

## REGIONAL TRANSPORTATION PLAN REPORT CARD

The Regional Transportation Plan (RTP) identifies eight regional outcome statements intended to guide the planning and development of the Regional Multi-modal Transportation Network (RMN). The outcomes were developed in recognition that RTP implementation is the responsibility of all partners with authority on policy, programming and infrastructure. The RTP was not intended to address site or municipal-specific issues, rather to establish outcomes that partners can work towards.

The following is a report on regional progress toward implementing the RTP. The report considers:

- A **general assessment** of the actions taken by the Capital Regional District (CRD) and regional partners toward achieving the eight regional outcome statements. Each outcome statement is evaluated against the four focus areas for action identified in the RTP:
  - 1 Planning and Policy
  - 2 Investment (Infrastructure or Operational)
  - 3 Land Use
  - 4 Behaviour Change

Note that the assessment broadly considers how partners are implementing the RTP and not intended to document every transportation action taken since 2014. To this end, examples of how partners are working to achieve the RTP vision are provided for illustrative purposes.

- A **specific evaluation** of progress toward priority actions identified in the RTP and a summary of the action taken.

Actions to date have been heavily skewed towards infrastructure investment and policy and planning with less focus on behaviour change and land use.

The RTP was drafted under the assumption that there would be a transportation authority and dedicated funding towards identified actions. The CRD Board chose not to advance a regional transportation service as the federal gas tax that had previously been exclusively dedicated to regional transportation was redirected to local governments under an expanded scope of use. Progress to build out the RMN have advanced regardless.

# INTEGRATING LAND USE AND TRANSPORTATION



## Regional Outcome Statement

1 Movement between communities, mobility hubs and major destinations is facilitated through a Regional Multi-modal Network of Transportation corridors.

Action  
Area  
Focus

- ✓ Planning and Policy
- ✓ Investment (Infrastructure or Operational)
- ✗ Land Use
- ✗ Behaviour Change

### Examples of Actions that Support Regional Outcome Statement 1

ROLE & JURISDICTION		TRANSPORTATION ACTIONS TAKEN
	Regional & Local Roads MOTI	<b>South Island Transportation Strategy</b> Adopted in 2020, this strategy outlines priority actions and timelines to support efficient, reliable and safe multi-modal transportation on Southern Vancouver Island.
	Regional & Multi-Use Trail CRD	<b>Expansion of E&amp;N Rail Trail</b> 17km when complete; connecting Core Area to Westshore, funded through a variety of government grant programs.  <b>Construction set for 2021:</b> → Esquimalt Road to the Johnson Street Bridge (Victoria); to begin Spring 2021 → Atkins Avenue to Savory Elementary School (Langford); to be completed early 2021

### Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION TAKEN
1.1	Establish a regional transportation authority.	✗	A service feasibility study was completed, a service establishment bylaw was drafted and all municipalities and electoral areas were consulted. The Board chose not to establish a service due to insufficient support. The CRD lost its core funding source when the Federal Gas Tax Fund, which had originally been dedicated to regional transportation priorities, was redirected to local governments. No new funding has been allocated to transportation at a regional level.
	Establish a funding service.	✗	
1.2	Incorporate regional multi-modal network (RMN) into all relevant future regional and local plans.	●	Municipalities are working to align various local transportation plans to the RMN.
1.3	Establish an ongoing Technical Advisory Committee.	●	While there is no formal Technical Advisory Committee, transportation planners and engineers from across the region meet annually. Partners establish staff-level project working groups to seek technical inputs and advice on an as-needed basis.
1.9	Conduct a service review of transportation in the Southern Gulf Islands (SGI) and Salt Spring Island (SSI) including water based passenger service.	✓	A water based passenger service review between the islands and Vancouver Island has been completed. Work is underway on an integrated transportation plan for SGI.

# INTEGRATING LAND USE AND TRANSPORTATION




## Regional Outcome Statement

2 Mobility Hubs align with the Regional Sustainability Strategy\* and provide people with access to housing, employment, services, amenities and transportation choices at a local, sub-regional and regional scale. \*The Regional Sustainability Strategy became the Regional Growth Strategy per Board direction in 2015.


Action Area Focus

- ✓ Planning and Policy
- ✓ Investment (Infrastructure or Operational)
- ✓ Land Use
- ✗ Behaviour Change

### Examples of Actions that Support Regional Outcome Statement 2

ROLE & JURISDICTION		TRANSPORTATION ACTIONS TAKEN
	Land Use Corridors & Nodes CRD	<b>Regional Growth Strategy (RGS)</b> Adopted in 2018, identifies settlement concepts that correspond with the RMN. The RGS identifies policies related to improving multi-modal connectivity and mobility.
	Land Use Corridors & Nodes BC Transit	<b>BC Transit Exchange Improvements</b> → University of Victoria Transit Exchange expansion – 2014 → Westhills Transit Terminal – 2017
	Land Use Corridors & Nodes BC Transit	<b>BC Transit Park and Ride</b> BC Transit is working with Westshore municipalities to designate strategic plots of land as Park and Rides along well-serviced bus routes.

### Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION TAKEN
2.1	Incorporate mobility hubs in relevant and future regional and local plans.		Partners identify the RTP mobility hubs as places designated for growth in local planning documents. Most recently, South Island Transportation Strategy (SITS) confirmed the significance of the RTP mobility hubs.

# INTEGRATING LAND USE AND TRANSPORTATION





## Regional Outcome Statement

3 Transportation and land use planning tools are integrated at the local and regional levels.

Action  
Area  
Focus

- ✓ Planning and Policy
- ✓ Investment (Infrastructure or Operational)
- ✓ Land Use
- ✗ Behaviour Change

### Examples of Actions that Support Regional Outcome Statement 3

ROLE & JURISDICTION		TRANSPORTATION ACTIONS TAKEN
 Land Use Corridors & Nodes Municipalities	<b>Policy and plans integrate land use and transportation planning</b> → Local government, Local Area Plans and Official Community Plans advocate for integrated transportation and housing.	
 Regional & Multi-use Trail CRD & Municipalities	<b>Regional Trails Management Plan and Local Active Transportation Plans</b> In recent years, the integrated trail network is gaining popularity as a transportation corridor linking major centres and services in addition to recreation.	
 Regional & Local Roads Municipalities	<b>Master transportation plans and active transportation plans</b> have been developed by agencies and partner local governments that align with the vision of the RTP.	
 Regional Transit Network BC Transit	<b>RapidBus Strategy</b> from BC Transit lays out future of dedicated bus transit on highway shoulders linking major centres.	

### Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION TAKEN
3.1	Establish land use transportation functions for Growth Centres that support transit.	✗	Each local area continues to approve their own policy and land use for the development and expansion of centres. Significant growth continues to occur outside of identified growth areas (mobility hubs). While some centres are on key transit corridors, others are not.

# CREATING EXCEPTIONAL ENVIRONMENTS FOR WALKING AND CYCLING






## Regional Outcome Statement

4 Cycling is an appealing, safe, convenient and viable transportation option for residents and visitors of all skills and confidence levels.


Action Area Focus

- ✓ Planning and Policy
- ✓ Investment (Infrastructure or Operational)
- ✗ Land Use
- ✗ Behaviour Change

### Examples of Actions that Support Regional Outcome Statement 4

ROLE & JURISDICTION	TRANSPORTATION ACTIONS TAKEN	
 Regional & Multi-Use Trail CRD	<b>Expansion of E&amp;N Rail Trail</b> 17km when complete; connecting Core Area to Westshore  Construction set for 2021 for: → Esquimalt Road to the Johnson Street Bridge (Victoria); to begin Spring 2021 → Atkins Avenue to Savory Elementary School (Langford); to be completed early 2021	
 Regional & Local Roads EAs	<b>Salt Spring Island Pedestrian and Cyclist Infrastructure</b> North Ganges Sidewalk and Bike Lane Improvement Project completed in 2020.	
 Regional & Local Roads Municipalities	<b>City of Victoria (CoV) AAA Bike Lane Network</b> 32km of AAA bike lanes completed, connecting every CoV neighbourhood by the end of 2022.	
 Regional & Multi-use Trail CRD	<b>CRD Regional Trails Widening Plan</b> completed and advanced to Parks Committee.	
 Regional & Multi-use Trail CRD	<b>Regional Cycling Count Program</b> Program expanded to include permanent counters. Key partners hosting their data on CRD website, local partners have installed display counters in a number of key locations.	

### Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION TAKEN
4.1	Implement Pedestrian and Cycling Master Plan (PCMP), SSI PCMP and draft SGI Active transportation plan.		Significant and ongoing cycling improvements have been made in the CRD in line with PCMP and SSI PCMP objectives (e.g., expansion of E&N trail). Work is underway on an integrated transportation plan for SGI.

# CREATING EXCEPTIONAL ENVIRONMENTS FOR WALKING AND CYCLING




## Regional Outcome Statement

5 Walking is an increasingly popular and desirable mode of transportation that is supported by safe, convenient and accessible pedestrian infrastructure.

