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Transportation



Residents have access to convenient, green and affordable multi-modal transportation systems that enhance livability

01 Strategy

STRATEGIES & PLANS

- › [Regional Transportation Plan](#)
- › [Regional Growth Strategy](#)
- › [Regional Parks & Trails Strategic Plan](#)
- › [Regional Trails Management Plan](#)
- › [Climate Action Strategy](#)

CORPORATE PLAN GOALS

- 4a Present options for changes in governance for transportation in the region, including the electoral areas
- 4b Improve regional connectivity & safety across transportation modes
- 4c Support investments, expansion & equitable access to active and low carbon transportation
- 4d Education, encouragement & information
- 6b Low Carbon Mobility (from Climate Action Community Need)

02 Contacts

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03 Operating Context

ACHIEVEMENTS IN 2026

1. Kicked off the first year of the new Regional Transportation Service (RTS), approved through adoption of Bylaw 4630 in June 2025 by the CRD Board.
2. Transferred management function for the regional trails (Galloping Goose, Lochside & E&N Rail Trail) to the RTS, with oversight of operations and maintenance via allocation through Regional Parks.
3. Launched the re-branded regional trails education and outreach campaign, "Share the Trail".
4. Completed paving of a portion of the Galloping Goose Regional Trail connected to the City of Colwood's new overpass over Sooke Rd.
5. Initiated the construction on the first section of the Regional Trestles Renewal, Trails Widening & Lighting Project.
6. Completed the regional trail rigid bollard removal pilot program along the Galloping Goose Regional Trail within the project area of the Regional Trestles Renewal, Trails Widening and Lighting Project
7. Transitioned compliance and enforcement activities on the regional trails from CRD Park Rangers to CRD Bylaw officers.
8. Initiated Regional Trails Asset Management program and trail resurfacing criteria to understand the quality / condition of trail infrastructure and to inform capital planning of trail assets.
9. Initiated the regional trails water fountains replacement program.
10. Conducted annual bicycle and vehicle counts.
11. Completed the replacement of eco-counter automated trail use counters.
12. Initiated the Regional Transportation Model project to support regional and local trip planning and data analysis.
13. Completed the first two phases of engagement on the update to the Regional Transportation Plan (RTP) including an elected officials and local government and agency senior staff full-day workshop.
14. Completed the RTP public engagement survey which had the highest number of responses for any CRD survey ever conducted.
15. Following dissolution of the Traffic Safety Commission in late 2025, established the Terms of Reference and membership for the Regional Transportation Advisory Committee (RTAC) and held bi-monthly meetings.
16. Delivered Let's Get Visible Campaign.
17. Completed the 2025-26 cohort for the Ready Step Roll Initiative and onboarded two new schools for the 2026-27 cohort.
18. The CRD Board approved a grant-in-aid of \$1.7M to support Island Corridor Foundation (ICF) for the Reconciliation Corridor Initiative.
19. Supported the Reconciliation Corridor Initiative (RCI) technical feasibility study. The Technical Feasibility Study will answer questions about the technical requirements for revitalizing rail on the CRD section of the Island Corridor including an engineering assessment of the current corridor condition as well as a proposed section realignment around Esquimalt Nation's lands and assessing potential rail technologies that will meet project objectives.

20. Continued the stepwise governance approach to regional transportation governance and requested that the Province work with CRD, Victoria Regional Transit Commission (VRTC) and BC Transit to advance legislative changes to enable more integrated regional transportation decision making.

