



**REPORT TO PLANNING, TRANSPORTATION AND PROTECTIVE SERVICES COMMITTEE
MEETING OF WEDNESDAY, APRIL 24, 2013**

SUBJECT CAPITAL REGIONAL DISTRICT REGIONAL TRANSPORTATION PLAN

PURPOSE

To update Committee on the current status of the Capital Regional District (CRD) Regional Transportation Plan (RTP) and indicate the intended subject matter for the spring Council of Councils Forum.

BACKGROUND

The CRD RTP sets out strategies and actions to advance regional transportation priorities and these are summarized in Attachment 1. Building on existing transportation plans and engagement with Committee, municipal staff, provincial staff and stakeholders over the last year, IBI Group has advanced an integrated and coordinated RTP intended to serve multiple jurisdictions involved in transportation in the CRD. The full report will be distributed electronically in advance and in hard copy at the meeting on April 24.

The draft priority actions are the basis for a current round of engagement with municipal staff and stakeholders, and are now being presented to Committee for information. The outcome of the staff and stakeholder consultations will inform the draft priority actions for discussion at the CRD Forum of Councils to be held on May 25, 2013.

PLANNING IMPLICATIONS

The draft RTP highlights the importance of identifying and prioritizing a regional multi-modal network, integrating land use and transportation planning, shifting investment to support priorities for all modes of travel, and more effective use of existing infrastructure. The actions listed in Attachment 1, and particularly the priority actions, work toward these outcomes and address identified issues and challenges. These proposed actions, and the RTP as a whole, will inform land use, transportation, climate action and economic development policies now being developed as part of the Regional Sustainability Strategy (RSS).

Successful implementation of the actions will require a new approach to partner roles and responsibilities as well as funding arrangements. Attachment 2 sets out the anticipated timeframe, resources and partner roles for the actions. Partner roles are defined as they were in a Planning staff report prepared for the Board in June, 2011 as:

- Primary - most influential, often through outright authority
- Cooperative – influential through collaboration and funding contributions
- Consultative – least influential, reliant on indirect authorities and goodwill

The organizations listed under 'Primary' in Attachment 2 can be interpreted as the consultant's recommended leads.

Currently, engagement on the draft RTP is underway and consists of three sub-regional workshops for municipal staff and stakeholders (Saanich Peninsula, Core and West Shore). This round of engagement will address priority actions, i.e., are the right actions identified, and

provide input on partnership roles, i.e. who does what.

The outcome of the current round of RTP engagement will inform content and questions for the upcoming Forum of Councils on May 25, 2013 to further inform the selection of priority transportation actions and partnership roles needed to turn priorities into actions. The Forum will follow a world-café style dialogue format similar to the last Forum held on Regional Cooperation in November 2012.

The Forum provides a venue for engagement with elected officials that will:

- address the corporate Strategic Plan goals for the priority, Regional Transportation and Planning;
- inform the RTP Final Report; and
- inform recommendations to the Transportation Select Committee on the regional role and authority in transportation and transit.

CONCLUSION

Work on the CRD RTP has reached a stage where the project team has developed priority actions and recommendations on partnership roles. Engagement with stakeholders and partners on these important elements is necessary before finalizing the RTP and furthering deliberations on the region's role and authority in transportation and transit. Work on transportation governance is underway with the CRD Transportation Select Committee. Planned engagement with stakeholders and partners, including the Forum of Councils, will address a strategic priority of the Board and inform the RTP and the work of the Select Committee.

RECOMMENDATION

That the Planning, Transportation and Protective Services Committee receive report PPS/RSP 2013-08 titled Capital Regional District Regional Transportation Plan for information and to form the subject base for the upcoming Forum of Councils to be held on May 25, 2013.

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Attachment 1: Regional Transportation Plan Recommended Strategies & Actions
Attachment 2: Exhibit 5.2 from the draft Regional Transportation Plan

Attachment 1: Regional Transportation Plan Recommended Strategies and Actions

Source: Draft Regional Transportation Plan (April 2013): This table summarizes the strategies and actions of the draft RTP and indicates 14 priority actions which are recommended for early and ongoing progress in addressing identified issues. The principles to which the actions respond are also noted.