Action Area Focus

- ✓ Planning and Policy
- ✓ Investment (Infrastructure or Operational)
- ✗ Land Use
- ✗ Behaviour Change

### Examples of Actions that Support Regional Outcome Statement 5

ROLE & JURISDICTION		TRANSPORTATION ACTIONS TAKEN
	Regional & Local Roads Municipalities	<b>Johnson Street Bridge Replacement (2018)</b> New bridge designed with 50% space for active transportation, including on-road bike lanes, a pedestrian pathway, a multi-use trail and connections to the Regional Trail Network.
	Regional & Local Roads Municipalities	<b>Wastewater Treatment Plant (WWTP)/CoV Partnership on Dallas Road</b> Bike lanes originally part of WWTP scope, was expanded to include two active transportation pathways separately delineated for pedestrians and for cyclists. Doing this work at the same time as the WWTP project saved money and expedited active travel infrastructure for residents.
	Regional & Local Roads EAs	<b>Salt Spring Island Pedestrian and Cyclist Infrastructure</b> North Ganges Sidewalk and Bike Lane Improvement Project completed in 2020.

### Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION TAKEN
5.1	Produce a series of walkability maps	✗	There is no regional approach to walkability. Some municipalities have clearly outlined their existing pedestrian infrastructure and priorities as part of dedicated active transportation plans.

# TAKING TRANSIT TO THE NEXT LEVEL





## Regional Outcome Statement

6 Public transit is a preferred choice, attracting new riders through comfortable, safe, accessible and convenient service.

Action Area Focus

- ✓ Planning and Policy
- ✓ Investment (Infrastructure or Operational)
- ✗ Land Use
- ✓ Behaviour Change

### Examples of Actions that Support Regional Outcome Statement 6

ROLE & JURISDICTION		TRANSPORTATION ACTIONS TAKEN
 Regional Transit Network BC Transit	<b>Regional Rapid Transit Linkages completed in Core Area</b> North and South bound priority bike/bus lanes completed on Douglas Street/Hwy 1 from Fisgard Street to Hwy1/McKenzie Overpass.  *Colwood/View Royal Rapid Transit Study for Island Hwy (Study underway)	
 Regional Transit Network BC Transit	<b>BC Transit Late Night Bus Service</b> Since August 2019, reinstatement of late night bus service on high demand routes on Friday and Saturday evenings.	
 Regional Transit Network BC Transit	<b>NextRide - BC Transit Real Time Bus Location Technology</b> 2019 installation on regional BC Transit buses provides real time location tracking for increased reliability and trust in service.	
 Regional Transit Network Municipalities	<b>City of Victoria Youth Transit Pass Program</b> City of Victoria youth aged 18 and under to ride the bus for free. A first in BC, it encourages low-carbon, affordable transportation and creates lifelong transit riders to reduce vehicles and congestion.	

### Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION AREA
6.1	Embed formal consultation and engagement with the region and Victoria Regional Transit Commission model.	✓	BC Transit has dedicated a new position of Senior Manager of Government Relations to the area within the Victoria Regional Transit System. This position has made themselves readily available to CRD Committees and the Board. CRD staff are engaged in all significant regional scale transit projects and plans.

# GETTING THE MOST OUT OF OUR ROADS AND TRAILS








## Regional Outcome Statement

7 Existing regional transportation infrastructure is optimized and enhanced by new technology where appropriate.

Action Area Focus

- ✔ Planning and Policy
- ✔ Investment (Infrastructure or Operational)
- ✘ Land Use
- ✘ Behaviour Change




### Examples of Actions that Support Regional Outcome Statement 7

ROLE & JURISDICTION		TRANSPORTATION ACTIONS TAKEN
 Regional & Multi-Use Trail CRD	<b>CRD Transportation Data Review</b> Installation of bike counters within the region supports data-driven decision making in active transportation planning. Counters currently exist on regional trails and at University of Victoria.	
 Regional & Local Roads Municipalities	<b>Strategic Installation of Bike Detection Sensors</b> Many intersections in the region are being improved to enhance cyclist comfort by employing crossing treatments including automatic bike detection sensors, bike signals and enhanced signage/pavement markings.	
 Provincial Highways MOTI	<b>Provincial Pilot High-Friction Surface Project</b> Installation of high-friction pavement at four Hwy 17 intersections to improve safety at high collision locations: → Hwy 17 – Cloverdale Avenue intersection (southbound) → Hwy 17 – Elk Lake Drive intersection (northbound/southbound) → Hwy17 – Sayward Road intersection (northbound) → Hwy 17 – Mt. Newton Cross Road intersection (northbound/southbound)	
 Provincial Highways MOTI	<b>Provincial Leigh Road/Hwy 1 four-laning</b> this portion of Hwy 1 was prioritized to improve safety along this corridor.	
 Provincial Highways MOTI	<b>Provincial Hwy 14 Realignment (Connie Road to Glinz Lake)</b> Realignment necessary to improve reliability of travel times and safety of corridor.	
 Provincial Highways MOTI	<b>Provincial Hwy 17 Keating Flyover</b> Installation of overpass at Hwy 17 will allow for safer and efficient travel, through the elimination of the left turn across Hwy 17 onto Keating Cross Road.	
 Provincial Highways MOTI	<b>Hwy 1/McKenzie Avenue Provincial Overpass</b> Design integrates and enhances active transportation and bus service connections, project aims to increase safety and improve reliability of travel time.	