FACTORS THAT WILL AFFECT OUR OPERATIONS IN 2027 AND BEYOND

- **Regional Transportation Governance:** In following the establishment of the RTS and the CRD Board direction from its July 9, 2025 meeting, staff have been taking a stepwise approach to transportation governance. This included maintaining a committee-based structure in the near term, while directing RTS staff to further explore opportunities to strengthen decision-making through the RTP process. This direction included consideration of a Commission model within the CRD's existing authorities, as well as exploring the transfer of VRTC responsibilities to the CRD, which would require provincial approval and legislative changes. At its September 9, 2026 meeting the CRD Board endorsed that staff continue the stepwise approach to regional transportation governance. This includes ongoing engagement with local governments, regional partners and other jurisdictions, and that the Board request the province work with the CRD, the VRTC, and BC Transit to advance the development of legislative changes to enable more integrated regional transportation decision-making, including the potential fusion of the VRTC's and CRD's transportation-related responsibilities into a representative and unified CRD-backed governance model.
- ▶ **Balancing Expectations with Strategic Priority Setting:** As the RTS becomes operational, there is growing interest in advancing transportation projects, programs and advocacy initiatives throughout the region. Given the broad range of transportation needs and limited resources, it will be important to establish a clear set of regional priorities before committing significant funding, staff capacity or long-term program investments. The development of the RTP will provide the foundation for decision-making, help align expectations among participating jurisdictions, and ensure that future actions are coordinated, evidence-based and reflective of agreed regional objectives. The update to the RTP is anticipated to be completed in fall 2027. This foundational plan will set the big picture direction for how people and goods move throughout the region and establish the key priorities and actions for the RTS to deliver in the near, medium and long term. Future RTS workplans will be established to meet the actions identified in the RTP. The RTP will also explore the role of regionally significant transportation initiatives, including the RCI, to determine how they align with regional transportation objectives, identified priorities and the future mandate of the RTS. Through the RTP update process, staff will assess the implications of designating CRD Gulf Islands trails as regional trails under the Regional Trails Strategy.
- **Mode Shift and Population Growth:** The volume of transportation work around the region remains high to accommodate population growth and to meet shared objectives to reduce congestion, support higher rates of walking, cycling and transit use and reduce greenhouse gas emissions. Transportation planning and infrastructure delivery is a shared responsibility among local governments, the province and service delivery partners such as BC Transit. There is a sustained need for data collection, research, analysis and regional coordination to ensure that project planning and delivery achieve a consistent, connected and sustainable transportation system.

- **Changing User Needs and Expectations:** Regional trail user needs and expectations are changing with increased rates of cycling and walking, as well as increased use of electric bikes and other mobility devices. This has the potential to impact service levels and increase trail user conflicts. To address these needs the CRD Board has provided direction to accelerate implementation of the regional trail widening and lighting project. With the transfer of the regional trails portfolio to the RTS from Regional Parks, the long-term planning for the network will be considered based on regional growth and transportation needs including updating the Regional Trail Management Plan and creation of the Trail Regulation Bylaw (replacing the Parks Regulation Bylaw).
- ▶ **Sustainable Service Delivery:** Some of the larger infrastructure on the regional trails, including structures (e.g., bridges, trestles), are nearing the end of their lifespan and need improvements to support demands they were not built for. In recent years, the increased cost of materials and the complexity of projects have led to high costs for these major capital projects. Staff anticipate increased costs associated with the need for improved and safer active transportation infrastructure. With the new RTS, regional trail infrastructure will need to be upgraded and maintained in keeping with transportation standards. To support this work staff will develop a Regional Trail Capital Planning & Asset Management program to understand the existing condition and quality of trail infrastructure and to inform capital planning of trail assets.
- ▶ **Agreements, Access & Land Management:** The Regional Trails program relies on a network of licence, lease, and other landowner agreements that enable the CRD to operate, maintain, and improve the regional trails. Key priorities include updating the Lochside Regional Trail licence agreements with partner municipalities and initiating discussions with the Province regarding renewal and modernization of the Galloping Goose Regional Trail lease agreement, and reviewing existing agreements to ensure a common understanding of roles, responsibilities, and obligations among all parties. In addition, staff will complete an audit of formal and informal access points to the regional trail network to better understand access patterns, identify potential operational and safety considerations, and support long-term corridor management and planning.

OPERATIONAL STATISTICS

- ▶ Regional Trail average daily user volume: **3,298** (July 2026, CRD Regional Planning)
- ▶ Regional Trail peak daily user volume: **6,118** (July 2026, CRD Regional Planning)

4 Services

The services listed below rely on the support of several corporate and support divisions to operate effectively on a daily basis. More information about these services is available in the Corporate Services and Government Relations Community Need Summaries.

