

RE: 30 Day Items - Minister Briefings

From: Plamondon, Lea 's.15
:
To: Greer, David TRAN:EX
Cc: Wood, Chelsea TRAN:EX
Sent: November 25, 2020 4:22:57 PM PST

Perfect – thank you!

From: Greer, David TRAN:EX
Sent: November 25, 2020 4:19 PM
To: Plamondon, Lea TRAN:EX
Cc: Wood, Chelsea TRAN:EX
Subject: Re: 30 Day Items - Minister Briefings
Working on a BN too. Thinking 45 mins to an hour.

Sent from my iPhone

On Nov 25, 2020, at 4:15 PM, Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca> wrote:

Ok – just spoke to Kevin R. He said it should be just ITDS. Do you think the info in the Minister's Transition binder is enough or do we need a more detailed BN?

Thank you

Lea

From: Greer, David TRAN:EX <David.Greer@gov.bc.ca>
Sent: November 25, 2020 3:59 PM
To: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Cc: Wood, Chelsea TRAN:EX <Chelsea.Wood@gov.bc.ca>
Subject: RE: 30 Day Items - Minister Briefings
Do you know if it's specifically for Fraser Valley and South Island or ITDS as a whole?

From: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Sent: November 25, 2020 3:57 PM
To: Greer, David TRAN:EX <David.Greer@gov.bc.ca>
Cc: Wood, Chelsea TRAN:EX <Chelsea.Wood@gov.bc.ca>
Subject: 30 Day Items - Minister Briefings

Hi David:

Could you please let me know how much time you will need to brief the new Minister on the following 30 Day item:

- ITDS (Fraser Valley and South Island Update)

Thank you

Lea Plamondon

A/Director, Executive Operations

Deputy Minister's Office

Ministry of Transportation and Infrastructure

(778) 974-5310

templates needed

From: Richter, Kevin J TRAN:EX <Kevin.Richter@gov.bc.ca>
To: Staite, Janelle A TRAN:EX
Cc: Hayre, Courtney TRAN:EX
Sent: December 6, 2020 8:21:01 PM PST
Attachments: a - Key commitment timeline _ highway 1 widening to fraser valley v2.docx, a - Key commitment timeline _ south island transit and transportation v2.docx

Good evening,

I have updated the "a" templates for highway 1 widening and south island transportation

Could you please review and update

And engage the respective people, like Deborah, Greer, Volk, etc.

And update

Also can you craft some thing for template "b" which is trickier

Please call if you wish to chat

Notes

From: Kevin.Richter@gov.bc.ca, Richter, Kevin J TRAN:EX <Kevin.Richter@gov.bc.ca>
To: Jennifer Lewthwaite <Jennifer.Lewthwaite@gov.bc.ca>, Lewthwaite, Jennifer
TRAN:EX
Sent: December 11, 2020 7:18:46 PM PST

Thank you for your notes

Not certain what they mean relative to templates, or actions or summaries

s.13; s.16; s.17

If required this weekend, can we talk tomorrow evening
Or
Can we talk Monday?

Sent from my iPhone

RE: MRF Briefing - Template B

From: Plamondon, Lea s.15
s.15

To: Krishna, Kaye TRAN:EX

Cc: TRAN HQ EXECUTIVE, Gedney, Vanessa R TRAN:EX, Hayre, Courtney TRAN:EX, Hitchman, Laurel TRAN:EX, Hurn, Morgan TRAN:EX, Kubisheski, Carlee TRAN:EX, Lewthwaite, Jennifer TRAN:EX, Mazerolle, Beulah TRAN:EX, Neate, Sara TRAN:EX, Phillips, Holly TRAN:EX, Pilkington, Kim TRAN:EX, Smith, Victoria TRAN:EX

Sent: December 11, 2020 8:58:02 PM PST

Attachments: Template B_Dec 11_830 pm.docx

Good evening

Attached is Template B. As I was cleaning it up, I noticed a couple of questions noted for TPP and MPIP. They are highlighted...

Please let me know if any other updates are required further to today's meeting with MRF.

Thank you

Lea

From: Krishna, Kaye TRAN:EX

Sent: December 11, 2020 8:31 PM

To: Plamondon, Lea TRAN:EX

Cc: TRAN HQ EXECUTIVE ; Gedney, Vanessa R TRAN:EX ; Hayre, Courtney TRAN:EX ; Hitchman, Laurel TRAN:EX ; Hurn, Morgan TRAN:EX ; Kubisheski, Carlee TRAN:EX ; Lewthwaite, Jennifer TRAN:EX ; Mazerolle, Beulah TRAN:EX ; Neate, Sara TRAN:EX ; Phillips, Holly TRAN:EX ; Pilkington, Kim TRAN:EX ; Smith, Victoria TRAN:EX

Subject: Re: MRF Briefing

Thanks for the notes and consolidation- and thanks to EVERYONE for pulling all of this together on short order. This is a very good first draft list.

Because it is due today, I will send this version but ask that you and your teams continue to work with Deb's to further refine it to reflect our discussion with the Minister this afternoon. I shared our proposed Tier 1/Tier 2 approach s.13 and they're ok with us sending a revised list with all final draft T1/T2 commitments on the 21st, so let's assume we'll get today's feedback into the final Tier 1 draft early next week and can then review the Tier 2 list and add content from the items we decide warrant going up to the corporate list.

Hope that makes sense. Have a great weekend.

Sent from my iPhone

On Dec 11, 2020, at 6:46 PM, Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca> wrote:

Good evening:

Please see attached updated Templates A with edits received so far (from Steve, Renee and Kevin R).

This version also includes the 2017 commitments.

Below are some notes from Jen. Please ensure all the info has been captured in your updates.

Thank you

Lea

From: Lewthwaite, Jennifer TRAN:EX <Jennifer.Lewthwaite@gov.bc.ca>

Sent: December 11, 2020 4:32 PM

To: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>

Cc: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>; Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca>

Subject: MRF Briefing

Here's what I had from about 3:20 on...

s.13; s.16; s.17

Jen Lewthwaite
Director
Ministry of Transportation & Infrastructure
250-882-7527

FW: MRF Briefing

From: Plamondon, Lea s.15
s.15
To: Pilkington, Kim TRAN:EX
Sent: December 14, 2020 9:39:13 AM PST
Attachments: Template A_Dec 11_8 pm.docx

From: Plamondon, Lea TRAN:EX
Sent: December 11, 2020 8:34 PM
To: Krishna, Kaye TRAN:EX
Subject: RE: MRF Briefing
Here is the latest with Deborah's updates.

From: Krishna, Kaye TRAN:EX <Kaye.Krishna@gov.bc.ca>
Sent: December 11, 2020 8:31 PM
To: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Cc: TRAN HQ EXECUTIVE <THHEXEC@Victoria1.gov.bc.ca>; Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>; Hayre, Courtney TRAN:EX <Courtney.Hayre@gov.bc.ca>; Hitchman, Laurel TRAN:EX <Laurel.Hitchman@gov.bc.ca>; Hurn, Morgan TRAN:EX <Morgan.Hurn@gov.bc.ca>; Kubisheski, Carlee TRAN:EX <Carlee.Kubisheski@gov.bc.ca>; Lewthwaite, Jennifer TRAN:EX <Jennifer.Lewthwaite@gov.bc.ca>; Mazerolle, Beulah TRAN:EX <Beulah.Mazerolle@gov.bc.ca>; Neate, Sara TRAN:EX <Sara.Neate@gov.bc.ca>; Phillips, Holly TRAN:EX <Holly.Phillips@gov.bc.ca>; Pilkington, Kim TRAN:EX <Kim.Pilkington@gov.bc.ca>; Smith, Victoria TRAN:EX <Victoria.Smith@gov.bc.ca>

Subject: Re: MRF Briefing

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Sent from my iPhone

On Dec 11, 2020, at 6:46 PM, Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca> wrote:

Good evening:

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Below are some notes from Jen. Please ensure all the info has been captured in your updates.

Thank you

Lea

From: Lewthwaite, Jennifer TRAN:EX <Jennifer.Lewthwaite@gov.bc.ca>
Sent: December 11, 2020 4:32 PM
To: Plamondon, Lea TRAN:EX <Lea.Plamondon@gov.bc.ca>
Cc: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>; Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca>

Subject: MRF Briefing

Here's what I had from about 3:20 on....

s.13; s.16; s.17

Jen Lewthwaite
Director
Ministry of Transportation & Infrastructure
250-882-7527

FW: Assoc DM Mandate Letter Commitments Templates A & B

From: Hayre, Courtney s.15
s.15

To: Janelle Erwin - Transportation and Infrastructure (Janelle.Staite@gov.bc.ca)

Sent: December 14, 2020 10:04:18 AM PST

Attachments: b - SITS Commitments At-a-glance.docx

Hi Janelle,

Can you tell me if you consulted with BC Transit (Andrea and Bart) on the last portion of the timeline for appendix B.

Thank you,
C.

From: Pilkington, Kim TRAN:EX <Kim.Pilkington@gov.bc.ca>
Sent: December 14, 2020 9:59 AM
To: Hayre, Courtney TRAN:EX <Courtney.Hayre@gov.bc.ca>
Subject: FW: Assoc DM Mandate Letter Commitments Templates A & B

Hi Courtney,

Attached are the template B that Sara forwarded to me. I'm not sure who did these up. The one with the BCT question is on the b-SITS Commitments at a glance.

I'll check with Sara who actually sent it up.

Thanks
Kim

From: Haskett, Sara TRAN:EX <Sara.Haskett@gov.bc.ca>
Sent: December 9, 2020 9:38 AM
To: Pilkington, Kim TRAN:EX <Kim.Pilkington@gov.bc.ca>
Cc: Brooke, Andrew TRAN:EX <Andrew.Brooke@gov.bc.ca>; Goodland, Lauren TRAN:EX <Lauren.Goodland@gov.bc.ca>
Subject: Assoc DM Mandate Letter Commitments Templates A & B

Sara Haskett, Senior Manager
Corporate Planning, Strategic Initiatives and Writing Services
Programs and Corporate Initiatives | Ministry of Transportation and Infrastructure
Telephone 778 974-5370

Re: South Island media interview

From: Richter, Kevin J TRAN:EX <Kevin.Richter@gov.bc.ca>
To: Staite, Janelle A TRAN:EX
Sent: January 9, 2021 12:31:48 PM PST

s.13

Sent from my iPhone

On Jan 9, 2021, at 10:36 AM, Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca> wrote:

s.13

Sent from my iPhone

On Jan 9, 2021, at 10:27 AM, Richter, Kevin J TRAN:EX
<Kevin.Richter@gov.bc.ca> wrote:

Thank you

Sent from my iPhone

On Jan 9, 2021, at 10:15 AM, Staite, Janelle A TRAN:EX
<Janelle.Staite@gov.bc.ca> wrote:

Looping you in too

Sent from my iPhone

Begin forwarded message:

From: "Crebo, David GCPE:EX"
<David.Crebo@gov.bc.ca>
Date: January 9, 2021 at 10:13:36 AM PST
To: "Staite, Janelle A TRAN:EX"
<Janelle.Staite@gov.bc.ca>, "Beale, William TRAN:EX"
<William.Beale@gov.bc.ca>
Cc: "Bowness, Lianne GCPE:EX"
<Lianne.Bowness@gov.bc.ca>, "Kennedy, Lenore
GCPE:EX" <Lenore.Kennedy@gov.bc.ca>
Subject: South Island media interview

Hi all – putting everyone on one email, so we can e-kick this around. Will and I discussed this end of day yesterday.

s.13

1. Work is progressing well on 2 segments of Highway 14 (Sooke) upgrades. These projects are part of a suite of Hwy 14 improvements totalling \$85.7 million, with the Government of Canada contributing up to \$30- million through the New Building Canada Fund and the BC Govt providing up to \$55- million. (This update NR was to go out in Sept but was pre-empted due to the election)
2. Public consultation to soon begin on the Highway 17 “flyover” project. Involves a new "flyover" overpass from Pat Bay Hwy (Highway 17) northbound to Keating Cross Road westbound, eliminating the left turn across highway traffic onto Keating Cross Road. The project will also include a realigned southbound on-ramp to Victoria. Joint fed/prov/municipal funding.

Attached are two KM docs for these projects that Lenore has underway.

Also attached for responsive messaging in case its needed are INs for SITS (commuter ferry) and (E&N). An island accomplishments fact sheet is also included, to be used as appropriate.

Thoughts?

Dave Crebo
Communications Director
Ministry of Transportation and Infrastructure
(250) 812-5747

<KM Highway 14 Sooke Updates.docx>
<KM Keating Flyover Public Engagement.docx>
<Final_Factsheet_Making roads safer on Vancouver Island_Nov 2020.docx>
<IN SITS proposed CRD commuter ferry.docx>

<IN Island Rail Corridor - SITS.docx>

Fwd: FOR ATTENTION MRF Meeting Materials | Topic: Improve South Island Transit and Transportation

From: Hayre, Courtney TRAN:EX <Courtney.Hayre@gov.bc.ca>
To: Richter, Kevin J TRAN:EX
Sent: January 17, 2021 11:07:40 AM PST
Attachments: 22. Corp Issues - SITS - 20201007_V02.docx, Appendix A - Investment Strategy Project List.pdf, MRF Brief - 298042 - IBN - SITS Next Steps - 2021-01-19.docx

FYI

Sent from my iPhone

Begin forwarded message:

From: "Hayre, Courtney TRAN:EX" <Courtney.Hayre@gov.bc.ca>
Date: January 16, 2021 at 3:21:00 PM PST
To: "Janelle Erwin - Transportation and Infrastructure (Janelle.Staite@gov.bc.ca)" <Janelle.Staite@gov.bc.ca>
Cc: "Phillips, Holly TRAN:EX (Holly.Phillips@gov.bc.ca)" <Holly.Phillips@gov.bc.ca>
Subject: **FW: FOR ATTENTION MRF Meeting Materials | Topic: Improve South Island Transit and Transportation**

Hi Janelle,

Apologies for sending this to you on Saturday..... We just received feedback from the DM on the South Island note we created for the Minister briefing on Tuesday.

Attached is the note, the DM requested we move it into a BN for Information which I have done using the 1-pager you created originally.

If you can please incorporate her comments noted in the attached IBN and below from Vanessa, into the IBN that would be greatly appreciated.

I have also attached the transition note provided in case that is helpful and s.13; s.17 as per the DM's comment about that.

There is a pre-meet with yourself and Kevin Monday morning (9:30am) and then a pre-meet with the DM that afternoon (1:00pm) so will need this prior to the DM briefing.

Thank you,
C.

From: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>
Sent: January 16, 2021 1:48 PM
To: Phillips, Holly TRAN:EX <Holly.Phillips@gov.bc.ca>; Hayre, Courtney TRAN:EX <Courtney.Hayre@gov.bc.ca>
Cc: Gates, Brittany TRAN:EX <Brittany.Gates@gov.bc.ca>; Kubisheski, Carlee TRAN:EX <Carlee.Kubisheski@gov.bc.ca>
Subject: FOR ATTENTION | eApprovals Item ID: 6442: MRF Meeting Materials | Topic: Improve South Island Transit and Transportation

Good morning, sending this eApp back to Holly; DM requesting that this be converted to an IBN and feedback on additional content to be included.