Strategy	Issues	Principles	Actions	Priority Action
1. Integrate transportation and land use planning tools	Capitalizing on the opportunities to growth	1. Take a coordinated and engaged approach to planning	1.1 Identify minimum density targets for urban centres, mobility hubs, and higher order transit corridors, which are sensitive to location and context.	3
	Substantial investments require substantial collaboration	2. Integrate transportation and land use planning	1.2 Develop parking strategies tailored to the CRD to promote a range of applicable best practices relevant to the CRD municipalities related to parking issues such as parking surface lot design, and minimum/maximum requirements. 1.3 Adopt jobs to worker ratio target and promote land use policy that will help achieve a 1:1 balance within each of the CRD's sub-areas (Core, West Shore, Peninsula). 1.4 Identify and help reduce barriers to development in targeted areas through density bonusing, financial incentives, flexible parking policies, and partnerships with the development community.	
2. Establish regional nodes that support sustainable development and transportation choices	Capitalizing on the opportunities for growth	1. Take a coordinated and engaged approach to planning	2.1 Prepare Mobility Hubs guidelines as a resource to guide planning and developing the region's mobility hubs.	
	Inter-community connectivity challenges	2. Integrate transportation and land use planning	2.2 Incorporate mobility hubs into all relevant future regional plans, official plans, local area plans and municipal transportation plans.	
Addressing growth in auto trips		3. Capitalize on the potential for alternatives to driving alone	2.3 Coordinate with regional, municipal and local stakeholders to develop detailed master plans for each Mobility Hub.	
		4. An enhanced role for public transit	2.4 Develop a funding program at the regional level to finance capital improvements by local municipalities which involve the implementation of mobility hub priorities.	
		6. Strategic investments towards an affordable and well-maintained system	2.5 Inventory multi-modal access to CRD-owned parks and move to address deficiencies.	
		7. Reduced greenhouse gas emissions from the transportation sector	2.6 Continue implementation of electric vehicle infrastructure to reduce GHG emissions from motorized travel.	

Strategy	Issues	Principles	Actions	Priority Action
3. Identify a coordinated system of regionally significant corridors to efficiently move people, goods and services	Inter-community connectivity challenges Addressing growth in auto trips	1. Take a coordinated and engaged approach to planning 5. Efficient transportation corridors that meet growing future demand 6. Strategic investments towards an affordable and well-maintained system 7. Reduced greenhouse gas emissions from the transportation sector	3.1 Formally adopt the Regional Multi-modal Network (RMN) and associated policies through adoption of the Regional Sustainability Strategy, and subsequent	1
			3.2. Take an active and collaborative approach to securing provincial or federal funding related to any mode of transportation on the strategic or primary RMN corridors.	2
			3.3 Create and proactively maintain a web portal of information on regionally significant transportation projects that affect the RMN.	
			3.4 Lead the development of regional public consultation strategies around projects affecting primary and strategic RMN corridors.	
			3.5 Establish key screenlines and monitor performance targets at key RMN locations.	
			3.6 Through collaborative forums and stakeholder surveys, identify and mediate discontinuities between local planning activities that affect any RMN corridor, such as stakeholder design charettes or educational forums.	
			3.7 Update policies and procedures for asset management, maintenance and infrastructure life-cycle analyses to consider changes in weather patterns.	
			3.8 Revisit the feasibility of commuter ferry service between the West Shore, Esquimalt, and downtown Victoria.	
			3.9 Develop multi-modal level of service (MMLoS) targets for RMN corridors to help balance trade-offs between travel modes.	13

Strategy	Issues	Principles	Actions	Priority Action
4. Improve and expand access to a cycling network of comfortable and safe bikeways	Inter-community connectivity challenges	1. Take a coordinated and engaged approach to planning	4.1 Work proactively with municipalities to prioritize the rapid implementation of the Pedestrian and Cycling Master Plan (PCMP) recommended cycling facilities	4
	Addressing growth in auto trips	3. Capitalize on the potential for alternatives to driving alone	4.2 Audit transit stations or stops along the RMN priority corridors for bike access.	
	Substantial investments require substantial collaboration	5. Efficient transportation corridors that meet growing future demand	4.3 Analyze bicycle access and bicycle parking demand within 800 m of all Regional Growth centres, Mobility Hubs and park and ride lots, identifying challenging links and opportunities for connectivity.	
		6. Strategic investments towards an affordable and well-maintained system	4.4 Continue expansion of and improvements to the CRD's regional trails, ensuring compliance with the PCMP design guidelines.	
		7. Reduced greenhouse gas emissions from the transportation sector	4.5 Expand the CRD's current cyclist data collection program.	