SERVICE BUDGET REFERENCES¹

- › 1.329 Regional Transportation

1. REGIONAL TRANSPORTATION

Description

Responsible for regional trails, research, data collection and analysis, transportation modelling, policy development and planning, programming, projects, and regional advocacy related to regional multi-modal transportation. The service supports the development and implementation of regional district services and informs local, agency and provincial government transportation policy, planning and processes.

What you can expect from us

Multimodal Planning & Initiatives:

- ▶ Update and implement the Regional Transportation Plan (RTP), including engagement, research, analysis and advice to achieve the multi-modal Regional Transportation Network and support CRD departments' advancement of active transportation infrastructure and programming.
- ▶ Development of a comprehensive Regional Transportation Service (RTS) work plan (in coordination with the RTP) to identify the long-term internal service and programs delivery considerations to implement the RTS.
- ▶ Develop a new Regional Transportation Model to support regional and local trip planning and data analysis.
- ▶ Every five years, prepare the Origin Destination Household Travel Survey to gather mode shift data and other information about regional travel patterns.
- ▶ Collect and monitor multi-modal transportation data on an ongoing basis. Liaise and disseminate findings to municipalities, electoral areas, the provincial government, partner agencies, academic institutions and other partners, on demand.
- ▶ Deliver active school travel planning services with up to three schools per year.
- ▶ Initiate sustainable commute planning programs with key employers within the region.
- ▶ Analyze the impacts of actual and projected changes to the transportation system and provide transportation planning advice and expertise to regional, sub-regional and local planning and transportation projects and initiatives, on demand.
- ▶ Develop and coordinate policy and model bylaws with municipal partners.

¹ Service budget(s) listed may fund other services

- ▶ Deliver on CRD Board direction to continue advancing a stepwise approach to regional transportation governance, including ongoing engagement with local governments, regional partners and other jurisdictions. Work with the Province to advance legislative changes to enable more integrated regional transportation decision-making and broader funding tools, including the fusion of VRTC responsibilities into a representative and unified CRD-backed governance model.
- ▶ Host outreach events to promote road and trail safety with distribution of free rechargeable lights through Let's Get Visible.

Regional Trails:

- ▶ Maintain and oversee 99 km of regional trails (Galloping Goose Regional Trail, Lochside Regional Trail, and E&N Rail Trail Humpback Connector) to support safe, reliable, and accessible year-round use.
- ▶ Deliver annual trail inspection, maintenance, rehabilitation, and asset renewal programs for trail infrastructure.
- ▶ Plan and manage trail capital projects, including pavement rehabilitation, structure upgrades, accessibility improvements, and safety enhancements.
- ▶ Administer Parks Regulation Bylaw, policies, and agreements, and coordinate compliance and enforcement services through CRD Bylaw to support safe and appropriate trail use.
- ▶ Manage relationships and agreements with municipalities, the Province, First Nations, the Island Corridor Foundation, private landowners, and utilities that support regional trail operations.
- ▶ Monitor trail use, asset condition, and performance through eco-counters, inspections, data collection, and analysis to inform operational and capital investment decisions.
- ▶ Coordinate incident response, risk assessments, trail closures, detours, and recovery activities related to hazards, landslides, infrastructure failures, and other operational issues.
- ▶ Deliver trail safety, education, and behaviour-change initiatives, including the [Share the Trails](#) campaign, to promote safe and respectful trail use.
- ▶ Manage trail access points, encroachments, and land-use interfaces to support the long-term stewardship and functionality of the regional trail network.
- ▶ Support implementation and update of the Regional Trails Management Plan, and development of the Trails Regulation Bylaw.
- ▶ Respond to public inquiries, service requests, complaints, and operational issues related to the regional trail network.

Staffing Complement²

Regional Planning & Transportation Division: **6.0 FTE + Senior Manager and Administrative Support**

² Excludes 1.0 FTE 2027 + 1.0 FTE 2028 from IBC 4a-1.3

05 Initiatives

Below are the initiatives listed in the [Capital Regional District 2023-2026 Corporate Plan](#) and the related initiative business cases (IBCs). For an overview of the financial impacts, including cost of staffing, please refer to the Provisional Budget report.

