Develop TravelChoices Strategy	Better integration of land use and transportation policies Identify incentives and penalties to shift travel behaviour to priority modes	<i>TravelChoices Sub-Strategy was developed and adopted; it identified a list of strategies on which to focus the Implementation Agreement which was not created.</i> <i>Other strategies/plans completed based on TravelChoices:</i> <ul style="list-style-type: none"> • Pedestrian & Cycling Master Plan • Transportation Corridor Plan (Phase 1) • Transit Future Plan • Transportation Demand Management Study (draft) • Regional Transportation Plan (in progress) <i>Data Initiatives:</i> <ul style="list-style-type: none"> • Annual Auto Counts • Annual Cycling Counts (since 2011) • Origin-Destination Surveys (2006 & 2011) <i>Report on indicators:</i> <i>Share of Trips by Transit in the PM Peak</i> In 2006, the transit mode share was 8%, up 1% from 2001. <i>Share of trips by non-auto (or priority modes) in the PM peak</i> In 2006, the total mode share was 41.5%, down from 42.6% in 2001. <i>Transit mode share for Journey-to-work trips</i> In 2006, 10.2% of the 157,000 employed persons in the Victoria CMA used public transit. <i>Cycling mode share in Victoria CMA and Urban Core</i> In 2006, cycling mode share in the Victoria CMA was 5.7%, while Urban Core mode share was 7.1% for journey-to-work.
		Develop a Regional Transportation Strategy (TravelChoices Strategy) that enhances mobility choice and reduces auto reliance and identifies targets, including: <ul style="list-style-type: none"> • By 2026, achieve a minimum PM peak period region-wide transit mode share of 10% of all trips • By 2026, achieve a minimum PM peak period mode share by non-auto modes of 40% for trips to, from and within the Metropolitan Core • By 2026, achieve a minimum region-wide transit mode share of 15% for journey-to-work trips • By 2026, achieve a minimum cycling mode-share of 10% within the Victoria Census Metropolitan Area for journey-to-work trips and 15% for journey-to-work trips for residents of the combined areas of Victoria, Oak Bay, View Royal, Esquimalt and urban Saanich 	Develop an Implementation Agreement that establishes a framework for transportation planning, governance and funding	Enhance alternatives to driving alone by developing walkable compact urban areas Manage roadways and congestion to achieve improved mobility through priority investments in corridors	
Comments:					The numbers are the most currently available based on 2006 Census and CRD RSS Monitoring Program reports.

PROPOSED RGS/RSS STRUCTURE AND APPROACH				
Key Strategic Area: TRANSPORTATION				
Guiding Principle(s): A sustainable transportation approach aims to reduce the distance of travel, increase choice, access and equity by integrating with land use and encouraging compact development patterns				
GOAL	STRATEGIES TO ACHIEVE THIS GOAL	SUB-STRATEGIES OR ACTIONS: Each Strategy should have detailed sub-strategies or actions assigned, with actions identified for the CRD to undertake and expectations for municipalities and partner agencies clearly laid out		
		CRD's Commitment	Municipal Commitment	Other Gov'ts, FN and Partner Agencies
Integrate land use and transportation planning	<p>Coordinate (align) land use and transportation to facilitate greater use of transit, more active travel and support vehicles that use cleaner, renewable fuels in consideration of:</p> <ul style="list-style-type: none"> • Regional land use objectives • Desired reductions in energy consumption and GHG emissions • Safe and efficient movement of people, goods and services • Livable streets <p><u>Approach:</u></p> <ul style="list-style-type: none"> - Coordinate with parallel Regional Transportation Plan (RTP) key areas: - Regional Multimodal Network (RMN) - Mobility Hubs - Coordinate with Strategic Initiative: Managing and Balancing Growth 			
	<p>Encourage land use that supports sustainable investment in regional transportation priorities</p> <p><u>Approach:</u></p> <ul style="list-style-type: none"> - Coordinate with parallel Regional Transportation Plan (RTP) key areas: - Transportation funding strategy - Transportation implementation and investment plan - Coordinate goals, strategies and actions with Strategic Initiatives: Managing & Balancing Growth and Economic Development 			
Provide a framework for a regional approach to transportation	<p>Set strategic directions based on key components of regional transportation system</p> <p><u>Approach:</u></p> <p>Coordinate with parallel Regional Transportation Plan (RTP) key areas:</p> <ul style="list-style-type: none"> - Regional Multimodal Network (RMN) - Mobility Hubs - Public Transit - Active Transportation(Cycling and Walking) - Transportation Demand Management (TDM) - Coordinate goals, strategies and actions with Strategic Initiatives: Managing and Balancing Growth & Economic Development 			
	<p>Establish a model for governance, funding, implementation & investment</p> <p><u>Approach:</u></p> <p>Coordinate with parallel initiatives/plans:</p> <ul style="list-style-type: none"> - Regional Transit Governance (where Board assumes oversight and regulatory functions) - Regional Transportation Service Feasibility - Regional Transportation Plan 			

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Take action on Climate Change	Set strategies based on a climate action sub-strategy (consisting of both mitigation and adaptation) in which we can: <ul style="list-style-type: none"> • Reduction in fuel consumption, GHG emissions and other harmful air contaminants associated with personal and commercial transportation • Preparation for impacts of a changing climate on transportation infrastructure • Integration of future climate projections into planning activities. 			
	<p><u>Approach:</u> Develop a climate action sub-strategy using several current data sources, including:</p> <ul style="list-style-type: none"> - Necessary data derived from appropriate local and provincial agencies - Municipal and Institutional Energy Reduction and Climate Action Plans - Provincial policies, programs and initiatives (Ministry of Environment, Ministry of Transportation and Infrastructure, Ministry of Energy & Mines) - Integration/ Interaction with Regional Transportation Plan (RTP) - Other research and initiatives provided from CRD Climate Action Service 			