From: TRAN eApprovals <donotreply@sp.gov.bc.ca>

Sent: January 16, 2021 12:02 PM

To: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>

Subject: ALERT - eApprovals Item ID: 6442 - Item Approved - - Due 1/19/2021

Krishna, Kaye [Assignee] did not approve the item and forwarded it to Gedney, Vanessa R for action

Comment: Additional content requested

#: 298042

Title: MRF Meeting Materials | Topic: Improve South Island Transit and Transportation

Full Name:

Due Date: 1/19/2021

Category: Briefing Note - Information Note

[Go to item...](#)

Re: SITS

From: Richter, Kevin J TRAN:EX <Kevin.Richter@gov.bc.ca>
To: Staite, Janelle A TRAN:EX
Cc: Hayre, Courtney TRAN:EX
Sent: January 18, 2021 6:51:33 AM PST

Thanks Janelle

I tried my stab at the direction section, perhaps retitle from decision

Also perhaps it needs a next steps section

Sent from my iPhone

On Jan 18, 2021, at 6:48 AM, Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca> wrote:

Working on it now - Courtney can you please send transit note when you have a moment?
Thanks

Sent from my iPhone

On Jan 17, 2021, at 9:38 PM, Hayre, Courtney TRAN:EX
<Courtney.Hayre@gov.bc.ca> wrote:

We should send it in tomorrow morning so the DM has it before the pre-brief in the afternoon.
Thank you,
C.

Sent from my iPhone

On Jan 17, 2021, at 9:24 PM, Richter, Kevin J TRAN:EX
<Kevin.Richter@gov.bc.ca> wrote:

Janelle, thank you for updating.
I tweaked it and added some comments and need your help to attend to them
Sorry
I am building off a note we redoing on Saturday and think I understand where the DM wishes to go

Courtney, when do we need to have this note in?

<MRF Brief - 298042 - IBN - SITS Next Steps - 2021-01-19 _ KJR
v2.docx>



BRIEFING NOTE FOR DIRECTION

DATE: January 18, 2021
PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure
MEETING: Minister Briefing January 19, 2021
ISSUE: South Island Transportation Strategy Next Steps

SUMMARY:

The South Island Transportation Strategy, released in September 2020, outlined a transportation philosophy and identified priority transportation strategies which could be implemented in the short, medium and long terms.

It provided an integrated transportation strategy inclusive of all modes and identified a variety of travel choices which supported CleanBC.

First Nation governments, local governments and key stakeholders were consulted.

The need for investment was identified through the lenses of safety, reliability, sustainability and connectivity which echoed community planning ideas.

Providing the foundation for investment were four goals (Appendix A):

- Ensure sustainable options for a variety of travel modes,
- Strengthen connections between travel modes and improve connections between communities,
- Improve the safety and reliability of the transportation network, and
- Support and encourage active transportation options.

A suite of unfunded projects were identified and are listed in Appendix B with conceptual cost estimates.

The timing for implementation of these priorities will be determined as part of the broader development of the Ministry's overall capital plan and in consideration of the Province's Economic Recovery Strategy.

In addition to work in the future, some work is currently underway which includes planning, engineering and construction.

Planning:

- s.13
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s.13

Engineering:

- Highway 17 Keating Flyover,
- Highway 1 Goldstream - median barrier,
- Highway 17 Mt. Newton Cross Road - transit priority queues, and
- Highway 1 McKenzie to Six Mile Road - bus on shoulder lanes.
- Construction underway for Highway 14 Re-alignment and Park & Ride between Connie and Gillespie Roads

BACKGROUND:

Starting in spring 2019, work commenced with a focus to identify improvement options for transit, cycling, pedestrian movements, ferry services, rail and existing roads and the connections between them. The study area went as far north as the Duncan area and as far west as the Sooke area. It looked at current transportation demands and developed a roadmap for future investments across all modes of travel.

The Strategy was developed with input from key stakeholders, including municipalities, the Capital Regional District (CRD), BC Transit and South Island First Nations to align with regional aspirations and goals. The work aligned with government's objectives in CleanBC, supported the Ministry's goals in our active transportation strategy (Move. Commute. Connect) and considered the principals of Integrated Transportation and Development.

Four goals were developed to advance the South Island Transportation Strategy:

1. Ensure sustainable options for a variety of travel modes
2. Strengthen connections between travel modes and improve connections between communities
3. Improve the safety and reliability of the transportation network
4. Support and encourage active transportation option

The goals were developed in consideration of the planning principals of Integrated Transportation and Developing and reflects the needs to coordinate with local government on decisions around land use which can influences transportation travel throughout the region.

Short, medium and long-term priority strategies were identified, grounded on the goals. The majority of recommendations were short and medium term with the only long-term priorities being around exploring the viability of future marine transportation corridors and the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria.

DISCUSSION:

Transit Priorities:

BC Transit (BCT) is currently completing their Victoria Region RapidBus Strategy & Implementation Plan. BCT sees implementing RapidBus as the key to achieving the Transit Future Plan. They are focusing on the three main corridors – Hwy 1 Westshore to Victoria, Hwy 17 Peninsula to Victoria and Uvic. This aligns with the priorities identified in the Strategy by supporting with infrastructure upgrades (bus on shoulder).

BCT, in partnership with View Royal and Colwood, have advanced designs for transit priority along the Island Highway corridor between Goldstream Avenue and the Colwood Interchange to support the implementation of RapidBus between the Westshore and Downtown Victoria. s.13; s.17
s.13; s.17

BCT is also undertaking a Transit Oriented Development (TOD) project at the Uptown site. They are studying development of the Uptown area s.13
s.13

CRD Regional Transportation Priorities:

The ministry worked closely with CRD staff throughout the development of the Strategy as well as giving individual presentations to CRD Executives and presenting to the CRD Transportation Committee (now disbanded) and the CRD Board.

While generally supportive of the Strategy, the CRD Board has recently raised concerns that it did not take sufficient action to address and prioritize transportation issues in the region. At its December 9, 2020 meeting, the Board approved motions to form a standing transportation committee with its jurisdictional partners to develop regional transportation priorities.

A letter of invitation to support and participate in this committee was sent to Kevin Richter, Associate Deputy Minister, on December 17, 2020, and to designate an appropriate staff member as a single point of contact to provide input to CRD staff to develop a list of priorities. The Ministry intends to designate Michael Pearson, District Manager Vancouver Island, to be the CRD's primary liaison.

The CRD continues to be interested in having discussions around governance and looked to the Province to include this as part of the Strategy. Governance was not explored, and it is expected that the Board will use this working group as an opportunity to raise this issue for further discussion.

Island Rail Corridor:

The Island Rail Corridor Condition Assessment included the cost of upgrading the rail line to meet the standards needed to implement a Commuter Service with frequent train service between Victoria and Langford as well as a high-level assessment of potential ridership. The implementation of a Commuter Rail Service between the West Shore and Victoria is estimated at \$595 million with initial service estimates of about 1,130 passengers per day for a 28-minute total trip. The Strategy used the results of the Condition Assessment in its assessment of public transportation options in the South Island.



The Strategy noted that the rail corridor could be considered as a long-term option for moving people however at this time, continued investment to develop the Highway 1 rapid transit corridor was more advantageous and cost effective. The use of the rail corridor would provide another option for moving people out of their cars and into alternate modes of transportation, supporting CleanBC, however there are still challenges which includes lack of housing density around the potential station locations (needed for mass ridership) and lack of connectivity into downtown Victoria.

There continues to be support for establishing commuter rail in the South Island by some members of the public, the Island Rail Corridor Foundation and some First Nations. Discussions with Esquimalt and Songhees First Nations were initiated prior to the release of the Strategy however more fulsome consultation and engagement is necessary should further work be done to assess viability of the rail corridor. The Island Rail Corridor Foundation continues to advocate for restoring rail and is seeking leadership and funding from the Province to get this work underway immediately.

Marine Travel:

A long-term priority of the study includes exploring the viability of future marine transportation corridors. There is interest from the City of Colwood to get a feasibility study underway immediately, specifically to explore the viability of the Royal Bay to Downtown. Given this is a long-term priority, there are no plans to initiate such as study in the short to medium term.

Current Work:

Planning work is underway to explore concepts at the follow location and on completion of the planning work, further engineering may be undertaken to better understand costs:

- s.13
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-
-
-

s.12; s.13; s.17

100% detail design engineering is nearing completion for transit priority queues jumpers on Highway 17 at Mt Newton Cross Road. s.13; s.17 and the Ministry is exploring possible funding opportunities for 22/23 (also included as part of the priority list for the Economic Recovery program).



Engineering work will be completed to determine costs for extending bus on shoulder lanes from McKenzie Interchange to Six Mile Road. This work is expected to be completed in early 2022 at which time the Ministry could assess costs and potential construction timelines, as well as partnership opportunities with the Federal government.

This work aligns with BC Transits plans for transit priority upgrades on the Old Island Highway.

Construction is underway for Highway 14 Re-alignment and Park & Ride between Connie and Gillespie Roads (\$65 million)

s.13



s.13

FINANCIAL IMPLICATIONS:

- Yes; Dependent on government decision, see Appendix B – Short- and Medium-Term Priorities

Appendices:

- A. Strategy Goals and Priorities Placemat
- B. Short- and Medium-Term Potential Investments
- C. South Island Transportation Strategy

PREPARED BY:

Janelle Staite, P.Eng
Deputy Director, SCR
(250) 713-8763

REVIEWED BY:

Kevin Richter, Associate Deputy Minister
Transportation & Infrastructure
Nancy Bain, EFO
Finance and Management Services Department

Kaye Krishna, Deputy Minister

INITIALS

KR

KK

Appendix A: Strategy Goals and Priorities Placemat

South Island Transportation Strategy



Goals	1. Ensure sustainable options for a variety of travel modes	2. Strengthen connections between travel modes and improve connections between communities	3. Improve the safety and reliability of the transportation network	4. Support and encourage active transportation options
Strategies	<ul style="list-style-type: none"> Working with partners to establish an economic vision for the South Island Promoting investment, economic development and job opportunities near affordable housing and services Encouraging growth and densification in thoughtfully designated growth areas serviced by public transportation and active transportation networks Supporting and implementing bus lanes on highways and other inter-regional service corridors Implementing transit priority treatments at intersections along highways Supporting the provision of strategically located transit exchanges and park and rides Improving access to sustainable transportation choices for Indigenous communities Adding electric vehicle charging stations Developing policies and support infrastructure to increase use of energy efficient vehicles and alternative fuels Support policies and programs that encourage the shift away from single occupancy vehicles towards sustainable travel choices 	<ul style="list-style-type: none"> Connecting communities in the South Island, including Indigenous communities Supporting attractive intermodal connections at mobility hubs serving inter-regional travel Implementing policies and regulations to support new forms of mobility for sustainable choices that are aligned with regional growth strategies Identifying and prioritizing gaps in and between the networks Working with local and regional government to expand bike share and car share 	<ul style="list-style-type: none"> Exploring regional trail enhancements to increase safety of people walking and cycling Focusing on intersection improvements to protect vulnerable road users Implementing facilities that support sustainable modes and goods movement Supporting Vision Zero initiative Implementing highway safety and reliability improvements Targeting investments to improve network connectivity and redundancy 	<ul style="list-style-type: none"> Implementing active transportation facilities along corridors serving inter-regional travel Supporting upgrades to active transportation facilities and crossings of highways Exploring pedestrian and cycling separations for regional trail networks Improving comfort and safety of active transportation crossing highways around key urban and sub-regional population centres Identifying and prioritizing intersection accessibility issues on urban highways Expanding funding for regional active transportation priorities Encouraging and supporting regional policies and directions for incentives for sustainable travel modes serving designated urban centres, gateways and sub-regional population centres
Priorities	<ul style="list-style-type: none"> S Prioritizing transit stop improvements servicing Indigenous communities S Installing electric vehicle charging stations at mobility hubs S Supporting BC Transit's Low Carbon Fleet Program to electrify its fleet S Prioritizing transit by installing transit queue jumpers along the Highway 17 corridor M Supporting and advancing the Rapid Transit Corridor along Highway 1 between Victoria and the Western Communities through partnership with BC Transit M Supporting BC Transit, View Royal and Colwood in establishing a Transit Priority Corridor along Old Island Highway L Exploring the viability of future marine transportation corridors L Exploring the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria 	<ul style="list-style-type: none"> S Advancing development of key transportation hubs that accommodate all travel modes across the region in partnership with BC Transit S Advancing the development of new park and ride stalls in the CRD and CVRD to increase capacity S Adding secure bike parking/storage at key locations M Continuing to assess the need for enhancement of inter-city transit commuter services (Cowichan Commuter Service) M Working with Indigenous, local and regional governments to include Active Transportation Infrastructure in rehabilitation projects that improve inter-regional connections 	<ul style="list-style-type: none"> S Prioritizing active transportation and pedestrian accessibility during project development within ministry projects S Prioritizing transit facilities and improvements during project development within ministry projects S Constructing the Leigh Road/Highway 1 Four-Laning and Median Barrier S Completing the Connie to Glinz Lake/Highway 14 Project including park and ride, and pedestrian underpass M Advancing work on the Keating Cross Road/Highway 17 project M Advancing planning, engineering and design work to improve safety, efficiency and active transportation along Highway 1 over the Malahat 	<ul style="list-style-type: none"> S Encouraging growth of inter-regional trails in the CRD and CVRD: <ul style="list-style-type: none"> Gallop Goose Regional Trail Lochside Regional Trail E&N Rail Trail Trans Canada Trail S Supporting Active Transportation Infrastructure Grant applications that align with the British Columbia Active Transportation Design Guide S Prioritizing the installation of bike lockers at mobility hubs M Working with regional and local governments to advance grade separation of inter-regional trails, add specific bike signals and remove conflict points

Transforming South Island Transportation

S Short-term **M** Medium-term **L** Long-term


Appendix B: Short and Medium-Term Potential Investments

Strategy Goals	Priority Item	Fiscal Implications
GOAL 1 - ENSURE SUSTAINABLE TRAVEL OPTIONS	s.13; s.17	
GOAL 2 - STRENGTHEN CONNECTIONS BETWEEN TRAVEL MODES AND IMPROVE CONNECTIONS BETWEEN COMMUNITIES		
GOAL 3 - IMPROVE THE SAFETY AND RELIABILITY OF THE MULTI-MODAL TRANSPORTATION NETWORK		
GOAL 4 - SUPPORT AND ENCOURAGE ACTIVE TRANSPORTATION		



South Island Transportation Strategy

Transforming South
Island Transportation





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Message from the Minister

Over the last few months, the lives of many British Columbians have been disrupted as we have been forced to adapt to the challenges presented by the COVID-19 pandemic. It's been a difficult time for many, but B.C.'s Restart Plan is putting us on a road to social and economic recovery.

This time has also provided a unique opportunity that we don't often get—a chance to see how our communities look and move when we slow down. It also gives us a glimpse at what our transportation future could look like with careful planning.

In neighbourhoods across southern Vancouver Island, you'll see more and more families out for walks. People are exploring their communities by bike. Joggers, skateboarders and people on scooters are bringing our streets and sidewalks alive.

As we reset and carefully find our way to a new normal, it's my sincere hope that the change people have begun to embrace will continue. Fewer gas-powered and single-occupant vehicles on the road; more people walking and biking; an increased emphasis on public transportation to get around.