5. Invest in higher-order transit services and customer amenities that attract new riders, enhance the customer experience, and provide a viable alternative to driving	Inter-community connectivity challenges Addressing growth in auto trips Substantial investments require substantial collaboration	1. Take a coordinated and engaged approach to planning	5.1 Support developing a rapid transit network (RTN) in the CRD prioritizing the corridors identified in Transit Future.	5
		2. Integrate transportation and land use planning	5.2 Continue to advance LRT designs and funding strategies including detailed plans, to service Downtown, Uptown, View Royal, Langford and Colwood.	8
		3. Capitalize on the potential for alternatives to driving alone	5.3 Advance transit priority measures for all RMN priority transit corridors particularly queue jumping lanes, transit priority signals and exclusive bus only lanes.	7
		4. An enhanced role for public transit	5.4 Continue to protect the E&N right-of-way from encroachment.	
		5. Efficient transportation corridors that meet growing future demand	5.5 Work with local municipalities and BC Transit to ensure both land use planning efforts and transit service provision targets that 85% of CRD residents will live within 400m of transit service.	
		6. Strategic investments towards an affordable and well-maintained system	5.6 Work with regional partners (i.e., BC Transit, Chambers of Commerce, etc.) to promote the distribution of discounted or complimentary Victoria Regional Transit System Day Passes for visitors.	
		7. Reduced greenhouse gas emissions from the transportation sector	5.7 Coordinate with inter-regional and tourism-based transport services to provide convenient and efficient connections to transit service.	12

Strategy	Issues	Principles	Actions	Priority Action
6. Efficiently optimize roadway safety and person capacity with systems integration and technology			6.1 . Identify, prioritize, and develop solutions for highway interchanges in need of safety and efficiency improvements, transit access improvements, or re-configuring to improve cyclist of pedestrian accommodation.	6
			6.2. Expand the current traveler information system to provide estimated travel times, congestion, and queue lengths based on real time data.	
			6.3 Develop a congestion index to monitor the performance of RMN priority auto corridors.	
	Substantial investments require substantial collaboration	1. Take a coordinated and engaged approach to planning	6.4 Pursue formal commitments to limit road widening on the Primary RMN corridors, except for transit, High Occupancy Vehicle (HOV), or active modes. This should not preclude changes to highway interchanges designed to improve safety, transit access, or land access.	14
	Inter-community connectivity challenges	3. Capitalize on the potential for alternatives to driving alone		
	Addressing growth in auto trips	5. Efficient transportation corridors that meet growing future demand	6.5 Advance the implementation of user-pay strategies of road pricing to help influence travel choices, including assessing where such measures may apply.	
		6. Strategic investments towards an affordable and well-maintained system	6.6 Investigate the possibility of implementing road diets on RMN roadways that appear to be operating under capacity.	
		7. Reduced greenhouse gas emissions from the transportation sector	6.7 Expand data collection on CRD freight movement, including truck volumes and commodity flows.	
			6.8 Establish a Goods Movement Committee to meet regularly to collectively address regional goods movement challenges.	
			6.9 Identify opportunities to introduce 'last mile' low-impact solutions for the final leg of goods delivery, which replace the need for local deliveries by truck.	