Initiative	Implementation year(s)
4a Goal: Present options for changes in governance for transportation in the region, including the electoral areas	
4a-1 Scope and develop governance options, including consideration of a new transportation authority	2023-ongoing
▶ IBC 4a-1.1 Transportation Service	Complete
▶ IBC 4a-1.2 Transportation Service Implementation	Complete
▶ NEW IBC 4a-1.3 Regional Transportation Service Development	2027-ongoing
4a-2 Work collaboratively with elected and staff leaders in electoral areas, local governments, partner agencies and the province on transportation governance options development	Ongoing
4a-3 Chart a pathway to approval, based on a preferred transportation governance option	2025-ongoing
4b Goal: Improve regional connectivity & safety across transportation modes	
4b-1 Work with the Transportation Working Group to implement the regional multi-modal transportation network	Dissolved in 2025
▶ IBC 4b-1.1 Regional Trails Closure Policy Implementation Funding	Complete
4b-2 Prepare policy positions to support advocacy for infrastructure investments and service improvements to achieve regional transportation priority items related to mass transit, general transit improvements, active transportation and multi-modal and safe highways	Ongoing
▶ IBC 4b-2.1 Island Corridor Consultation	2024-2026
4b-3 Support local governments to implement consistent approaches to transportation demand management, active transportation and safety policy	Ongoing

Initiative	Implementation year(s)
IBC 4b-4.1 Regional Trestles Renewal, Trails Widening & Lighting Project Team*	2024-2028
4c Goal: Support investments, expansion & equitable access to active and low carbon transportation	
4c-1 Update the Regional Trails Management Plan	2027-2028
4c-2 Prepare a funding strategy to support implementation of priority regional trail enhancement and expansion projects	Ongoing
▶ IBC 4c-2.1 Regional Trails Project Engineer	2024-2028
4d Goal: Education, encouragement & information	
4d-1 Shift travel behaviour through education, encouragement, and information	Ongoing
▶ NEW IBC 4d-1.1 Origin and Destination Study	2027

*Not captured in the 2023-2026 Corporate Plan

06 Performance

GOAL 4A: PRESENT OPTIONS FOR CHANGES IN GOVERNANCE FOR TRANSPORTATION IN THE REGION, INCLUDING THE ELECTORAL AREAS

Targets & Benchmarks

- **Rate of interest holder participation** will measure the level of interest holder engagement in the transportation governance initiative. High levels of participation indicate that interest holders are interested, informed and committed to the initiative. Low levels of participation indicate possible indifference or resistance.
- **Progress reporting** on workplan deliverables will measure the number of decision milestones reached on time. Progress is on track if the timing of decisions continues to align with the timing required to execute governance change within the Board's term.

Measuring Progress

Ref	Performance Measure(s)	Type	2025 Actual	2026 Forecast	2027 Target	Desired trend
1	Percentage of interest holders participating in the transportation governance initiative ¹	Quantity	100%	100%	100%	→

¹ Participation, expressed as a percentage, of the 22 interest holders invited to participate in the transportation governance initiative.

Discussion

- **Measure 1:** 22 interest holders are participating in the transportation governance initiative (13 municipalities, three electoral areas and six agency partners). Participation will be measured yearly and evaluated based on whether the interest holder provided input into the engagement process. The target is for 100% participation as governance changes will impact all interest holders. Note that First Nations have been informed of the project and invited to participate on an opt-in basis. Their participation will be tracked separately.

GOAL 4B: IMPROVE REGIONAL CONNECTIVITY & SAFETY ACROSS TRANSPORTATION MODES

Targets & Benchmarks

- **Mode share** is a good indicator of residents' willingness and ability to make sustainable transport choices for at least some of their trips. The regional mode share target is 45% for active transportation and transit combined for the region by 2038, based on 15% walking, 15% cycling and 15% transit. Note this is a 3% increase from the mode share target in the Regional Growth Strategy as the Victoria Regional Transit Commission increased the transit mode share target to 15% in 2020.