That's the future we're working toward with our South Island Transportation Strategy.

Improvements to the public transportation network across the South Island are at the centre of this strategy, to make it easier for people to get to transit, and to make transit the quicker, more convenient choice for travel. We'll look at all options to make public transit more accessible, including exploring the possibility of commuter rail between Victoria and Langford.

We see existing regional employment and commercial centres, including Uptown/Mayfair, Sidney, Langford, Colwood and Sooke, becoming nodes for integrated transportation—places close to home that serve as a local hub for all modes of regional travel.

It's an approach to transportation that will strengthen neighbourhoods and help build healthy, sustainable communities that support transportation needs for all ages and abilities.

When we integrate park and ride facilities, and bike and pedestrian trails with transit service at regional hubs, it means that outlying, less expensive areas of the region become more accessible.

This will lead to an increase in affordable housing options across the region. People can choose to live in some of the more affordable areas of the region and still get to key destinations like the university, healthcare facilities and the downtown core quickly and efficiently.

These are all ideas we are exploring in our effort to invoke a bold and lasting change in mobility, and our work begins today. Partnerships with Indigenous, local, regional and federal governments, and transportation agencies like BC Transit and BC Ferries will be integral to moving this plan forward.

In short, we're working to close gaps in local networks and make travel across the region as seamless as possible. I look forward to continuing our good work together as we build liveable, affordable communities and make life better for those who live, work and play across southern Vancouver Island.



Honourable Claire Trevena

Minister of Transportation and Infrastructure



Introduction

The Province is committed to making life better for the people that live, work and travel in the South Island. This is reflected in many initiatives already underway across the province.

The South Island is home to a diverse population and economy situated in an exceptional natural location that continues to attract businesses and people that want to take advantage of all the region has to offer. To ensure the South Island remains prosperous, we've developed an integrated transportation strategy to support sustainable growth. This Strategy aims to connect people, services and goods safely and reliably across the South Island and to the rest of the province, while supporting affordable, accessible, healthy, vibrant communities, and a strong economy and environment.

The Province recognizes a growing need to fundamentally shift how people move around South Vancouver Island. New approaches are essential to address transportation challenges that go beyond reducing our dependence on single-occupancy vehicles. The COVID-19 pandemic has highlighted the true potential of our transportation network and the opportunity to create an integrated network that is desirable to use. People must feel safe using active transportation routes. Using public transportation must be appealing for commuters. This will require careful thought and consideration moving forward.

The pandemic has also highlighted the need for investments in our transportation infrastructure to be dynamic and responsive to rapidly changing situations.

There are many opportunities to improve existing transportation networks in new ways, such as shifting towards sustainable travel choices, improving connections and building integrated transportation networks, and accommodating a variety of transportation options to move people and goods throughout South Vancouver Island.

The South Island Transportation Strategy is an integrated approach to support and encourage many travel choices by focusing policy and investment on increasing the infrastructure needed to build connections, capacity, improve safety and the choices for sustainable travel. The Strategy identifies where there are gaps and barriers to a robust and sustainable inter-regional network.

In developing the Strategy, the Ministry of Transportation and Infrastructure worked with Indigenous and local governments, transportation authorities and key stakeholders to gather information as well as gain Indigenous, local and regional perspectives. What we heard is reflected in the goals we have developed and the priorities set out in this Strategy.

Achieving these goals will require partnerships with Indigenous, local and regional governments, transportation authorities, and key stakeholders. Furthermore, through strong relationships, the strategy will guide the Province in its policies, programs and investments for transportation on the South Island.



South Island Vision

The South Island Transportation Strategy was informed and shaped by multiple priorities. Since 2017, the Provincial Government has implemented a wide range of strategies and plans to make life better for all British Columbians, including those in southern Vancouver Island. This includes building infrastructure that our growing province needs to benefit people and families, regardless of where they live or their economic status.

Additionally, in this year's Budget 2020, the Ministry of Transportation and Infrastructure, alongside the Ministry of Municipal Affairs and Housing, committed to undertaking a new Integrated Transportation and Development Planning (ITDP) process to create a collaborative vision for B.C.'s transportation and affordable development needs. This will contribute to an efficient and accessible transportation network for all travel options that connects communities, regions and global markets. Developing an integrated transportation plan that is founded on land use, affordable housing, sustainability and connectivity is key to making a lasting change in the South Island. It will improve economic prosperity and make life better for the people who live here.

The Province is committed to building a sustainable economy that will create good-paying jobs, help businesses succeed, and ensure we can supply the programs and services needed by our diverse and growing population.

The COVID-19 pandemic has emphasized the need to be responsive and adaptable to changing situations that can affect all aspects of day-to-day life. While it is still unknown what the lasting effects of the pandemic may be, the core values that make up the long-term strategy for a sustainable growth and a healthy economy remain unchanged. The current situation shows the need for a resilient and sustainable transportation system that can aid in our immediate recovery.

As recovery from the pandemic continues, in order for the economy to keep pace with projected population and trade growth, British Columbia needs an integrated transportation strategy aligned across regions, such as the South Island. We must be able to address congestion on our trade corridors, enable the seamless movement of people and goods, and encourage development of diverse, affordable, connected communities.

Providing people with affordable and efficient travel choices in the South Island will allow for better engagement in economic opportunities, partnerships with Indigenous communities, and better social connections.

Improving the connectivity of urban and rural areas for the movement of people and goods will assist the resource sectors and employment centres in the South Island, which support the economy of this region and the province.

Integrating land use, housing, and economic development with transportation investment and policies within the South Island will support sustainable development and have positive impacts on affordable housing, accessibility, climate change and quality of life.

Creating safe and reliable trade corridors in the South Island is a key component of a sustainable economy for the region and the province.



Working with Indigenous, Local, Regional and Provincial Priorities

The Strategy does more than build on the many previous transportation planning initiatives completed in the South Island by the ministry and others. It is a new way of thinking that seeks to develop a distinct set of goals that still align with the current policies, goals, planning and priorities of Indigenous, local and regional governments, and key stakeholders.

The Strategy was developed with input from Indigenous, local, regional and provincial plans and initiatives which are shaping the direction of transportation in the region and across the province, including:

- Move. Commute. Connect. (B.C.'s Active Transportation Strategy)
- CleanBC
- Cowichan Tribes Transportation and Mobility Plan
- 2018 Vancouver Island Economic Alliance Report
- Capital Regional District (CRD) Regional Transportation Plan
- CRD Regional Trail Master Plan
- CRD Regional Growth Strategy
- Victoria Transit Future Plan
- Cowichan Valley Regional District (CVRD) Regional Collaboration Framework
- Municipal plans (Let's Move Saanich; GoVictoria)
- 2020 Island Rail Corridor Condition Assessment Report (Ministry of Transportation and Infrastructure)
- 2019 Westshore Express Passenger Ferry Service Pre-Feasibility Study (SNC Lavalin)

While the Strategy considered these plans and initiatives to ensure alignment with the various priorities across the region, it seeks to take it a step further with a bold and innovative approach to integrated planning.

These documents were developed and reviewed prior to the COVID-19 pandemic, but remain important and relevant to the Strategy.

Aligning with Economic Recovery









As we look forward to implementation, additional engagement will be required to ensure the dynamic nature of the transportation sector continues to respond and react to the changing needs of communities, as we adjust to the new realities of life and work in a post-pandemic environment.



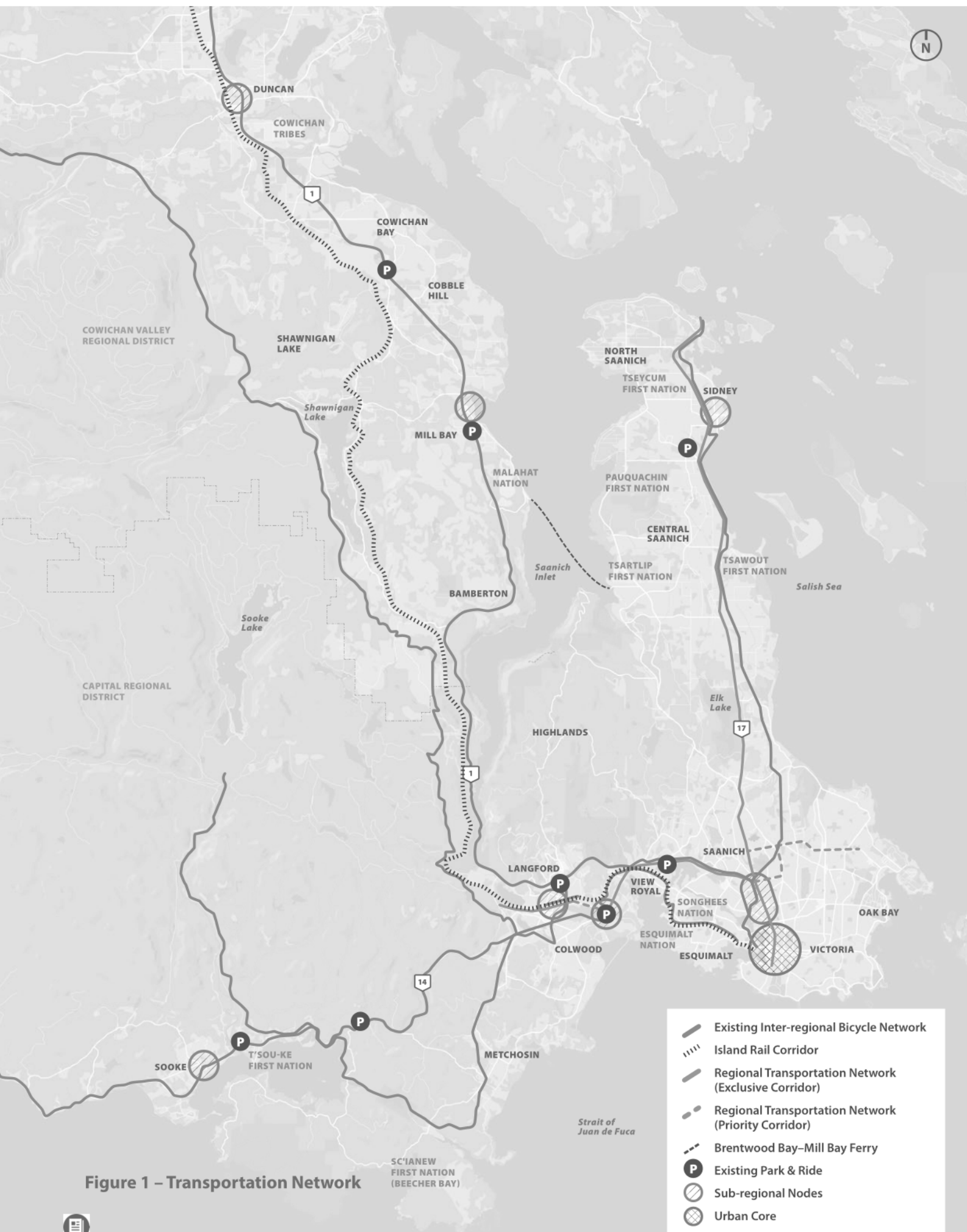
South Vancouver Island's Transportation Network

The study area focused on all transportation corridors in South Vancouver Island and encompassed areas as far north as Duncan, as far west as Sooke, and the entire Saanich Peninsula. Corridors serving a variety of transportation choices, such as commuter corridors, marine and ferry corridors, rail corridors, and the active transportation and road corridors, were also part of the study area.

The current network includes:

	One Rail Corridor (Island Rail Corridor)		One dedicated bus only corridor (Highway 1/Douglas Street)
	Two provincial ferry corridors (Swartz Bay and Mill Bay/ Brentwood Bay)		Two international ferry corridors (Belleville and Anacortes)
	Four Regional Trail Corridors (E&N, Galloping Goose, Lochside and Trans Canada/Great Trail)		Air corridors (Victoria International Airport, Victoria Harbour and Camel Point)
	Three major highway corridors (Highways 1, 14 and 17)		Local and arterial corridors (13 municipalities)





Working with Indigenous and Local Governments, and Stakeholders

The Strategy was developed, in part, by building on the extensive consultation that has been undertaken to develop a wide variety of transportation initiatives in the area (for example, the CRD Regional Transportation Plan, BC Transit Future Plan, Active Transportation Strategy, Clean BC and municipal plans).

As part of the process, the ministry worked with Indigenous, local and regional governments, transportation authorities, and key stakeholders who offered valuable perspectives on various modes of transportation in the region.

The ministry engaged with the 16 Indigenous communities represented in the South Island to understand their specific interests and challenges. The ministry will continue to work collaboratively with these Indigenous groups to support safe and more accessible transportation networks for their communities.

A Technical Advisory Group consisting of representatives from the Capital Regional District (CRD), Cowichan Valley Regional District (CVRD), municipalities, BC Transit, BC Ferries and the Department of National Defense was created to provide a wide cross-section of the interests and priorities throughout the South Island.

Feedback received from this group was used by the ministry to ensure that we fully understood regional challenges, and that our priorities and aspirations were aligned. It also reinforced that the successful implementation of the Strategy will require partnerships and collaboration.

Engagement

The ministry held **more than 40 meetings, workshops and presentations** with Indigenous, local and regional governments, transportation authorities and key stakeholder groups over the course of the creation of the Strategy.



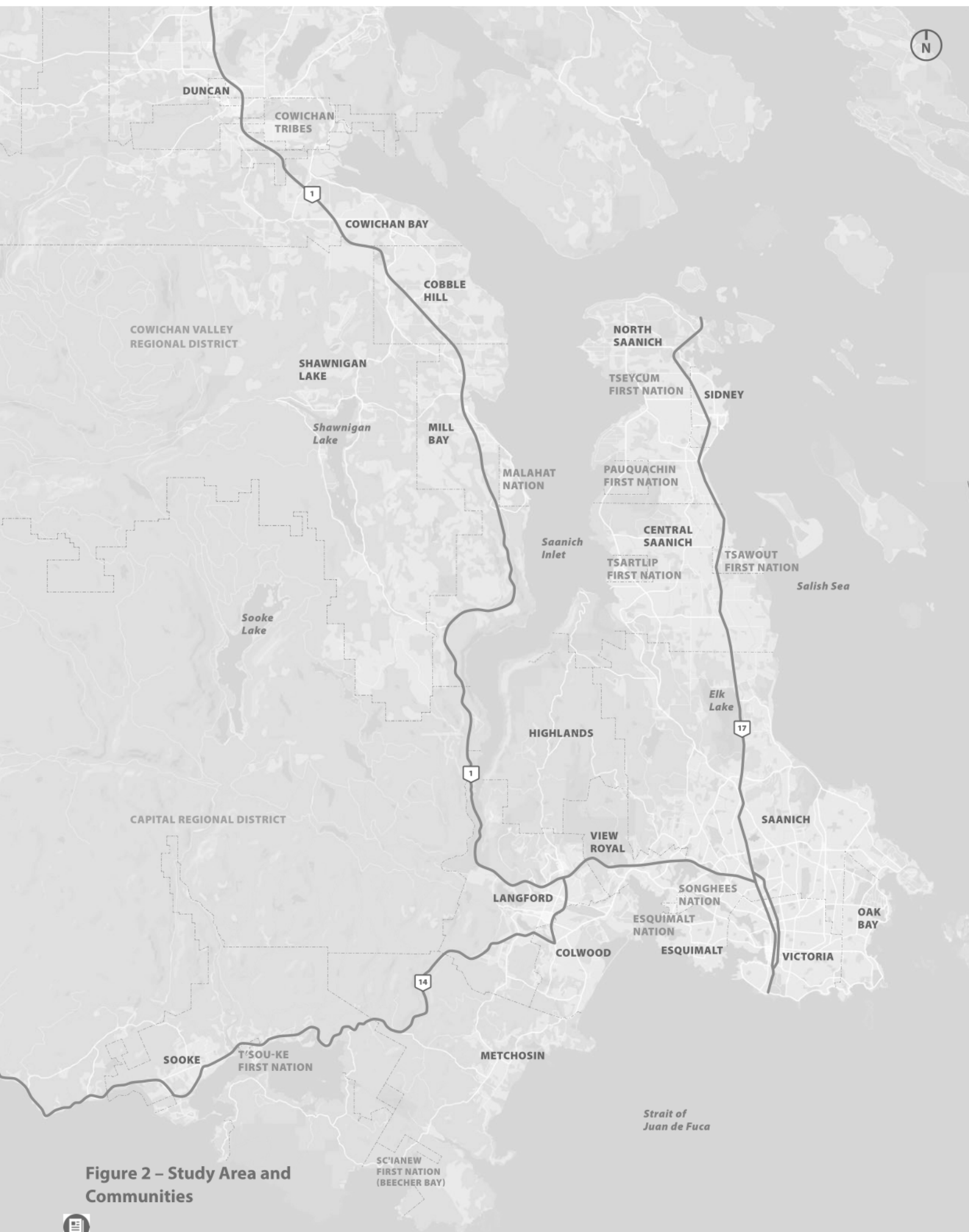


Figure 2 – Study Area and Communities



Why Investments are Needed: Challenges and Opportunities

Safety

The ministry supports Vision Zero, in which traffic fatalities and serious injuries are eliminated. While safety is a priority throughout the South Island, safety issues are particularly evident along Highway 1 and Highway 17, where collision rates are highest at select major intersections.