Strategy	Issues	Principles	Actions	Priority Action
7. Plan for comfortable, safe, convenient and accessible pedestrian infrastructure	Substantial investments require substantial collaboration	<ul style="list-style-type: none"> 1. Take a coordinated and engaged approach to planning 3. Capitalize on the potential for alternatives to driving alone 5. Efficient transportation corridors that meet growing future demand 6. Strategic investments towards an affordable and well-maintained system 7. Reduced greenhouse gas emissions from the transportation sector 	7.1 Develop a regional funding program to provide municipalities with capital for retrofitting existing infrastructure to remove pedestrian realm barriers to those with mobility impairments.	9
			7.2 Establish an efficient framework for conducting pedestrian audits and conduct such audits in high priority Pedestrian Priority Areas identified in the PCMP.	
			7.3 Support local pedestrian pilot projects and temporary street closures.	
			7.4 Identify and program improvements for intersections on the RMN with high rates of serious injuries to pedestrians.	
			7.5 Develop a complete streets policy template as a tool for adoption and implementation by area municipalities that have not already adopted equivalent policies.	
			7.6 Collect data on sidewalk conditions across the entire region, providing open access to municipalities/EAs along with tools to help prioritize sidewalk infill and improvement projects.	
			7.7 Organize and support local municipalities in reviewing local bylaws and service standards for barriers to walkable environments and encourage that these barriers be addressed.	

Strategy	Issues	Principles	Actions	Priority Action
8. Implement programs and services that enhance the convenience of regional multi-modal travel	<p>Substantial investments require substantial collaboration</p> <p>Inter-community connectivity challenges</p> <p>Addressing growth in auto trips</p>	<p>1. Take a coordinated and engaged approach to planning</p> <p>3. Capitalize on the potential for alternatives to driving alone</p> <p>6. Strategic investments towards an affordable and well-maintained system</p> <p>7. Reduced greenhouse gas emissions from the transportation sector</p>	8.1 Prioritize and expand deployment of real-time transit information technologies, accessible online or through bus stop display panels, mobile apps or a telephone based system.	
			8.2 Build off technology under development by Translink to develop CRD wide smart card that could link together services such as transit, car sharing, and bike sharing, possibly taking advantage of credit card technology.	
			8.3 Create a Transportation Demand Management (TDM) Marketing and branding strategy to prominently identify and promote the gamut of TDM programs in the region.	
			8.4 Develop a 'one-stop shop' web portal for multi-modal travel information, including a multimodal regional journey planner with a commercial component to help businesses meet goods movement objectives.	
			8.5 Establish partnerships with car-sharing operators to promote such services and help reduce barriers to expanding their coverage.	
			8.6 Analyze the feasibility of the CRD establishing and supporting a bike-sharing program in the region, working closely with local parking authorities and exploring cost sharing partnership opportunities.	
			8.7 Develop and implement a CRD wide way finding strategy to support clear and efficient navigation along all RMN corridors, which address all modes including goods movement.	
			8.8 Advance the responsible expansion of park and ride facilities in conjunction with improved bikeway and transit feeder service to such facilities.	11

Strategy	Issues	Principles	Actions	Priority Action
9. Support municipalities and stakeholders in their pursuit to better manage transportation demand	Addressing growth in auto trips	1. Take a coordinated and engaged approach to planning 3. Capitalize on the potential for alternatives to driving alone 5. Efficient transportation corridors that meet growing future demand 6. Strategic investments towards an affordable and well-maintained system 7. Reduced greenhouse gas emissions from the transportation sector	9.1 Disseminate TDM toolkits to guide planning and the implementation of TDM services, infrastructure enhancements and programs.	
			9.2 Encourage carpool and HOV travel through advancing region-wide provision of such infrastructure.	10
			9.3 Develop a guide for setting local off-street parking standards for various land-uses to inform local bylaws and development approval processes.	
			9.4 Implement TDM programs at all levels of operation for provincial, regional and municipal government services.	
			9.5 Identify partnership opportunities to accelerate Active and Safe Routes to Schools programs.	
			9.6 Collect data on the use of inter-city and intra-city transportation services by tourists.	12

10. Promote education and awareness programs that improve safety and encourage good travel behavior	Addressing growth in auto trips	1. Take a coordinated and engaged approach to planning 3. Capitalize on the potential for alternatives to driving alone 6. Strategic investments towards an affordable and well-maintained system 7. Reduced greenhouse gas emissions from the transportation sector	10.1 Support continued growth of existing programs and champions such as Bike to Work Week and Commuter Challenge, and identify other events to actively promote and raise awareness of alternate travel options.	
			10.2 Work with local school boards and Ministry of Education to continue efforts to establish a CRD wide pedestrian and cycling skills course by expanding the Kids CAN Pilot Project, aiming for incorporation into the school curriculum.	
			10.3 Establish adult cycling training, including facilities accessible throughout the CRD.	
			10.4 Work with regional transportation safety stakeholders to advocate for more extensive driver training and testing related to safe interaction or drivers with cyclists and pedestrians.	
			10.5 Organize continual training of CRD and municipal staff in best practices for facility design.	