# GETTING THE MOST OUT OF OUR ROADS AND TRAILS

## Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION AREA
7.1	Identify, prioritize and encourage the Province to implement solutions for highway interchanges.	 (with the exception of “prioritize” as priorities are set by MOTI)	McKenzie Interchange resulted in significant cycling, transit and pedestrian infrastructure improvements as a result of advocacy from the CRD. Staff have been working with MOTI since the inception of the Keating Cross Road flyover process. Interchange improvements have been made at numerous highway intersections to provide for improved transit and active transportation (e.g., Tillicum, Sayward).
7.5	Apply and improve upon the existing transportation model and data collection program.		Significant progress has been made with the introduction of permanent pedestrian and cycling counters across the region and modification of the manual data collection program to include gender and child identification. New technologies are being used in traffic count programs and travel time surveys has been trialed. This data is used as inputs into the model.
7.6	Establish an ongoing Goods Movement Committee.		CRD staff have started baselining freight movement data to inform future discussions.

# GETTING THE MOST OUT OF OUR ROADS AND TRAILS










## Regional Outcome Statement

8 Regional programs and initiatives provide residents and visitors with the tools, confidence and knowledge to use active transportation, public transit, car share and taxis.

Action  
Area  
Focus

- ✓ Planning and Policy
- ✓ Investment (Infrastructure or Operational)
- ✗ Land Use
- ✓ Behaviour Change

### Examples of Actions that Support Regional Outcome Statement 8

ROLE & JURISDICTION		TRANSPORTATION ACTIONS TAKEN
	Regional & Multi-Use Trail CRD	<b>CRD Bike Map Revision</b> 2019 Map features up to date information on bike routes, available amenities and pathway comfort levels to support active transportation across the region, from Sidney to Sooke and beyond.
	Regional & Local Roads Municipalities & CRD	<b>CRD Ready Step Roll: Active School Travel Planning</b> Work with up to five schools annually to enable and encourage increased rates of safe and active school travel. As of January 2021, the CRD has worked with 46 schools in all areas of the region.
	Regional & Local Roads CRD	<b>CRD Walk and Wheel to School Week</b> Since 2017, annual October campaign encourages and incentivizes school communities to use active transportation.
	Regional Transit Network BC Transit	<b>BC Transit Late Night Bus Service</b> Since August 2019, reinstatement of late night bus service on high demand routes on Friday and Saturday evenings.
	Regional Transit Network BC Transit	<b>NextRide - BC Transit Real Time Bus Location Technology</b> 2019 installation on regional BC Transit buses provides real time location tracking for increased reliability and trust in service.
	Regional Transit Network BC Transit	<b>City of Victoria Youth transit pass program</b> Youth transit pass program allows City of Victoria youth aged 18 and under to travel the bus for free. This municipal program is the first of its kind in the province, with a goal to encourage low-carbon, affordable transportation while creating lifelong transit riders that will lead to fewer vehicles and less traffic congestion.
	Regional & Local Roads MOTI	<b>Provincial SCRAP IT E Bike Rebate</b> Several regional bicycle shops are participating retailers for this \$1,050 incentive to trade in old Single Occupancy Vehicles for E-Bikes.
	Regional & Local Roads CRD	<b>CRD Traffic Safety Commission</b> Develops and implements educational safety campaigns on distracted driving.
	Regional & Local Roads CRD & Municipalities	<b>EV Charging Stations Roll Out</b> Supported by the CRD Climate Action Program, the Province and local governments have been introducing more charging stations across the CRD.

# GETTING THE MOST OUT OF OUR ROADS AND TRAILS

## Priority Action Progress

	PRIORITY ACTIONS	PROGRESS	ACTION AREA
8.1	Establish and Implement a region wide Transportation Demand Management program.		Little progress has been made on a regional level. As a result of the pandemic, work from home, compressed work weeks and flexible start and finish times have been introduced or expanded by many large employers. Early observation suggests these measures have reduced congestion at traditional peak periods.
8.5	Develop and maintain a comprehensive web portal for regional travel information.		The CRD has live streamed pedestrian and cycling count data through the permanent counter program. Victoria, University of Victoria and Saanich have all partnered with the CRD to put their live counts on a shared web platform. Note that emerging technology, crowd sourced data and work undertaken by third party organizations may make this action less relevant now than it was at the time the RTP was adopted.