Improvements to the active transportation networks, such as crossings and separation from traffic, reduces the conflict with vehicles.

Analysis of traffic volumes during two months of the COVID-19 pandemic (March and April 2020) shows a decrease of traffic on major corridors between 26-53%, when compared to the same period in 2019.

The ministry will continue to monitor travel patterns throughout the year to ensure that the long-term impacts of COVID-19 on the network are better understood and will use this to inform future decisions.

This reduction of vehicles on the roads has also resulted in a decrease in the number of collisions.

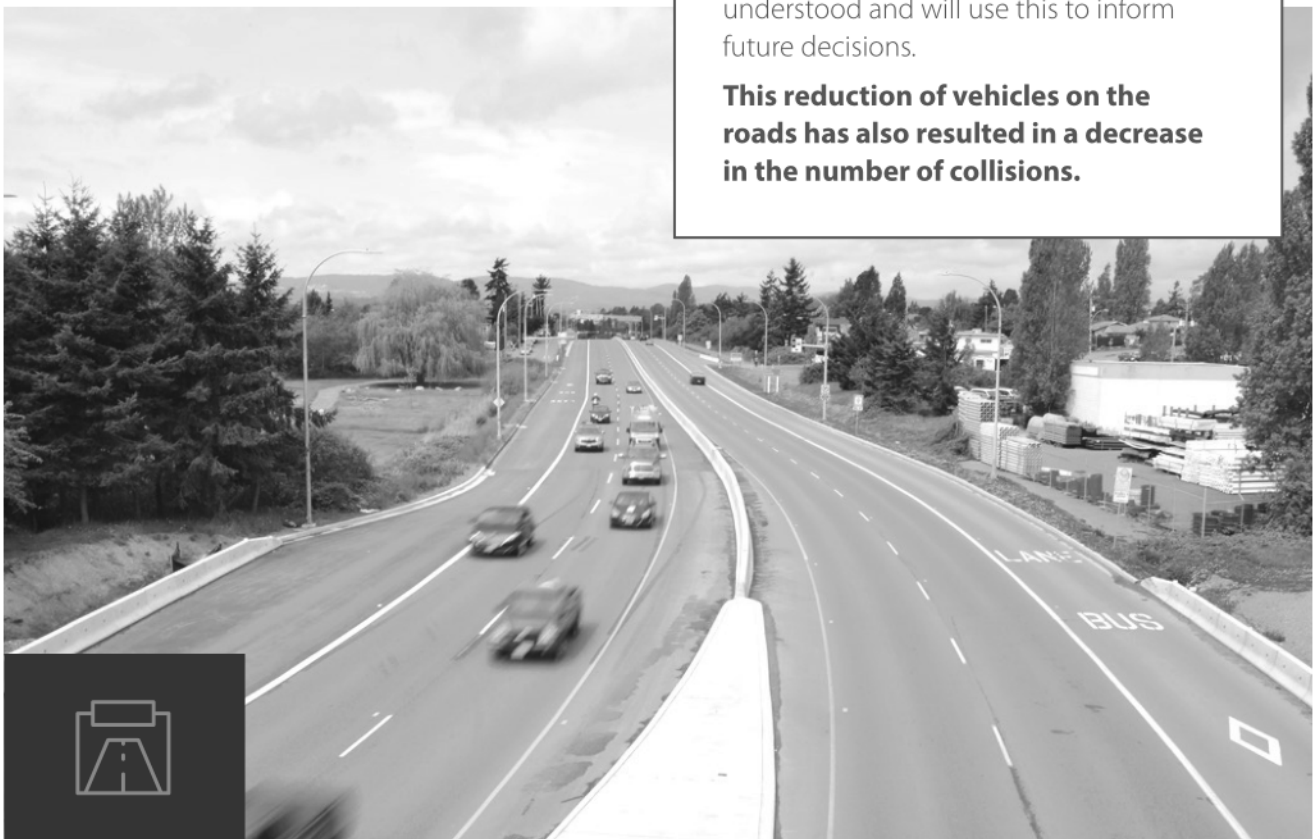




Figure 3 – Collision Rates



Reliability

Greater variation in travel time indicates reduced reliability. The outlying areas of the South Island experience issues with reliability, such as along the Highway 17 and Highway 14 corridors, and sections of Highway 1 outside the core areas.

Reducing the reliance on single occupancy vehicles by increasing transit and active transportation options will result in travel time savings for all modes of transportation.


As people move from their vehicles to alternative modes of transportation, we will need to ensure that the transit and cycling infrastructure is sufficiently robust to afford users with reliable travel times.

Continued improvements to the transit network, such as the bus only Douglas Street Corridor, have led to improved reliability and travel times for transit users.


The COVID-19 situation has impacted travel times and will continue to be monitored to better understand the effects of the pandemic on the network.

Unpredictable Travel Times

A typical vehicle trip in 2019 from Mill Bay to Victoria would take approximately:

 **43 minutes** during the morning peak and **as long as 66 minutes** on some days.

With expected growth, by 2038, this same trip would take:

 up to **87 minutes** on a typical day and up to **144 minutes with variability of conditions.**

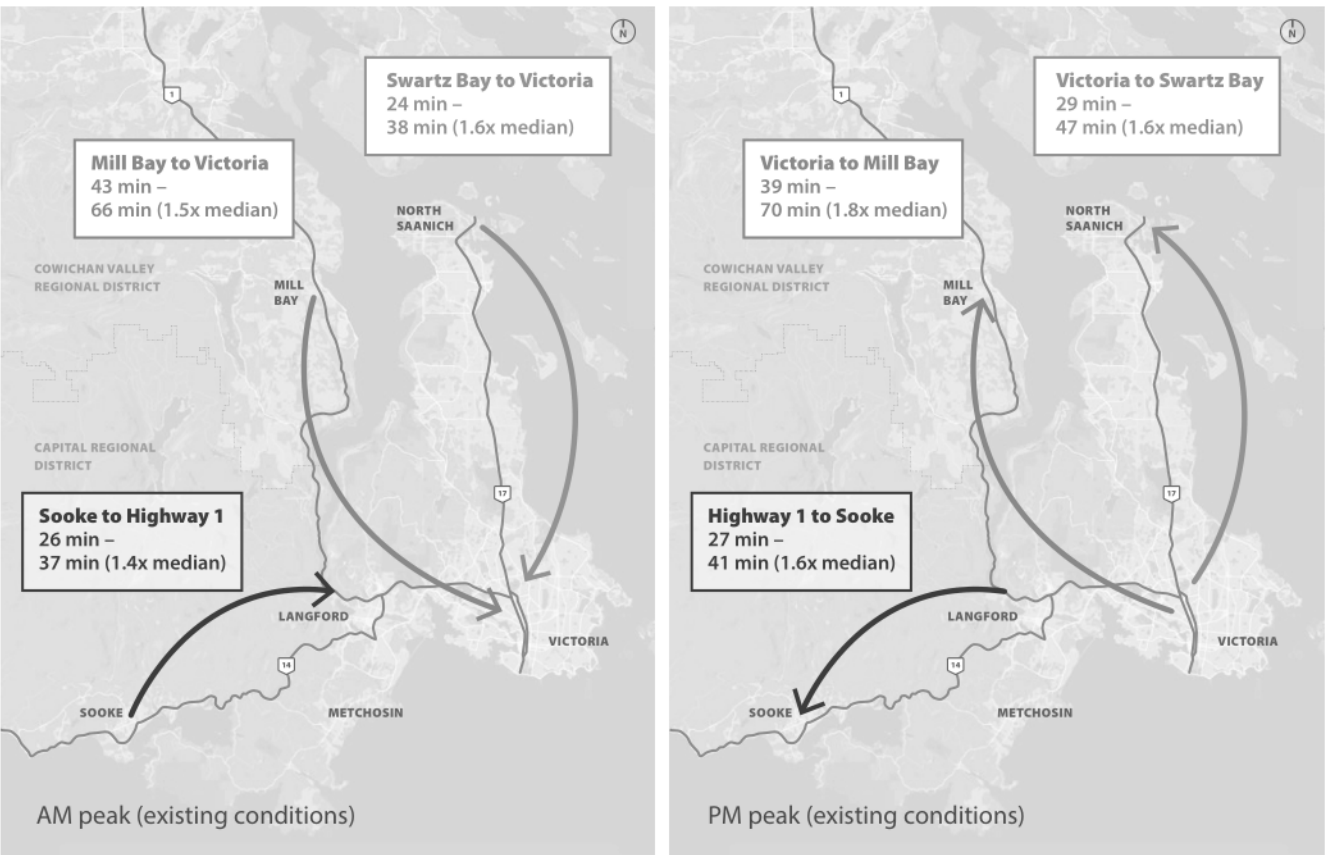
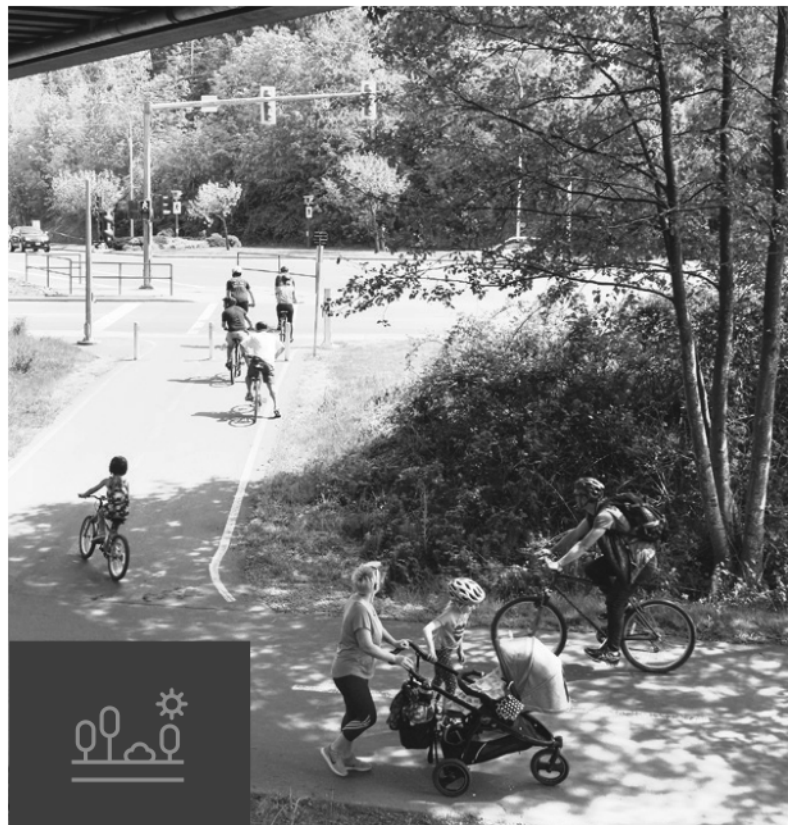
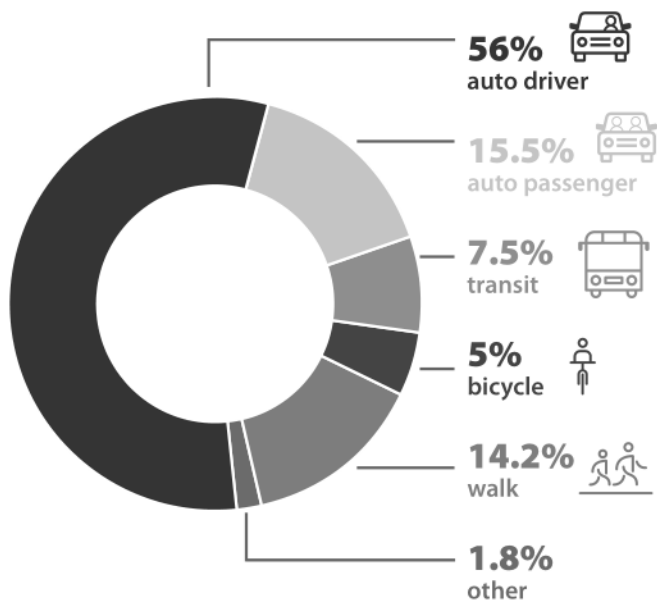


Figure 4 – Reliability



Current Mode Share

2017 Capital Regional District,
Origin Destination Household Travel Survey



Sustainability

The Capital Regional District declared a climate emergency in 2019. A shift to sustainable transportation modes such as walking, cycling and transit, and the reduction of greenhouse gas (GHG) emissions is a priority throughout the province and South Island.

Priority is highest for investments in sustainable travel modes in core areas and communities along Highway 14 and Highway 17 where travel distances, settlement patterns, and infrastructure make these desirable options.

Compared to 2007 greenhouse gas emission levels, the Province, through the CleanBC initiative, is now **committed to reductions of 40% by 2030, 60% by 2040, and 80% by 2050.**

cleanBC
our nature. our power. our future.





Connectivity

Community connections have been identified as a challenge across the region with the greatest concern in the core areas, including Highway 14 and Highway 1. Affordable housing is often found outside of the core areas, putting added pressure on the transportation network to move people to and from areas of employment in the core.

Improvements targeting better connections are the highest priority in these locations. Strengthening connections between travel modes is also a key opportunity for improvement to support the goals for integrated transportation development.

We will work with municipal partners to create thoughtful development where transportation investment can support growth in the region.