RTP Implementation - Regional Needs

The following table summarizes the strategies and actions detailed in the Regional Strategies of the RTP. The table identifies the high priority actions as well as the implementation time frame and partners for each action:

TIME FRAME	DESCRIPTION	PARTNERSHIP ROLES	DESCRIPTION
Short	1 to 5 years	Primary Role	It is recommended that these government institutions assume the lead on this action.
Medium	5 to 10 years	Consultative Role	Due to the influential role of these government bodies, it is recommended that they be involved through collaboration and funding contributions
Long	Beyond 10 years	Cooperative Role	These government bodies will be important partners reliant on indirect authorities and goodwill.

Actions that are likely to extend through multiple time frames are denoted with a ► symbol. For each action the table also indicates relative estimates for the level of effort required of **all partners** in terms of staff resources, study, and capital cost, as denoted with the following symbols:

○: Low ●: Medium ●: High

ACTIONS		PRIORITY	TIMEFRAME			RESOURCES			PARTNERSHIPS		
			SHORT (1-5)	MEDIUM (5-10)	LONG (10+)	STUDY	STAFF	CAP. \$	PRIMARY	COOPERATIVE	CONSULTATIVE
STRATEGY 1: INTEGRATE TRANSPORTATION AND LAND USE PLANNING TOOLS											
1.1	Identify minimum density targets for urban centres, mobility hubs, and high-order transit corridors, which are sensitive to location and context.	✓	■			○	○		CRD, Munis.		
1.2	Develop parking strategies tailored to the CRD to promote a range of applicable best practices relevant to CRD municipalities related to parking issues such as pricing, surface lot design, and minimum/maximum requirements.		■			○	○		CRD		Munis.
1.3	Adopt jobs to workers ratio targets, and promote land use policy that will help achieve a 1:1 balance within each of the CRD's sub-areas (Core, West Shore, Peninsula).		■						CRD, Munis.		
1.4	Identify and help reduce barriers to development in targeted areas through density bonusing, financial incentives, flexible parking policies, and partnerships with the development community.			■		○			CRD, Munis.		
STRATEGY 2: ESTABLISH REGIONAL NODES THAT SUPPORT SUSTAINABLE DEVELOPMENT AND TRANSPORTATION CHOICES											
2.1	Prepare Mobility Hubs guidelines as a resource to guide planning and developing the region's mobility hubs.		■			●	○		CRD		
2.2	Incorporate Mobility Hubs into all relevant future regional plans, official plans, local area plans, and municipal transportation master plans.		■						CRD, Munis.		
2.3	Coordinate with regional, municipal, and local stakeholders to develop detailed master plans for each Mobility Hub.			■		●	●		CRD, Munis.		
2.4	Develop a funding program at the regional level to finance capital improvements by local municipalities/EA's which involve the implementation of Mobility Hubs priorities.			■		○	○		CRD	Munis., MoTI	
2.5	Inventory multimodal access to CRD-owned parks and move to address deficiencies.			■		○			CRD		
2.6	Continue implementation of electric vehicle infrastructure to reduce GHG emissions from motorized travel.		■	▶	▶	○			CRD		
STRATEGY 3: IDENTIFY A COORDINATED SYSTEM OF REGIONALLY-SIGNIFICANT CORRIDORS TO EFFICIENTLY MOVE PEOPLE, GOODS, AND SERVICES											
3.1	Formally adopt the RMN and associated policies through adoption of the RSS, likely through subsequent agreements.	✓	■				○		CRD, Munis.		
3.2	Create and pro-actively maintain a web portal of information on regionally significant transportation projects that affect the RMN.		■	▶	▶	○	○		CRD	Munis., MoTI, BC Transit	
3.3	Take an active and collaborative approach to securing Provincial or Federal funding for projects related to any mode of transportation on strategic or primary RMN corridors.	✓	■	▶	▶		○		CRD	Munis., MoTI	
3.4	Lead the development of regional public consultation strategies around projects affecting primary and strategic RMN corridors.		■	▶	▶		●		CRD		