Measuring progress

Ref	Performance Measure(s)	Type	2022 Actual	2026 Forecast	2027 Target	Desired trend
2	Percentage of all trips made annually in the capital region by walking, cycling and public transit ²	Quantity	29%	N/A	N/A	↗

² Data from the CRD Origin Destination Household Travel Survey 2022

Discussion

- The mode share target is measured through the CRD Origin Destination Household Travel Survey, administered every five years. There is no year-on-year reporting of the target.
- The CRD has been tracking mode share since 2001. Starting in 2006, there has been a steady increase in the combined walking, cycling and public transit mode share over time:
 - 2001: 21.2%
 - 2006: 20.5%
 - 2011: 22.4%
 - 2017: 26.6%
 - 2022: 29%

GOAL 4C: SUPPORT INVESTMENTS, EXPANSION & EQUITABLE ACCESS TO ACTIVE AND LOW CARBON TRANSPORTATION

Targets & Benchmarks

- **Value of capital spending** in CRD active and low-carbon infrastructure indicates the level of organizational commitment to deliver this goal.
- **Value of grant funding** from federal, provincial and other funding bodies for CRD active and low-carbon infrastructure projects indicates the amount of external support available to deliver this goal.

Measuring Progress

Ref	Performance Measure(s)	Type	2025 Actual	2026 Forecast	2027 Target	Desired trend
3	Total estimated CRD capital investments in active and low-carbon infrastructure projects ³	Quantity	\$2.2M	\$2.5M	\$18.9M	↗
4	Total value of grant funding for CRD active and low-carbon infrastructure projects from external sources ^{4,5}	Quantity	\$522K	N/A	\$41.4M	↗

³ Estimated totals from CRD operating and capital plans

⁴ Total value of grants received by the CRD.

⁵ Total value of unsecured funds based on outstanding federal grant program applications (2026)

Discussion

- **Measure 3:** The desired trend is to increase the amount invested in CRD active and low-carbon transportation infrastructure to keep pace with user needs. Targets are set for each fiscal year through the service and financial planning processes. The reported dollar figures include capital investments for regional trail expansion, enhancement, maintenance and operations in the fiscal year. Regional trails, both existing and proposed, are defined on Map 6 of the Regional Parks and Trails Strategic Plan and include the Galloping Goose, Lochside and E&N Rail-Trail Humpback Connector. Note the 2025 actual does not include any debt servicing associated with borrowing related to acceleration of the E&N Phase 4 or the Regional Trails Widening and Lighting project.
- **Measure 4:** The desired trend is to attract greater amounts of external funding for active and low-carbon transportation infrastructure. CRD priorities for active and low-carbon transportation are closely aligned to federal and provincial goals. The assumption is that the CRD is in a strong position to attract funding. If the measure trends down, this could indicate that grants are over-subscribed or there is a need to consider new grant application strategies. Note that the forecast and target values are for unsecured funds.

GOAL 4D: EDUCATION, ENCOURAGEMENT & INFORMATION

Targets & Benchmarks

- Measuring the number of schools participating in the Ready Step Roll initiative tracks the number of schools that have received hands-on support to educate younger residents on matters of traffic safety and sustainable mode choice.

Measuring Progress

Ref	Performance Measure(s)	Type	2025 Actual	2026 Forecast	2027 Target	Desired trend
5	Active School Travel Planning: schools' participation in the regional Ready Step Roll initiative ⁶	Quantity	54	57	59	➔

⁶ Total number of schools that have participated in the regional Ready Step Roll initiative since 2016; data from CRD Regional Planning

Discussion

- The active school travel planning initiative is delivered as a partnership among schools (administration and parent advisory committees), municipalities and the CRD. The initiative cannot succeed without the active participation of all three partners. Five schools participated in the initiative for the 2024-2025 cohort, three schools participated in the 2025-2026 cohort and two schools participated in the 2026-2027 cohort.
- The Ready Step Roll program has been delivered across schools throughout the capital region, with some schools now entering a second cycle of participation. As the Regional Transportation Plan is completed and Regional Transportation Service priorities are established, transportation demand management programs and initiatives will be reviewed to ensure they continue to provide regional value and align with agreed service objectives. This review will help inform the future scale, focus and delivery of programs such as Ready Step Roll.

07 Business Model

PARTICIPANTS	All municipalities and electoral areas
FUNDING SOURCES	Requisitions, grants and reserves
GOVERNANCE	<u>Transportation Committee</u> <u>Regional Parks Committee</u>