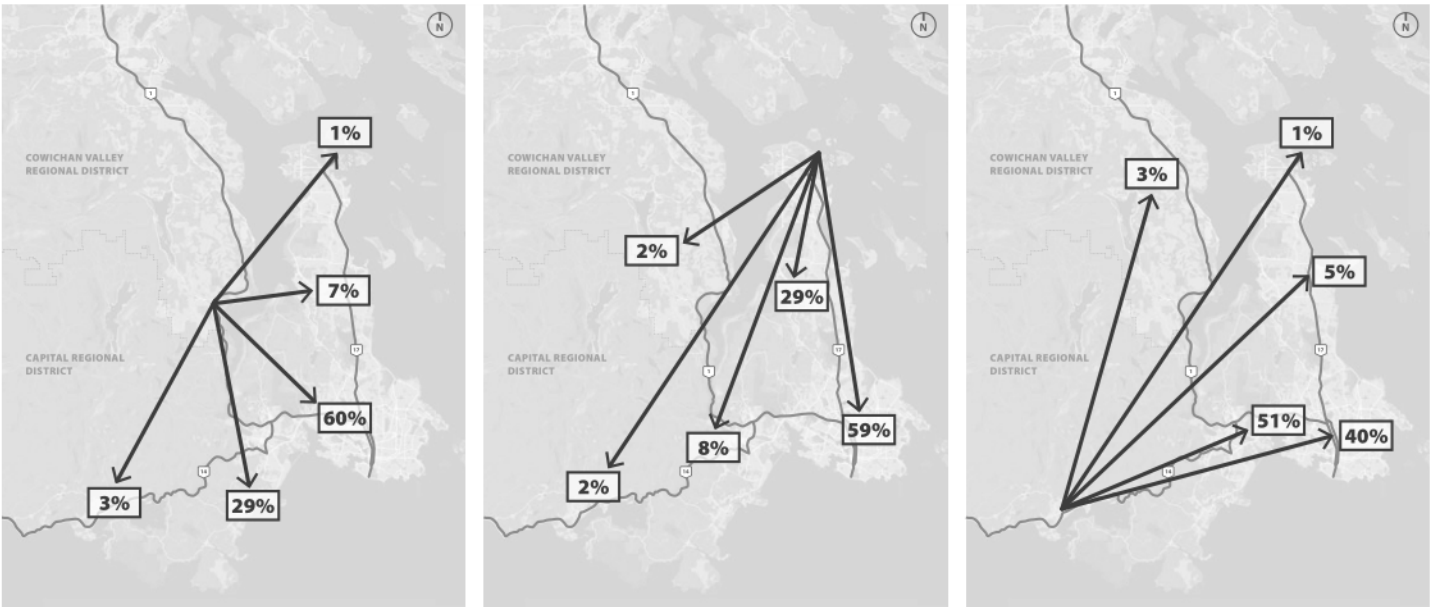


Figure 6 – Distribution of Daily Travel Across Key Gateways



Aligning Goals and Aspirations

Aspirations

Plans and strategies developed for communities throughout the South Island by the Province and Indigenous, local and regional governments share a common vision of an integrated sustainable transportation network.

These aspirations lay the foundation for a vision for the South Island and highlight how an integrated transportation system supporting different travel options plays a vital role in achieving those future goals. Although the plans and strategies are unique and may point to slightly different actions, they are well aligned and point to a common vision. The Strategy supports and reinforces key aspirations from these plans and strategies, including:

✓ **Take Action on Climate Change**

- Reduce greenhouse gas emissions
- Tap into alternative fuel sources
- Support community liveability by complementing transportation investments with land use planning, housing development, economic and employment clusters
- Support CleanBC

✓ **Connect Communities**

- Increase the connections between all modes of travel
- Enhance transit services to sub-regional population centres
- Support projects that lessen barriers to affordability and allow for inclusivity of travel
- Support projects that improve access to economic opportunities and social services

✓ **Reduce Vehicle Dependency**

- Provide sustainable travel choices
- Promote sustainable travel options

✓ **Ensure Sustainable Travel Options**

- Improve reliability of sustainable travel networks
- Increase the connectivity between different modes

✓ **Support Active Transportation and Healthy Living**

- Establish active transportation network plans
- Continued investment in walking and cycling infrastructure

✓ **Grow the Economy**

- Ensure efficient movement of goods and services
- Provide attractive travel options to encourage tourism



Goals

The ministry has developed four goals to advance the South Island Transportation Strategy:

- 1. Ensure sustainable options for a variety of travel modes**
- 2. Strengthen connections between travel modes and improve connections between communities**
- 3. Improve the safety and reliability of the transportation network**
- 4. Support and encourage active transportation options**

Remaining flexible in the face of COVID-19

The COVID-19 pandemic poses an immediate and still-evolving challenge to the transportation network and society as a whole. Its long-term effects remain unknown. The pathway of implementation and timing to achieve the goals of the South Island Transportation Strategy will require flexibility as we recover from the pandemic.

The path forward will use this experience to make our communities more resilient and adaptable to respond to the potential for future outbreaks or other disasters that may impact the region in the future.

These goals reflect the priorities and aspirations of the region and the province, and support integrated transportation planning by focusing on:

- Leveraging existing plans, while expanding their geographic scope and time horizon
- Contributing to the design of affordable, liveable communities
- Building efficient transportation networks
- Achieving GHG targets and aligning with CleanBC and the Active Transportation Strategy
- Ensuring innovative solutions that respond to South Island and B.C. conditions
- Advancing an Integrated Transportation and Development Planning strategy

Given the integrated nature of the Strategy, success will require the collective achievement of all of the goals. Strategies and priorities will therefore need to directly support or consider all four goals, rather than focus on any individual goal.



Goal 1

Ensure sustainable options for a variety of travel modes

Integrating transportation investment and policies with land use, housing, and economic development policies to support sustainable development will have positive effects on affordable housing, accessibility, climate change and the quality of life in the region.

Policies, programs and strategies to accelerate the move from gas-powered transport to alternative fuels such as electric vehicles, are also key elements to advance this goal. Sustainability objectives will be addressed by supporting and encouraging people to take public transportation and engage in active transportation wherever possible.

Since the completion of the dedicated bus lane facilities on Douglas Street/ Highway 1, northbound commuters on West Shore routes have seen travel time savings of up to 20 minutes during the PM peak.

Specific strategies include:

- Working with partners to establish an economic vision for the South Island
- Promoting investment, economic development and job opportunities near affordable housing and services
- Encouraging growth and densification in thoughtfully designated growth areas serviced by public transportation and active transportation networks
- Supporting and implementing bus lanes on highways and other inter-regional service corridors
- Implementing transit priority treatments at intersections along highways
- Supporting the provision of strategically located transit exchanges and park and rides
- Improving access to sustainable transportation choices for Indigenous communities
- Adding electric vehicle charging stations
- Developing policies and support infrastructure to increase use of energy efficient vehicles and alternative fuels
- Support policies and programs that encourage the shift away from single occupancy vehicles towards sustainable travel choices

The priorities to support and advance these strategies include:

Short-term

- Prioritizing transit stop improvements servicing Indigenous communities
- Installing electric vehicle charging stations at mobility hubs
- Supporting BC Transit's Low Carbon Fleet Program to electrify its fleet
- Prioritizing transit by installing transit queue jumpers along the Highway 17 corridor

Medium-term

- Supporting and advancing the Rapid Transit Corridor along Highway 1 between Victoria and the Western Communities through partnership with BC Transit
- Supporting BC Transit, View Royal and Colwood in establishing a Transit Priority Corridor along Old Island Highway

Long-term

- Exploring the viability of future marine transportation corridors
- Exploring the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria



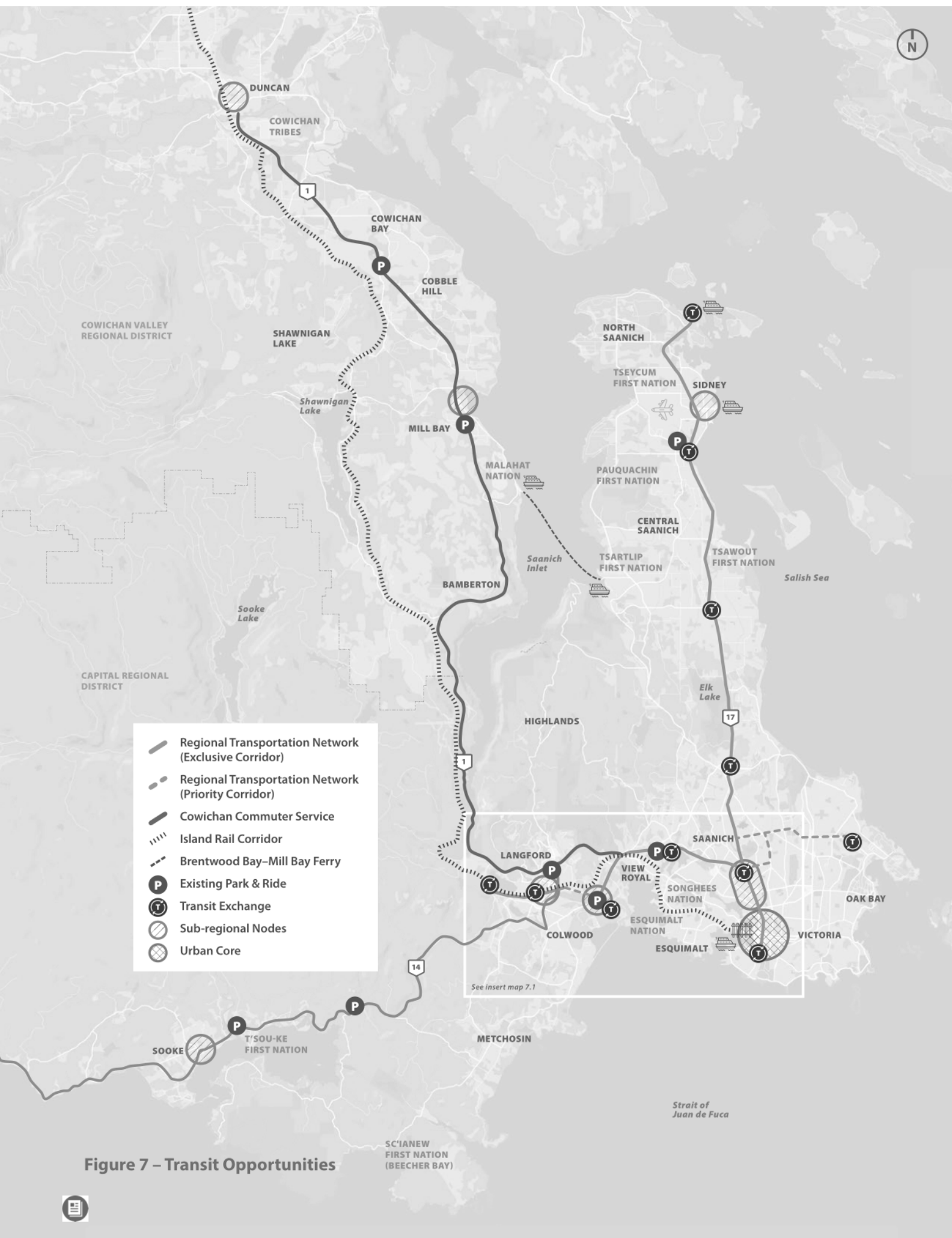
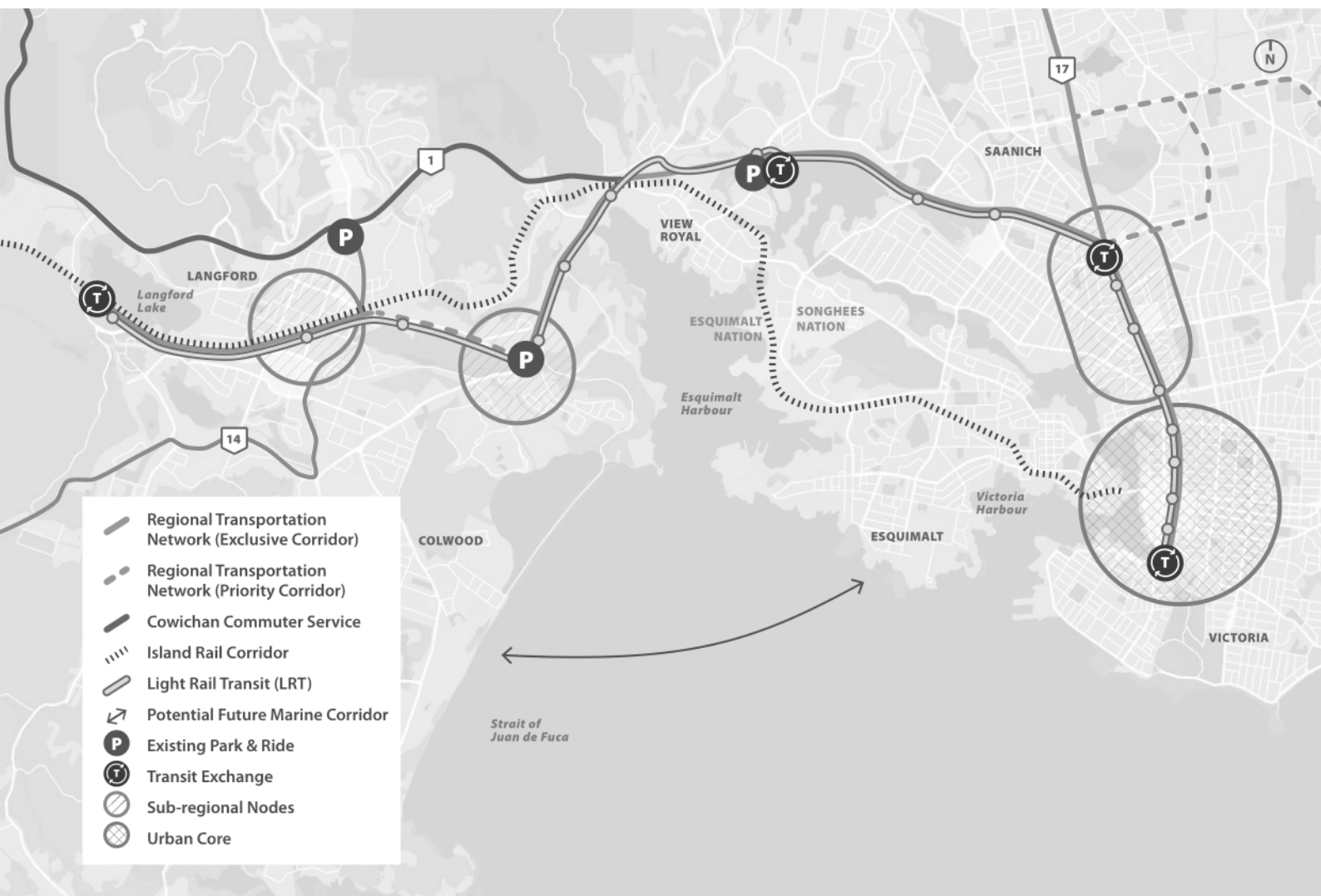


Figure 7 – Transit Opportunities



Insert Map 7.1 – Core Transit Opportunities



Goal 2

Strengthen connections between travel modes and improve connections between communities

Better integration between communities, and employment and industry centres, will enable more people to access services, participate in economic opportunities and support resource sectors across the South Island and beyond.