ACTIONS		PRIORITY	TIMEFRAME			RESOURCES			PARTNERSHIPS		
			SHORT (1-5)	MEDIUM (5-10)	LONG (10+)	STUDY	STAFF	CAP. \$	PRIMARY	COOPERATIVE	CONSULTATIVE
3.5	Establish key screenlines and monitor the performance targets at key primary RMN locations.			■	▶	○	○		CRD		
3.6	Through collaborative forums and stakeholder surveys, identify and mediate discontinuities between local planning activities that affect any RMN corridor, such as stakeholder design charettes or education forums.		■	▶	▶		○		CRD, Munis.		
3.7	Update policies and procedures for asset management, maintenance, and infrastructure life-cycle analyses to consider changes in weather patterns.		■	▶	▶		○		Munis.		
3.8	Revisit the feasibility of commuter ferry service between the West Shore, Esquimalt, and downtown Victoria.			■		○			CRD, Munis.		
3.9	Develop multimodal level of service (MMLOS) model and targets for all RMN corridors to help balance trade-offs between travel modes.	✓	■			○	○		CRD	Munis.	
STRATEGY 4: IMPROVE AND EXPAND ACCESS TO A CYCLING NETWORK OF COMFORTABLE AND SAFE BIKEWAYS											
4.1	Work pro-actively with area municipalities to prioritize the rapid implementation of the PCMP recommended cycling facilities along all RMN cycling priority corridors.	✓	■	▶	▶		●	●	CRD, Munis.		
4.2	Audit transit stations or stops along RMN priority cycling corridors for bike access.		■			○			CRD	BC Transit, Munis.	
4.3	Analyze bicycle access and bicycle parking demand within 800m of all Regional Growth Centres, Mobility Hubs, and park-and-ride lots, identifying challenging links and opportunities.			■		○			CRD, Munis.		
4.4	Continue expansion of and improvements to the CRD's regional trails, ensuring compliance with the PCMP design guidelines.			■			○	●	CRD		
4.5	Expand the CRD's current cyclist data collection program.		■	▶	▶	○	○		CRD		
STRATEGY 5: INVEST IN HIGHER-ORDER TRANSIT SERVICES AND CUSTOMER AMENITIES THAT ATTRACT NEW RIDERS, ENHANCE THE CUSTOMER EXPERIENCE, AND PROVIDE A VIABLE ALTERNATIVE TO DRIVING											
5.1	Support developing a rapid transit network (RTN) in the CRD, prioritizing the corridors identified in Transit Future.	✓	■	▶	▶	●	●	●	BC Transit	CRD	
5.2	Continue to advance LRT designs and funding strategies, including detailed plans, to service Downtown, Uptown, View Royal, Langford, and Colwood.	✓		■	▶	●	●		BC Transit	CRD	
5.3	Advance transit priority measures for all RMN priority transit corridors), particularly queue jumping lanes, transit priority signals, and exclusive bus-only lanes.	✓	■	▶	▶	●	●	●	BC Transit	CRD, MoTI	
5.4	Continue to protect the E&N right-of-way from encroachment.		■	▶	▶				CRD	Munis.	