Integrating travel will be accomplished by identifying the missing links that prevent or discourage people from using sustainable choices, and partnering with Indigenous, local and regional agencies to close those gaps. This will include addressing the 'first and last mile' barriers within the region. By providing better travel choices in land use and development that align with regional growth strategies, the Strategy will support sustainable growth and the creation of integrated communities.

Specific strategies include:

- Connecting communities in the South Island, including Indigenous communities
- Supporting attractive intermodal connections at mobility hubs serving inter-regional travel
- Implementing policies and regulations to support new forms of mobility for sustainable choices that are aligned with regional growth strategies
- Identifying and prioritizing gaps in and between the networks
- Working with local and regional government to expand bike share and car share

The priorities to support and advance these strategies include:

Short-term

- Advancing development of key transportation hubs that accommodate all travel modes across the region in partnership with BC Transit
- Advancing the development of new park and ride stalls in the CRD and CVRD to increase capacity
- Adding secure bike parking/storage at key locations

Medium-term

- Continuing to assess the need for enhancement of inter-city transit commuter services (Cowichan Commuter Service)
- Working with Indigenous, local and regional governments to include Active Transportation Infrastructure in rehabilitation projects that improve inter-regional connections

Building Sustainable Communities

The Capital Regional District (through the Regional Growth Strategy) and the Cowichan Valley Regional District (through the Cowichan 2050 Regional Collaboration Framework) have identified growth management, housing affordability and liveability and sustainable transportation as key policy areas.



Goal 3

Improve the safety and reliability of the transportation network

Safe, reliable and cost-effective networks for all travel modes are critical for the movement of people of all ages and abilities and goods throughout the region, and are necessary to support all of the goals of this Strategy.

The safety and reliability of inter-regional travel will be addressed through upgrades that improve travel times for transit, active transportation users and general-purpose traffic, and that target high crash locations.

Specific strategies include:

- Exploring regional trail enhancements to increase safety of people walking and cycling
- Focusing on intersection improvements to protect vulnerable road users
- Implementing facilities that support sustainable modes and goods movement
- Supporting Vision Zero initiative
- Implementing highway safety and reliability improvements
- Targeting investments to improve network connectivity and redundancy

The priorities to support and advance these strategies include:

Short-term

- Prioritizing active transportation and pedestrian accessibility during project development within ministry projects
- Prioritizing transit facilities and improvements during project development within ministry projects
- Constructing the Leigh Road/Highway 1 Four-Laning and Median Barrier
- Completing the Connie to Glintz Lake/Highway 14 Project including park and ride, and pedestrian underpass

Medium-term

- Advancing work on the Keating Cross Road/ Highway 17 project
- Advancing planning, engineering and design work to improve safety, efficiency and active transportation along Highway 1 over the Malahat



Safety is the ministry's number one priority for all modes of transportation. Work will continue to identify and address the remaining priority sites. Future infrastructure projects will incorporate active transportation and transit priorities during planning, design and construction.





Goal 4

Support and encourage active transportation options

Active transportation infrastructure facilities and networks for all ages and abilities provide transportation options that are accessible to all, and create effective connections to essential community services.

They are also a key component to sustainable land use, housing and economic development and reduce the reliance of single-occupancy vehicles, resulting in lower GHGs. Support for active transportation will be accomplished primarily through partnerships to establish and improve active transportation infrastructure, as well as identifying gaps in inter-regional networks. This aligns with the Province's Active Transportation Strategy, as well as strategies developed by Indigenous, local and regional governments.

Specific strategies include:

- Implementing active transportation facilities along corridors serving inter-regional travel
- Supporting upgrades to active transportation facilities and crossings of highways
- Exploring pedestrian and cycling separations for regional trail networks
- Improving comfort and safety of active transportation crossing highways around key urban and sub-regional population centres
- Identifying and prioritizing intersection accessibility issues on urban highways
- Expanding funding for regional active transportation priorities
- Encouraging and supporting regional policies and directions for incentives for sustainable travel modes serving designated urban centres, gateways and sub-regional population centres

The priorities to support and advance these strategies include:

Short-term

- Encouraging growth of inter-regional trails in the CRD and CVRD: Galloping Goose Regional Trail, Lochside Regional Trail, E&N Rail Trail, Trans Canada Trail
- Supporting Active Transportation Infrastructure Grant applications that align with the British Columbia Active Transportation Design Guide
- Prioritizing the installation of bike lockers at mobility hubs

Medium-term

- Working with regional and local governments to advance grade separation of inter-regional trails, add specific bike signals and remove conflict points



With CleanBC, we're building a more sustainable transportation system through BC's Active Transportation Strategy, Move. Commute. Connect.

Active transportation means helping people get out of their cars, with safe, easier options for everyone which includes:

- Double the trips taken with active transportation by 2030
- Provide incentives that encourage safe active transportation for all ages and abilities
- Help communities build integrated and accessible active transportation systems
- Deliver universal design principles for active transportation infrastructure





Summary of Priorities



South Island Transportation Strategy



Goals

Strategies

Priorities

1. Ensure sustainable options for a variety of travel modes

- Working with partners to establish an economic vision for the South Island
- Promoting investment, economic development and job opportunities near affordable housing and services
- Encouraging growth and densification in thoughtfully designated growth areas serviced by public transportation and active transportation networks
- Supporting and implementing bus lanes on highways and other inter-regional service corridors
- Implementing transit priority treatments at intersections along highways
- Supporting the provision of strategically located transit exchanges and park and rides
- Improving access to sustainable transportation choices for Indigenous communities
- Adding electric vehicle charging stations
- Developing policies and support infrastructure to increase use of energy efficient vehicles and alternative fuels
- Support policies and programs that encourage the shift away from single occupancy vehicles towards sustainable travel choices

- S** Prioritizing transit stop improvements servicing Indigenous communities
- S** Installing electric vehicle charging stations at mobility hubs
- S** Supporting BC Transit's Low Carbon Fleet Program to electrify its fleet
- S** Prioritizing transit by installing transit queue jumpers along the Highway 17 corridor
- M** Supporting and advancing the Rapid Transit Corridor along Highway 1 between Victoria and the Western Communities through partnership with BC Transit
- M** Supporting BC Transit, View Royal and Colwood in establishing a Transit Priority Corridor along Old Island Highway
- L** Exploring the viability of future marine transportation corridors
- L** Exploring the potential of commuter rail on the Island Rail Corridor between Westhills and Victoria

2. Strengthen connections between travel modes and improve connections between communities

- Connecting communities in the South Island, including Indigenous communities
- Supporting attractive intermodal connections at mobility hubs serving inter-regional travel
- Implementing policies and regulations to support new forms of mobility for sustainable choices that are aligned with regional growth strategies
- Identifying and prioritizing gaps in and between the networks
- Working with local and regional government to expand bike share and car share

Transforming South Island Transportation

S Short-term **M** Medium-term **L** Long-term

- S** Advancing development of key transportation hubs that accommodate all travel modes across the region in partnership with BC Transit
- S** Advancing the development of new park and ride stalls in the CRD and CVRD to increase capacity
- S** Adding secure bike parking/storage at key locations
- M** Continuing to assess the need for enhancement of inter-city transit commuter services (Cowichan Commuter Service)
- M** Working with Indigenous, local and regional governments to include Active Transportation Infrastructure in rehabilitation projects that improve inter-regional connections

3. Improve the safety and reliability of the transportation network

- Exploring regional trail enhancements to increase safety of people walking and cycling
- Focusing on intersection improvements to protect vulnerable road users
- Implementing facilities that support sustainable modes and goods movement
- Supporting Vision Zero initiative
- Implementing highway safety and reliability improvements
- Targeting investments to improve network connectivity and redundancy

- S** Prioritizing active transportation and pedestrian accessibility during project development within ministry projects
- S** Prioritizing transit facilities and improvements during project development within ministry projects
- S** Constructing the Leigh Road/Highway 1 Four-Laning and Median Barrier
- S** Completing the Connie to Glintz Lake/Highway 14 Project including park and ride, and pedestrian underpass
- M** Advancing work on the Keating Cross Road/Highway 17 project
- M** Advancing planning, engineering and design work to improve safety, efficiency and active transportation along Highway 1 over the Malahat

4. Support and encourage active transportation options

- Implementing active transportation facilities along corridors serving inter-regional travel
- Supporting upgrades to active transportation facilities and crossings of highways
- Exploring pedestrian and cycling separations for regional trail networks
- Improving comfort and safety of active transportation crossing highways around key urban and sub-regional population centres
- Identifying and prioritizing intersection accessibility issues on urban highways
- Expanding funding for regional active transportation priorities
- Encouraging and supporting regional policies and directions for incentives for sustainable travel modes serving designated urban centres, gateways and sub-regional population centres

- S** Encouraging growth of inter-regional trails in the CRD and CVRD:
 - › Galloping Goose Regional Trail
 - › Lochside Regional Trail
 - › E&N Rail Trail
 - › Trans Canada Trail
- S** Supporting Active Transportation Infrastructure Grant applications that align with the British Columbia Active Transportation Design Guide
- S** Prioritizing the installation of bike lockers at mobility hubs
- M** Working with regional and local governments to advance grade separation of inter-regional trails, add specific bike signals and remove conflict points

Implementing the Strategy

Implementing the South Island Transportation Strategy will require a collective effort from the Province and Indigenous, regional and local governments. Together, we must establish and support decisions on how to plan and build for future growth, while recognizing that people will continue to make individual choices based on their lifestyle goals and preferences.

By bringing land use, transportation and regional growth planning together, we will be better poised to focus government policy and coordinate economic development initiatives. This will allow for distribution of some of the anticipated growth we will see in future decades, and the building of affordable, liveable communities and supplying convenient, efficient and comfortable transportation systems as a realistic alternative to driving.

Since 2017, the Province has invested or committed to investing over \$500 million in the South Island. We remain committed to further investments which will help achieve the goals of this Strategy. But the successful creation of a fully integrated transportation network across all modes of travel will require more than just provincial investment in infrastructure.

This Strategy represents a shift in our collective approach to building capacity in the South Island network. This will take meaningful collaboration and partnerships with Indigenous, local, regional and federal governments to effectively implement the priorities and commitments outlined in this Strategy.

As we move forward, additional work with our partners will be paramount to better understanding their specific economic, environmental, climate change and land use development goals to advance specific priorities.

While the long-term effects of COVID-19 remain unclear, the immediate impacts highlight the need for resilient and integrated transportation networks with the goal moving forward to build back better.



Conclusion

The COVID-19 pandemic has affected all British Columbians and has served as an important lesson about building communities and transportation networks that can adapt to rapid and wide-spread changes.

While many aspects of our daily lives have been impacted, the long-term effects of the pandemic remain unknown. What has not changed is our core values and vision for improving the lives of British Columbians. An integrated transportation strategy represents one aspect of a holistic approach to sustainable development, a healthy and competitive economy, climate action, and more equity for everyone that lives in this region and across the province.

The South Island Transportation Strategy demonstrates the Province's commitment to increasing the capacity of all transportation networks through sustainable travel choices and smart investment decisions.

It provides a clear path forward to addressing the transportation challenges in the South Island and advancing the many opportunities in the region to support an integrated transportation network for all modes of travel.

The Sooke River Road Intersection Project was completed in 2019. This project improved safety for drivers, transit users, cyclists and pedestrians on a busy section of Highway 14 near the local school.





Ministry of
Transportation
and Infrastructure

Transforming South Island Transportation



BRIEFING IBN #298042 : South Island Transportation Strategy Next Steps |

Briefing: January 19th

From: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>
To: Waters, Leah EDUC:EX
Cc: Beale, William EDUC:EX, Brewer, Lia PREM:EX, Plamondon, Lea TRAN:EX, Kubisheski, Carlee TRAN:EX, Gates, Brittany TRAN:EX
Sent: January 18, 2021 9:43:44 PM PST
Attachments: 2021-01-18_298042_MIN IBN_South Island Transportation Strategy Next Steps.pdf

Good evening, please find attached, the above-noted IBN for tomorrow's briefing with Minister Fleming and Minister of State Ma; this has also been uploaded to:

- MRF

s.15

BRIEFING: South Island Transportation Strategy Next Steps

DATE: January 19, 2021

TIME: 11:00 am – 11:45 am

LOCATION: Microsoft Teams Meeting

MATERIALS: Information Briefing Note with appendices:

- A. Strategy Goals and Priorities Placemat;
- B. Short-and Medium-Term Potential Investments;
- C. South Island Transportation Strategy

STAFF PARTICIPANTS: Kaye Krishna

Kevin Richter

Deborah Bowman

Vanessa Gedney

Thank you,

VANESSA R. GEDNEY (Preferred Pronouns: she/her/hers)

Director, Executive Operations

Office of the Deputy Minister

Ministry of Transportation and Infrastructure

5th Floor, 940 Blanshard St| Victoria BC V8W 9T5

Office: 778.698.3472 | Cell: 250.361.5403

DB - request - RACI - SITS: Did miss anything or anything needed to be fixed?

From: Richter, Kevin J TRAN:EX <Kevin.Richter@gov.bc.ca>
To: Staite, Janelle A TRAN:EX
Cc: Hayre, Courtney TRAN:EX
Sent: January 20, 2021 12:48:19 PM PST

Based on the meeting yesterday, below is my interpretation. Welcome for further discussion.

Planning: Economic Study
Accountable: Kevin R
Responsible: Janelle

Planning: Updated / Next Stage Plan
Accountable: Kevin R
Responsible: Janelle

CRD: Transportation Governance South Island
Accountable – Deborah

CRD: Minister Discussions with CRD Board
Accountable – Deborah

CRD: Standing Transportation Staff Committee
Accountable – Kevin R
Responsible – Mike

ICF: Previous Studies Summary
Accountable – Kevin R
Responsible – Janelle

ICF: Minister Meeting with ICF Board
Accountable – Deborah

Marine: Discussion with BCF
Accountable – Deborah

BC Transit: Engineering work with BCT and MoTI (queue jumpers, bus lanes, TOD)
Accountable – Kevin R
Responsible – Janelle

BC Transit: Minister Meeting with BCT Executive (Capital Plans)
Accountable – Deborah

Capital Investment: TIP Plan/Economic Recovery Plan
Accountable – Kevin V
Responsible – Kevin R

RACI - SITS

From: Richter, Kevin J TRAN:EX <Kevin.Richter@gov.bc.ca>
To: Volk, Kevin TRAN:EX, Bowman, Deborah TRAN:EX, Staite, Janelle A TRAN:EX
Cc: Hayre, Courtney TRAN:EX
Sent: January 20, 2021 3:14:41 PM PST

Based on the meeting yesterday, below is my interpretation for accountabilities and responsibilities. Welcome further discussion.

Planning: Economic / Next Stage Plan
Accountable: Kevin R
Responsible: Janelle

CRD: Transportation Governance South Island
Accountable – Deborah

CRD: Minister Discussions with CRD Board
Accountable – Deborah

CRD: Standing Transportation Staff Committee
Accountable – Kevin R
Responsible – Mike

ICF: Previous Studies Summary
Accountable – Kevin R
Responsible – Janelle

ICF: Minister Meeting with ICF Board
Accountable – Deborah

Marine: Discussion with BCF
Accountable – Deborah

BC Transit: Engineering work with BCT and MoTI (queue jumpers, bus lanes, TOD)
Accountable – Kevin R
Responsible – Janelle

BC Transit: Minister Meeting with BCT Executive (Capital Plans)
Accountable – Deborah

Capital Investment: TIP Plan/Economic Recovery Plan
Accountable – Kevin V
Responsible – Kevin R

RE: BC Transit support in South Island Transit Investment Briefing

From: Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca>
To: Mercer, Andrea PREM:EX, Pilkington, Kim TRAN:EX
Cc: Walman, Bart TRAN:EX
Sent: January 29, 2021 12:54:23 PM PST
Attachments: image003.png

I don't recall an agreement or something formal being required. I just mentioned to Erinn that we (collectively) have been tasked to provide information on all So. Island capital projects to MRF. If you don't mind, I'll forward your email to Erinn and suggest that we work in collaboration on this, so if your team is asking for information you should not require a formal CEO/ADM process in order to get it.. (rather surprised about this actually)

----- Original message -----

From: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>
Date: 2021-01-29 11:02 a.m. (GMT-08:00)
To: "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Cc: "Walman, Bart TRAN:EX" <Bart.Walman@gov.bc.ca>
Subject: BC Transit support in South Island Transit Investment Briefing

Hi Deborah,

In reaching out to BC Transit on the request to build a briefing note / briefing materials for a briefing with our Minister on Transit investments for the South Island, they indicated that there was a recent agreement between you and Erinn, that these types of requests would come from your office.

That said, hoping you might send Erinn a quick note outlining this request (to work with the Branch to develop briefing materials and participate in a Ministers briefing in Feb – exact date TBD).

Thx,

Andrea

Andrea Mercer, CD, Env.Tech, BSc, MPA

Executive Director

Transit Branch | Ministry of Transportation and Infrastructure

5D – 940 Blanshard Street | Victoria BC | V8W 9T5

Website: www.gov.bc.ca/tran

Email: Andrea.Mercer@gov.bc.ca

Phone: 778.974.4992 | Mobile: 250.812.5486



Where ideas work

RE: BC Transit support in South Island Transit Investment Briefing

From: Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca>
To: Mercer, Andrea PREM:EX, Pilkington, Kim TRAN:EX
Cc: Walman, Bart TRAN:EX
Sent: January 29, 2021 12:55:16 PM PST
Attachments: image003.png

To add, Erinn will be invited to a briefing with MEF and she can decide who she wants to bring with her..

----- Original message -----

From: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>
Date: 2021-01-29 11:02 a.m. (GMT-08:00)
To: "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Cc: "Walman, Bart TRAN:EX" <Bart.Walman@gov.bc.ca>
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Email: Andrea.Mercer@gov.bc.ca

Phone: 778.974.4992 | Mobile: 250.812.5486



Where ideas work

FW: BC Transit support in South Island Transit Investment Briefing

From: Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca>
To: Mercer, Andrea PREM:EX
Sent: January 29, 2021 1:56:00 PM PST

Please see below response from Erinn. We are not asking Aaron Lamb to make a presentation at this point. We are gathering information for a future meeting but we need to lead the initial briefings on what the capital project are and where they may be opportunities that assign with the So. Island Transportation Strategy (including giving Kaye a 101) and then prepare for the broader meeting with Erinn (and if she chooses with bring Aaron too that's up to her).

Does that make sense?

----- Original message -----

From: "Pinkerton, Erinn" <Erinn_Pinkerton@BCTransit.Com>
Date: 2021-01-29 1:05 p.m. (GMT-08:00)
To: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Subject: Re: BC Transit support in South Island Transit Investment Briefing
[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Oh yes total lost in translation. I think Aaron thought he was being asked if he himself wanted to do a briefing and he said those requests would flow through Erinn.

Erinn Pinkerton
President and Chief Executive Officer
BC Transit
250-995-5680<<mailto:250-995-5680>>

On Jan 29, 2021, at 12:59 PM, Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca> wrote:

CAUTION: This email originated from outside of the organization. DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi, please see below.. don't think we need a formal request process from my office to get the teams working on this do we? Seems kind of odd.. or just staff interpretation which may have been lost in translation..

Let me know, thanks Erinn.

db

----- Original message -----

From: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>
Date: 2021-01-29 11:02 a.m. (GMT-08:00)
To: "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Cc: "Walman, Bart TRAN:EX" <Bart.Walman@gov.bc.ca>
Subject: BC Transit support in South Island Transit Investment Briefing

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Andrea

Andrea Mercer, CD, Env.Tech, BSc, MPA
Executive Director

Transit Branch| Ministry of Transportation and Infrastructure
5D – 940 Blanshard Street | Victoria BC | V8W 9T5
Website: www.gov.bc.ca/tran<<http://www.gov.bc.ca/tran>>
Email: Andrea.Mercer@gov.bc.ca<<mailto:Andrea.Mercer@gov.bc.ca>>
Phone: 778.974.4992 | Mobile: 250.812.5486
[cid:image003.png@01D6F62E.381BE8D0]

<image001.png>

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RE: BC Transit support in South Island Transit Investment Briefing

From: Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca>
To: Pinkerton, Erinn
Sent: January 29, 2021 1:56:12 PM PST

Thank you!

----- Original message -----

From: "Pinkerton, Erinn" <Erinn_Pinkerton@BCTransit.Com>

Date: 2021-01-29 1:52 p.m. (GMT-08:00)

To: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>

Subject: Re: BC Transit support in South Island Transit Investment Briefing

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Aaron is calling Bart. All will be fine. 😊

Erinn Pinkerton
President and Chief Executive Officer
BC Transit
250-995-5680<<mailto:250-995-5680>>

On Jan 29, 2021, at 1:51 PM, Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca> wrote:

CAUTION: This email originated from outside of the organization. DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Thanks sort of thought so.. Friday miscoms..

----- Original message -----

From: "Pinkerton, Erinn" <Erinn_Pinkerton@BCTransit.Com>

Date: 2021-01-29 1:05 p.m. (GMT-08:00)

To: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>

Subject: Re: BC Transit support in South Island Transit Investment Briefing

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Oh yes total lost in translation. I think Aaron thought he was being asked if he himself wanted to do a briefing and he said those requests would flow through erinn.

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Date: 2021-01-29 11:02 a.m. (GMT-08:00)

To: "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Bowman, Deborah TRAN:EX"

<Deborah.Bowman@gov.bc.ca>
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Subject: BC Transit support in South Island Transit Investment Briefing

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Thx,
Andrea

Andrea Mercer, CD, Env.Tech, BSc, MPA
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Website: www.gov.bc.ca/tran<<http://www.gov.bc.ca/tran>>
Email: Andrea.Mercer@gov.bc.ca<<mailto:Andrea.Mercer@gov.bc.ca>>
Phone: 778.974.4992 | Mobile: 250.812.5486
[cid:image003.png@01D6F62E.381BE8D0]

<image001.png>

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MEETING BRIEFING NOTE

DATE: February 7, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure

ISSUE: South Island Transportation Strategy

MEETING: Capital Region District (CRD) on February 8, 2021:

- Chair Colin Plant
- Bob Lapham, CAO
- Kevin Loretzte, GM of Planning & Protective Services

PURPOSE: Introductory meeting and to discuss the South Island Transportation Strategy

PROPOSED KEY MESSAGES:

- The CRD Transportation Standing committee has requested a senior ministry representative be designated to provide input into work looking at regional transportation projects and priorities. The ministry has designated the District Manager for Vancouver Island, Michael Pearson as the senior ministry staff contact for the CRD to provide input on Ministry projects.
- The ministry is committed to improving and integrating the existing transportation networks and connections so people and goods can move efficiently through Southern Vancouver Island.
- The ministry released the South Island Transportation Strategy (the Strategy) in September 2020 which outlines priority items that will inform the Ministry's capital plan for investments in the region's transportation network over the next 10-15 years.
- These priorities will reduce people's dependency on travel by single occupancy vehicle, support a healthy economy and build a better life for those living and working on Southern Vancouver Island.
- The Strategy was developed with input from key stakeholders, including municipalities, the Capital Regional District (CRD), BC Transit and South Island First Nations to align with regional aspirations and goals.
- The Strategy aligns with the government's objectives in CleanBC, supports the Ministry's goals in our active transportation strategy, Move. Commute. Connect and was developed in consideration of the principals of Integrated Transportation and Development.
- The ministry is working to close gaps in local networks and make travel across the region as seamless as possible by working with our partners to build liveable, affordable communities and make life better for those who live, work and play across Southern Vancouver Island.
- Advancing the goals of the Strategy to deliver better transit and transportation in the South Island was a key platform commitment from the NDP which was reflected in the Minister's Mandate Letter.



BACKGROUND:

Associate Deputy Minister, Kevin Richter received a letter from CRD CAO Bob Lapham on December 17, 2020, which outlined the CRD board direction to form a Transportation Standing Committee and for staff to work with regional partners to develop a list of regional transportation priorities.

The focus of this initial work is on three areas (1) Identify and agree on priorities (2) Advocate for funding (or action) on these priorities and (3) Formalize coordination across jurisdictions on infrastructure investments, land use policy and behaviour change

The Ministry responded to this letter on January 21, 2021, and designated Michael Pearson as the senior ministry staff contact for the CRD to provide input on Ministry projects.

Michael Pearson, P. Eng., is the district manager for Vancouver Island District. He was fully involved in the development of the South Island Transportation Strategy as well as other major planning work on Vancouver Island and will be able to provide information and context on current ministry projects.

CRD staff reached out to Mike on January 22nd to request the ministry priority projects and to provide points for each project that reflects the order of priority.

Ministry staff did not provide comment on priorities or use their point system. Ministry staff are happy to work with the CRD Transportation Standing Committee and to hear more about the projects and priorities of the local municipalities in the CRD for further considerations and potential opportunities for government to collaborate on.

The Ministry identified 4 projects to the CRD board, all projects have been announced s.13

2. Highway 17 Keating Flyover project (Announced)
3. Highway 1 Goldstream (Announced)
4. Highway 14 Connie to Glinz Lake Rd. (Announced)

DISCUSSION:

The ministry already has almost \$200 million in major construction projects planned or underway in the region and is working to advance additional initiatives in the coming years.

The timing for implementation of these priorities will be determined as part of the broader development of the Ministry's overall capital plan and in consideration of the Province's Economic Recovery Strategy.

The top priority is to improve on the existing transportation network so that the region is interconnected for all modes of travel – not just vehicles.

This includes improving safety and reliability of the active transportation network and supporting and encouraging more biking, walking and other forms of active transportation.

Improving the transit network also remains a top priority to encourage more people to utilize sustainable travel choices.



Integrating park and ride facilities and mobility hubs with active transportation facilities and transit service at key regional hubs, can address affordability by making outlying, less expensive areas of the region become more accessible

FINANCIAL IMPLICATIONS:

- None.

Attachments:

1. Incoming Letter

PREPARED BY:	REVIEWED BY:	DATE:
Michael Pearson, District Manager Vancouver Island District	Kevin Richter, Associate Deputy Minister Mistry of Transportation and Infrastructure	21-Feb-5
	Nancy Bain, Executive Financial Officer Finance and Management Services Department	N/A
	Vanessa Gedney on behalf of: Kaye Krishna, Deputy Minister	21-Feb-7



Ministry of
Transportation
and Infrastructure

ATTACHMENT 1: Letter from Colin Plant, Chair, Capital Regional District Board



Executive Office
625 Fisgard Street, PO Box 1000
Victoria, BC, Canada V8W 2S6
T: 250.360.3125
F: 250.360.3130
www.crd.bc.ca

December 3, 2020

File: 0400-40

The Honourable Rob Fleming, MLA, Victoria-Swan Lake
Minister of Transportation and Infrastructure
Via email: rob.fleming.MLA@leg.bc.ca

Dear Minister Fleming:

RE: CONGRATULATIONS ON RE-ELECTION AND MINISTRY APPOINTMENT

On behalf of the Board of Directors of the Capital Regional District (CRD), I would like to extend our congratulations for your win and re-election in the provincial election on October 24, 2020, as well as your appointment as Minister of Transportation and Infrastructure.

We are excited to work with you on the south Island Transportation Strategy and further the CRD's interest in transportation. To that end I would welcome the opportunity to meet with you and your staff to engage in a discussion to better understand each entity's interests and how to move forward together. Please let me know if you would like to meet.

Congratulations once again on your election victory and all the best in your endeavours. We look forward to working with you.

Yours sincerely,

Colin Plant
Chair, Capital Regional District Board

cc: CRD Board of Directors
Robert Lapham, Chief Administrative Officer, CRD

EXEC-2102254355-4438

MEETING BN #300999: South Island Transportation Strategy - Capital Regional

District | Date: February 8th

From: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>
To: Waters, Leah EDUC:EX
Cc: Harrison, Veronica TRAN:EX, Brewer, Lia PREM:EX, Kubisheski, Carlee TRAN:EX, Gates, Brittany TRAN:EX
Sent: February 7, 2021 11:25:59 AM PST
Attachments: 2021-02-07_300999_MIN MBN_South Island Transportation Strategy.pdf

Good morning, the attached meeting briefing note has been uploaded to the
s.15

MEETING: Colin Plant, Director, Capital Regional District
PURPOSE: Introductory and to discuss the South Island Transportation Strategy
DATE: February 8, 2021
TIME: 3:30 pm – 4:00 pm
LOCATION: Microsoft Teams Meeting

STAFF SUPPORT: Kaye Krishna, Kevin Richter, Andrea Mercer

Thank you,

VANESSA R. GEDNEY (Preferred Pronouns: she/her/hers)
Director, Executive Operations
Office of the Deputy Minister
Ministry of Transportation and Infrastructure
5th Floor, 940 Blanshard St| Victoria BC V8W 9T5
Office: 778.698.3472 | Cell: 250.361.5403

**INFORMATION BRIEFING NOTE**

DATE: February 8, 2021

PREPARED FOR: Honourable Rob Fleming, Minister of Transportation and Infrastructure and
Honourable Bowinn Ma, Minister of State for Infrastructure

ISSUE: Integrated Transportation and Development Strategy

PURPOSE: Seek feedback on approach to strategy development

SUMMARY:

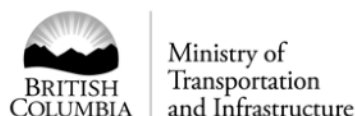
- The Integrated Transportation and Development Strategy (ITDS) will support the province's economy, affordability and social equity initiatives, climate action, and strengthen community resilience.
- The Ministry of Transportation and Infrastructure (TRAN) is accountable for the overall delivery of the ITDS and responsible for the transportation related inputs. The Ministry of Municipal Affairs (MUNI) is responsible for land use and community planning components as well as supporting TRAN in the delivery of the ITDS.

BACKGROUND:

With B.C.'s population expected to grow by another million people by 2035, integrated transportation and development planning is necessary to support the province's economy, affordability, work on climate action, and strengthen community resilience. An integrated systems approach to planning is required to meet these objectives.

TRAN's mandate letter states that the Minister is responsible to lead work on the ITDS to ensure greater alignment between transportation and land-use planning. MUNI's amended mandate letter states that the Minister is responsible to support TRAN on ITDS work.

s.12; s.13



• s.12; s.13

•

PAST INTERACTIONS:

- None ministry staff are aware of.