ACTIONS		PRIORITY	TIMEFRAME			RESOURCES			PARTNERSHIPS		
			SHORT (1-5)	MEDIUM (5-10)	LONG (10+)	STUDY	STAFF	CAP. \$	PRIMARY	COOPERATIVE	CONSULTATIVE
5.5	Work with local municipalities and BC Transit to ensure both land use planning efforts and transit service provision target that 85% of CRD residents will live within 400m of transit service.			■	►				CRD, BC Transit	Munis.	
5.6	Work with regional partners (i.e. BC Transit, Chamber of Commerce, etc.) to promote the distribution of discounted or complementary Victoria Regional Transit System DayPASSes for visitors.		■			○			CRD, BC Transit	Chamber of C., Tourism Victoria	
5.7	Coordinate with inter-regional and tourism-based transport services to provide convenient and efficient inter-regional connections to transit.	✓	■	►	►		○		CRD, BC Transit	Tourism Victoria	

STRATEGY 6: EFFICIENTLY OPTIMIZE ROADWAY SAFETY AND PERSON CAPACITY WITH “SYSTEMS” INTEGRATION AND TECHNOLOGY

6.1	Identify, prioritize, and develop solutions for highway interchanges in need of safety or efficiency improvements, transit access improvements, or re-configuring to improve cyclist or pedestrian accommodation.	✓	■	►		○	○		CRD, MoTI	Munis.	
6.2	Expand the current traveler information system (e.g. DriveBC) to provide estimated travel times, congestion, and queue lengths based on real-time data.			■	►		○	○	MoTI	CRD	
6.3	Develop a congestion index to monitor the performance of RMN priority auto corridors.		■	►	►	○	○				
6.4	Pursue formal commitment(s) to limit road widening on the Primary RMN corridors, except for transit, HOV, or active modes. This should not preclude changes to highway interchanges designed to improve safety, transit access, or land access.	✓	■	►	►				MoTI, Munis.	CRD	
6.5	Advance the implementation of user-pay strategies of road pricing to help influence travel choices, including assessing where such measures might best apply.			■		○			MoTI	CRD, Munis.	
6.6	Investigate the possibility of implementing road diets on RMN roadways that appear to be operating under capacity.			■		○			Munis.	CRD	
6.7	Expand data collection on CRD freight movement, including truck volumes and commodity flows.			■	►	○	○		CRD, MoTI		
6.8	Establish a Goods Movement Committee to meet regularly to collectively address regional goods movement challenges.			■	►		○		CRD	BC Trucking Assoc.	Munis.
6.9	Identify opportunities to introduce “last mile” low-impact solutions for the final leg of goods delivery, which replace the need for local deliveries by truck.			■		○			CRD		

STRATEGY 7: PLAN FOR COMFORTABLE, SAFE, CONVENIENT AND ACCESSIBLE PEDESTRIAN INFRASTRUCTURE

7.1	Develop a regional funding program to provide municipalities with capital for retrofitting existing infrastructure to remove pedestrian realm barriers to those with mobility impairments.	✓	■	►	►		○	○	CRD	Munis.	
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ACTIONS		PRIORITY	TIMEFRAME			RESOURCES			PARTNERSHIPS		
			SHORT (1-5)	MEDIUM (5-10)	LONG (10+)	STUDY	STAFF	CAP. \$	PRIMARY	COOPERATIVE	CONSULTATIVE
7.2	Establish an efficient framework for conducting pedestrian realm audits (e.g. through charrettes or walkabouts) and conduct such audits in all high-priority Pedestrian Priority Areas identified in the PCMP.		■	▶	▶	○	○		CRD	Munis.	
7.3	Support local pedestrian pilot projects and temporary street closures.		■	▶	▶				CRD	Munis., Stakehold.	
7.4	Annually identify and program improvements for intersections on the RMN with high rates of serious injuries to pedestrians.		■	▶	▶	○	○		CRD, Munis., MoTI		
7.5	Develop a complete streets policy template as a tool for adoption and implementation by area municipalities that have not already adopted equivalent policies.		■			○			CRD		
7.6	Collect data on sidewalk conditions across the entire region, providing open access to municipalities/EAs along with tools to help prioritize sidewalk infill and improvement projects.		■	▶	▶	○	○		CRD	Munis.	
7.7	Organize and support local municipalities in reviewing local by-laws and service standards for barriers to walkable environments and encourage that these barriers be addressed.		■	▶	▶		○		CRD	Munis.	
STRATEGY 8: IMPLEMENT PROGRAMS AND SERVICES THAT ENHANCE THE CONVENIENCE OF REGIONAL MULTIMODAL TRAVEL											
8.1	Prioritize and expand deployment of real-time transit information technologies, accessible online or through bus stop display panels, mobile apps, or a telephone-based system.		■	▶	▶		○	●	BC Transit	CRD, Munis.	
8.2	Build off technology under development by TransLink to develop a CRD-wide smart card (Compass Card) that could link together services such as transit, car sharing, and bike sharing, possibly taking advantage of credit card technology.			■	▶	●	○	●	BC Transit	CRD	
8.3	Create a TDM marketing and branding strategy to prominently identify and promote the gamut of TDM programs in the region.		■			○		○	CRD	Munis.	
8.4	Develop a “one-stop shop” web portal for multi-modal regional travel information, including a multi-modal regional journey planner with a commercial component to help businesses meet goods movement objectives.		■	▶	▶		○	○	CRD	BC Transit, Munis.	
8.5	Establish partnerships with car-sharing operators to promote such services and help reduce barriers to expanding their coverage.		■	▶		○	○		CRD	Munis., Stakehold. (e.g. Vic. Car Share Co Op)	
8.6	Analyze the feasibility of the CRD establishing and supporting a bike-sharing program in the region, working closely with local parking authorities and exploring cost sharing partnership opportunities.		■	▶		○			CRD	Munis., Stakehold.	