DISCUSSION:

Mandate letters for TRAN and MUNI were revised to change the ITDS lead from MUNI to TRAN. MUNI has been working collaboratively with TRAN on the transition and new planning materials.

TRAN is accountable for the overall delivery of the ITDS and is responsible for the transportation related inputs, including, but not limited to engagement with transportation stakeholders. In addition to supporting the MOTI minister in the delivery of the ITDS, MUNI is responsible for the land-use and community planning components including engagement with community stakeholders such as local governments, and the Union of British Columbia Municipalities (UBCM). TRAN is also responsible for ensuring the participation of other ministries, including Jobs, Economic Recovery, and Innovation, Attorney General (Housing), Agriculture, Food and Fisheries, and Environment and Climate Change Strategy, which are critical to the successful development of the ITDS.

s.12; s.13

ITDS scope s.13
s.13

FINANCIAL IMPLICATIONS:

Financial Implications will be managed through existing Ministry operational and capital budgets.

Attachments:

1. s.12; s.13

PREPARED BY:

David Greer, Executive Lead
ITDP

REVIEWED BY:

Nancy Bain, EFO
Finance and Management Services Department
Kaye Krishna, Deputy Minister

DATE:

N/A
21-Feb-8

Integrated Transportation and Development Strategy



Ministry of
Transportation
and Infrastructure



Ministry of
Municipal Affairs
and Housing

**Joint Minister Briefing
February 2021**



Purpose and Agenda

Purpose:

- Seek feedback on ITDS approach to strategy development
- Confirm direction on engagement

Agenda:

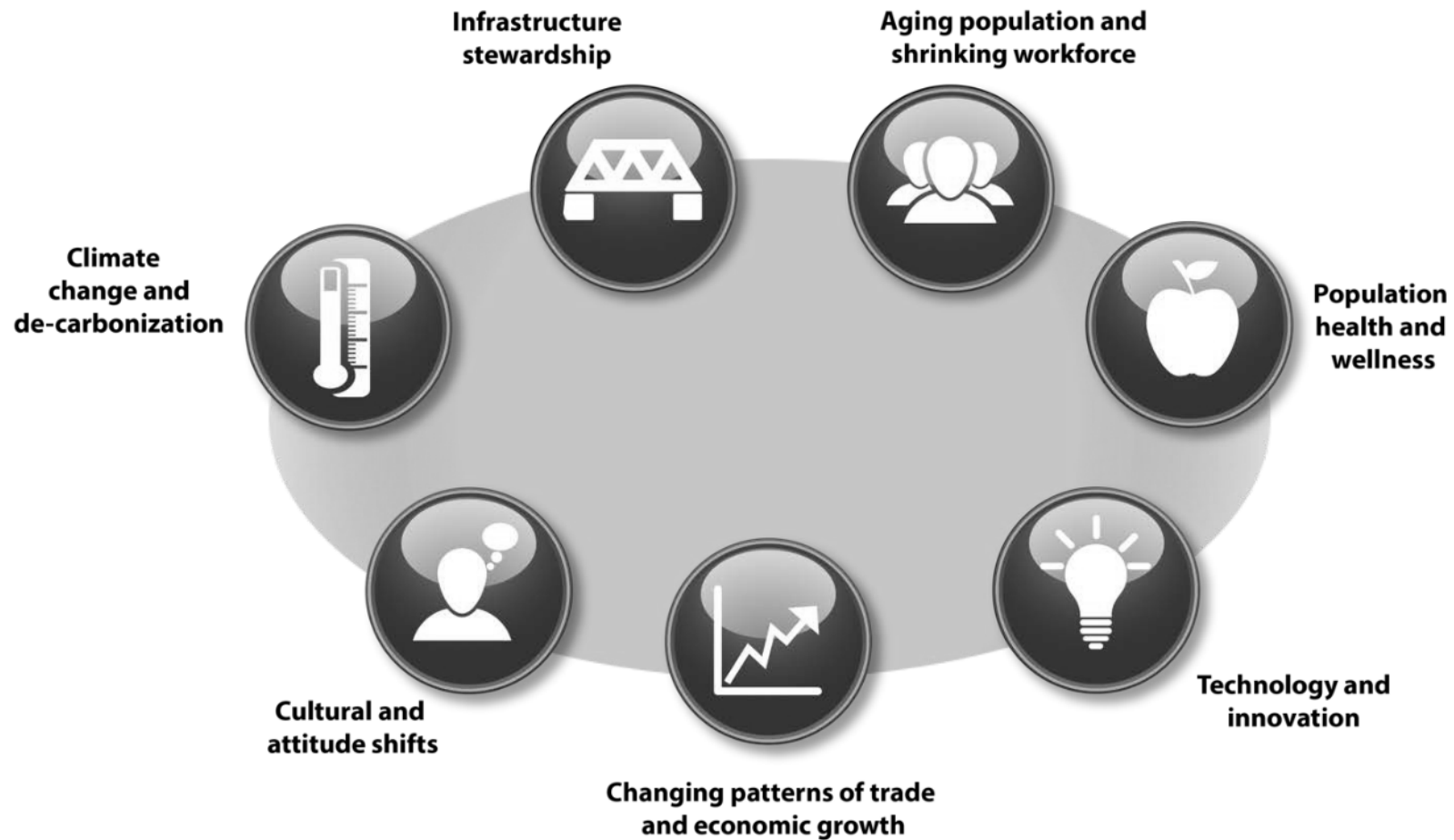
- Overview & Context
- Work-to-date
- Proposed Work Phases
- Next Steps

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Withheld pursuant to/removed as

s.12 ; s.13

Drivers of Change



Regional Challenges & Priorities



LOWER MAINLAND REGION

- Serious cost of living pressures/affordability
- Complex multi-jurisdictional landscape resulting in coordination challenges
- Congestion impacts on commuters and the economy; climate change mitigation and adaptation



VANCOUVER ISLAND/ COAST REGION

- Emerging housing and infrastructure pressure
- Reliability and connections (e.g. Malahat, Highway 14, Highway 4; among islands; to Mainland)
- Growing congestion in south island; climate change mitigation and adaptation



NORTHERN REGION

- Housing cost and supply in boom-bust
- Reliability, safety, connections, and accessibility (e.g. remote communities, rural areas, reductions in private carriers)
- Resource sector needs; climate change mitigation and adaptation



SOUTHERN INTERIOR REGION

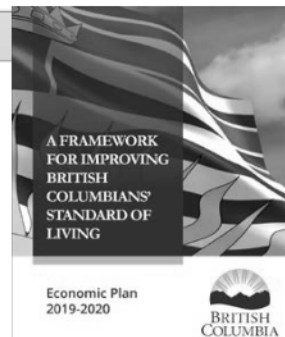
- Emerging urban housing cost pressure
- Reliability, safety and connections (e.g. weather events and accidents)
- Growing congestion in key urban areas; climate change mitigation and adaptation

To-Date ITDS Decisions and Direction

s.12; s.13

B.C.'s Economic Plan (2019-2020):

To accommodate population growth and shape how and where B.C. will grow, a new ITDS is needed that will align transportation and land use planning, optimize a multi-model transportation system, create quality jobs, limit GHG emissions and develop affordable, resilient communities.



Budget 2020:

"A new Integrated Transportation and Development Planning process to develop a collaborative vision for B.C.'s transportation and affordable development needs that contribute to an efficient and accessible multi-modal transportation network that connects communities, regions and global markets."



Current ITDS Mandate and Outcomes

November 2020 Mandate commitments:

- MOTI: lead work on the ITDS to ensure greater alignment between transportation and land-use planning
- MUNI: support the Minister of Transportation and Infrastructure to work on the ITDS to ensure greater alignment between transportation and land-use planning

Provincial Strategic Alignment

- COVID-19 Economic Recovery & Provincial Economic Plan (Fall 21)
- Development Approval Process Review (DAPR)
- Housing Needs Reports
- Homes for BC: 30 Point Plan
- CleanBC
- Active Transportation Strategy

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Withheld pursuant to/removed as

s.12 ; s.13

Decisions & Next Steps

s.12; s.13

BRIEFING IBN #300986: Integrated Transportation and Development Strategy |

Date: February 8th

From: Gedney, Vanessa R TRAN:EX <Vanessa.Gedney@gov.bc.ca>
To: Waters, Leah EDUC:EX, Hansen, Nicole E TRAN:EX
Cc: Harrison, Veronica TRAN:EX, Brewer, Lia PREM:EX, Privett, Kaleigh TRAN:EX, Kubisheski, Carlee TRAN:EX, Gates, Brittany TRAN:EX, Sharma, Richa TRAN:EX
Sent: February 8, 2021 8:38:30 AM PST
Attachments: 2021-02-08_300986_MIN IBN_Integrated Transportation and Development Strategy.pdf

Good morning, the attached information briefing note, has been uploaded to the WebDAVs for this afternoon's pre-brief:

s.15

BRIEFING: Joint pre-brief with Ministers Fleming and Ma; briefing scheduled with Minister Heyman on February 10th

PURPOSE: To seek feedback on approach to strategy development

DATE: February 8, 2021

TIME: 4:15 pm – 4:45 pm

LOCATION: Microsoft Teams Meeting

MATERIALS: Information Briefing Note

- Attachment 1: PowerPoint

STAFF SUPPORT: Kaye Krishna

David Greer

Sohee Ahn

Kathryn Weicker

Vanessa Gedney

Thank you,

VANESSA R. GEDNEY (Preferred Pronouns: she/her/hers)

Director, Executive Operations

Office of the Deputy Minister

Ministry of Transportation and Infrastructure

5th Floor, 940 Blanshard St| Victoria BC V8W 9T5

Office: 778.698.3472 | Cell: 250.361.5403

RE: South Island Investments Information

From: Bowman, Deborah TRAN:EX <Deborah.Bowman@gov.bc.ca>
To: Mercer, Andrea PREM:EX
Sent: March 12, 2021 10:20:29 PM PST

Thanks Andrea. If you could just tell Janelle we have some other items to add on Monday we can lock it up then. I'm not sure what Doug is working on.

----- Original message -----

From: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>
Date: 2021-03-12 9:08 p.m. (GMT-08:00)
To: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Subject: RE: South Island Investments Information

Ill see if I can reach Kate this wkd - Do we know what this is for?

Andrea Mercer CD, MPA, B.Sc., Env.Tech.

Executive Director, Transit Branch

BC Ministry of Transportation & Infrastructure

Mobile: 250-812-5486

----- Original message -----

From: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Date: 2021-03-12 9:06 p.m. (GMT-08:00)
To: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>, "Kirby, Katherine TRAN:EX" <Katherine.Kirby@gov.bc.ca>, "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Courtnall, Andrea TRAN:EX" <Andrea.Courtnall@gov.bc.ca>
Subject: RE: South Island Investments Information

Thanks please include. There are active transportation projects too. Much bappreciated. Have a good weekend!

----- Original message -----

From: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>
Date: 2021-03-12 8:50 p.m. (GMT-08:00)
To: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>, "Kirby, Katherine TRAN:EX" <Katherine.Kirby@gov.bc.ca>, "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Courtnall, Andrea TRAN:EX" <Andrea.Courtnall@gov.bc.ca>
Subject: RE: South Island Investments Information
Yes,

s.13; s.17

t

Andrea Mercer CD, MPA, B.Sc., Env.Tech.
Executive Director, Transit Branch
BC Ministry of Transportation & Infrastructure
Mobile: 250-812-5486

----- Original message -----

From: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Date: 2021-03-12 8:27 p.m. (GMT-08:00)
To: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>, "Kirby, Katherine TRAN:EX" <Katherine.Kirby@gov.bc.ca>, "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Courtnall, Andrea TRAN:EX" <Andrea.Courtnall@gov.bc.ca>
Subject: RE: South Island Investments Information

s.13; s.17

----- Original message -----

From: "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>
Date: 2021-03-12 8:20 p.m. (GMT-08:00)

To: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>, "Kirby, Katherine TRAN:EX" <Katherine.Kirby@gov.bc.ca>, "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Courtnall, Andrea TRAN:EX" <Andrea.Courtnall@gov.bc.ca>
Subject: RE: South Island Investments Information
Thanks did we give them our information to include?

----- Original message -----

From: "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>
Date: 2021-03-12 7:41 p.m. (GMT-08:00)
To: "Kirby, Katherine TRAN:EX" <Katherine.Kirby@gov.bc.ca>, "Bowman, Deborah TRAN:EX" <Deborah.Bowman@gov.bc.ca>, "Pilkington, Kim TRAN:EX" <Kim.Pilkington@gov.bc.ca>, "Courtnall, Andrea TRAN:EX" <Andrea.Courtnall@gov.bc.ca>
Subject: FW: South Island Investments Information
FYI - Hwys incorporated our Active Transportation, Air Access and Transit investments info into a single spreadsheet (attached)

Andrea Mercer CD, MPA, B.Sc., Env.Tech.
Executive Director, Transit Branch
BC Ministry of Transportation & Infrastructure
Mobile: 250-812-5486

----- Original message -----

From: "Staite, Janelle A TRAN:EX" <Janelle.Staite@gov.bc.ca>
Date: 2021-03-12 7:33 p.m. (GMT-08:00)
To: "Staite, Janelle A TRAN:EX" <Janelle.Staite@gov.bc.ca>, "Mercer, Andrea TRAN:EX" <Andrea.Mercer@gov.bc.ca>
Cc: "Cousins, Paula TRAN:EX" <Paula.Cousins@gov.bc.ca>
Subject: RE: South Island Investments Information
Updated with Transit changes.

I've answered my own questions Andrea s.13; s.17



-----Original Message-----

From: Staite, Janelle A TRAN:EX <Janelle.Staite@gov.bc.ca>
Sent: March 12, 2021 7:17 PM
To: Mercer, Andrea TRAN:EX <Andrea.Mercer@gov.bc.ca>
Cc: Cousins, Paula TRAN:EX <Paula.Cousins@gov.bc.ca>
Subject: Re: South Island Investments Information

Thanks Andrea

I'll update with this as it didn't reach us as it turns out.

s.13; s.17

Sent from my iPhone

> On Mar 12, 2021, at 6:54 PM, Mercer, Andrea TRAN:EX <Andrea.Mercer@gov.bc.ca> wrote:

>

From: [Gates, Brittany](#) TRAN:EX
To: [Pilkington, Kim](#) TRAN:EX; [Phillips, Holly](#) TRAN:EX; [Hayre, Courtney](#) TRAN:EX
Cc: [Plamondon, Lea](#) TRAN:EX; [Gedney, Vanessa R.](#) TRAN:EX; [Kubisheski, Carlee](#) TRAN:EX
Subject: MRF Meeting Materials | Topic: Improve South Island Transit and Transportation | MTG Date: Jan 11
Date: December 18, 2020 4:27:53 PM

Good afternoon,

Please provide your transition materials for the following MRF Briefing:

Issue / Topic:	Improve South Island Transit and Transportation
Meeting Date:	January 11
Time :	10:00 – 10:45
Staff Support Requested:	Kevin Richter, Deborah Bowman

Please advise If your unit will be providing **additional** materials besides transition notes.

Thank you,

Brittany Gates

Documents Coordinator

Office of the Deputy Minister

Ministry of Transportation & Infrastructure

250-387-3198 | 778-974-5471

Brittany.Gates@gov.bc.ca