ACTIONS		PRIORITY	TIMEFRAME			RESOURCES			PARTNERSHIPS		
			SHORT (1-5)	MEDIUM (5-10)	LONG (10+)	STUDY	STAFF	CAP. \$	PRIMARY	COOPERATIVE	CONSULTATIVE
8.7	Develop and implement a CRD-wide way-finding strategy to support clear and efficient navigation along all RMN corridors, which addresses all modes including goods movement.			■		○		●	CRD		Munis.
8.8	Advance the responsible expansion of park-n-ride facilities, in conjunction with improved bikeway access and transit feeder service to such facilities.	✓		■	▶			●	BC Transit	CRD, Munis.	
STRATEGY 9: SUPPORT MUNICIPALITIES AND STAKEHOLDERS IN THEIR PURSUIT TO BETTER MANAGE TRANSPORTATION DEMAND											
9.1	Disseminate TDM toolkits to guide planning and the implementation of TDM services, infrastructure enhancements, and programs.		■			○			CRD	Munis.	
9.2	Encourage carpool and HOV travel through advancing region-wide provision of such infrastructure.	✓	■						CRD	Munis., MoTI	
9.3	Develop a guide for setting local off-street parking standards for various land uses to inform local by-laws and development approval processes.			■		○			CRD		Munis.
9.4	Implement TDM programs at all levels of operation for provincial, regional, and municipal government services.		■	▶	▶				CRD	Reg., Prov., & Local govt. depts.	
9.5	Identify partnership opportunities to accelerate Active and Safe Routes to Schools (ASRTS) programs.		■				○		CRD	Schools, Local community groups	
9.6	Collect data on the use of inter-city transportation services by tourists.			■	▶	○	○		CRD	Tourism Victoria	
STRATEGY 10: PROMOTE EDUCATION AND AWARENESS PROGRAMS THAT IMPROVE SAFETY AND ENCOURAGE GOOD TRAVEL BEHAVIOUR											
10.1	Support continued growth of existing programs and champions, such as Bike to Work Week and Commuter Challenge, and identify other events to actively promote and raise awareness of alternative travel options.		■	▶	▶				CRD	Cycling advocacy groups	
10.2	Work with local school boards and the Ministry of Education to continue efforts to establish a CRD-wide pedestrian and cycling skills course by expanding the KidsCAN Pilot Project, aiming for incorporation into the school curriculum.		■	▶	▶		○		CRD	School boards, Munis.	
10.3	Establish adult cycling training, including facilities accessible throughout the CRD.		■	▶	▶		○		CRD	Cycling advocacy groups	
10.4	Work with regional transportation safety stakeholders to advocate for more extensive driver training and testing related to safe interaction of drivers with cyclists and pedestrians.		■	▶	▶		○		CRD	Munis., Stakehold.	
10.5	Organize continual training of CRD and municipal staff in best practices of facility design.		■	▶	▶		○		CRD	Munis.	