



Ministry of  
Transportation  
and Infrastructure

September 2024

# South Island Transportation Strategy Progress Report

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# Message from the Minister

When the Province released the South Island Transportation Strategy (the Strategy) in fall 2020, we worked with many partners across the region to set forth a bold vision to make travel between growing communities and economic hubs across the South Island safer, more reliable and convenient. Our government recognized that British Columbians continue to seek more integrated transportation options that support healthy, complete and connected communities, serve the needs of all ages and abilities, and effectively respond to the growing climate crisis. Four key goals were established to advance the Strategy:

1. Ensure sustainable options for a variety of travel modes
2. Strengthen community 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

Since the Strategy was launched, population in the South Island has grown significantly faster than expected, significant housing pressures remain, and the post-pandemic economy has seen unprecedented inflation and cost of living challenges. Our government has launched robust initiatives to prioritize the livelihood of British Columbians: StrongerBC, a plan to help B.C. families through challenging times and build for the future; and the Homes for People plan, which has already resulted in transformative actions to increase housing supply, especially along transit corridors and hubs. Likewise, the Ministry of Transportation and Infrastructure has expanded its role in driving the economy and enabling more housing and connected communities. We have enabled new Transit-Oriented Development (TOD) across the Province, including investing over \$300 million in new land acquisitions to build housing and complete communities at transit hubs – like the exciting transformation planned at the Uptown TOD.

The devastating 2021 Atmospheric River and other significant climate-related events, such as longer and more intense wildfire seasons, have also led us to establish more resilient planning, design and investment practices to better support communities, physical infrastructure and the redundancy of the supply chain. We launched the Goods Movement Action Plan to set priorities and align partners around making our supply chain stronger, with a lens for supporting goods getting to and through the South Island. Our government has heightened our focus on climate action. We established the CleanBC Roadmap to 2030 with a clear plan to achieve our 2030 emission reduction targets and set a path toward being net-zero by 2050, which includes aggressive targets for the transportation sector. We've already made investments in infrastructure resiliency on the island, like expanding culverts on Highway 14 and designing an innovative retaining wall on the Malahat.

This refreshed South Island Transportation Strategy has been shaped by these plans with the inclusion of three new goals:

5. Support broader land use and transportation integration including the developing of Transit Oriented Communities (TOCs)
6. Facilitate sustainable goods movement
7. Provide transportation infrastructure that is resilient and adapted to climate change

We have been working with municipalities, First Nations, the Capital Regional District (CRD), and BC Transit to shape these goals, identify gaps in our networks, and to generate ideas on how to better achieve our shared vision. Through this collaboration, we've identified places we can partner on strategic connections, service integration, physical infrastructure improvements, and expanded transit-oriented development so together we can make getting around our region easier, more affordable, and more sustainable.

With thanks to our partners, communities, and staff at the Ministry, I'm very pleased to share the refreshed goals of the South Island Transportation Strategy as well as the Year 4 Progress Report. As you read on, you'll see maps with icons noting actions on southern Vancouver Island related to active transportation, transit, and roads, and places where policy and plans will provide benefits to the people living here, and create a more livable province for everyone.

Let's celebrate the success to date and look forward to the work ahead that will continue to make the lives of British Columbians better.



**Honourable Rob Fleming**  
Minister of Transportation and  
Infrastructure



# Introduction

Since 2017, the Province has been working hard to make life better for the people that live, work and travel in the South Island.

In September 2020, the Ministry of Transportation and Infrastructure released the South Island Transportation Strategy (the Strategy) which laid the groundwork for future improvements to the ways people and goods get around southern Vancouver Island. Since 2020, we've experienced a global pandemic and unprecedented climate events that further reinforced the need for shifts to green transportation, integrated land use planning, economic and social resiliency, and climate adaptation infrastructure investments.

The Strategy identified gaps and barriers to a robust and sustainable inter-regional network, and proposed a series of new policies and investments to improve existing transportation networks by shifting towards sustainable travel choices, improving connections, building integrated transportation networks, and accommodating a variety of transportation options to move people and goods throughout South Vancouver Island.

Drawing from new government-sponsored visionary documents like StrongerBC, the Homes for People action plan, and the CleanBC Roadmap to 2030 and bolstered by supporting provincial budgets, this Year 4 Progress Report not only highlights progress made, it also looks ahead to making ongoing improvements. Planning Together BC (PTBC) is an integrated planning approach that will support these improvements, aligning transportation and land use decisions with broader government objectives and investment. PTBC supports this work of creating complete communities by looking at the built environment as a complementary system that proactively shapes growth, improves access and generates economic prosperity.

The original Strategy was developed in collaboration with and included input from First Nations, local governments, BC Transit, and BC Ferries. Over the last 3 years, the Ministry has continued to ensure close alignment with local and regional plans and policies in the CRD and Cowichan Valley Regional District (CVRD).

# Implementing the Strategy: Where We are Now

Since 2020, we have made significant progress on the Strategy. The Province has invested \$384 million in 12 different initiatives and infrastructure projects, with another 24 projects valued at over \$780 million in development that will inform the Capital Plan for the next 5-10 years.

Throughout the South Island, we have made it easier for people and goods to move around the region with:

- improved transit services with new Park & Ride stations, new bus stops and service locations, as well as bus priority and queue jump lanes;
- critical investments in highway and road infrastructure to improve safety for drivers and pedestrians with shoulder widening, new retaining walls and other safeguards against future extreme weather events;
- advanced planning on Transit-Oriented Development at Uptown and Six Mile to better align rapid transit with land use decisions; and
- investments in more sustainable forms of transportation with 10 new electric buses, upgrades to BC Transit facilities to support additional electric bus capacity, and further investment in other active transportation projects.

The proceeding pages show initiatives across three subset areas: Malahat and Western Communities, Victoria Approaches, and Saanich Peninsula. The following legend illustrates the objective and



## Completed or underway:

**Tendering** the Highway 1 Bus on Shoulder Lanes between McKenzie and 6-Mile

**\$71 million** on repairs related to extreme weather events at 17 sites across the South Island

**\$56 million** for new transit improvements and electric vehicle Park n' Ride on Highway 14 (Connie to Glintz)

**\$35.5 million** for widening bridges along Highway 1 at Colquitz River to add Rapid Bus priority lane capacity

**\$32 million** towards a new handyDART facility, including upgrades for electric buses

**\$24 million** towards the Malahat Tunnel Hill Washout Project

## PROJECT LEGEND

### Type of Project

Policy & Plans



Active Transportation



Transit



Transit-oriented Development



Roads



Safeguards against future extreme weather events



Marine



Rail



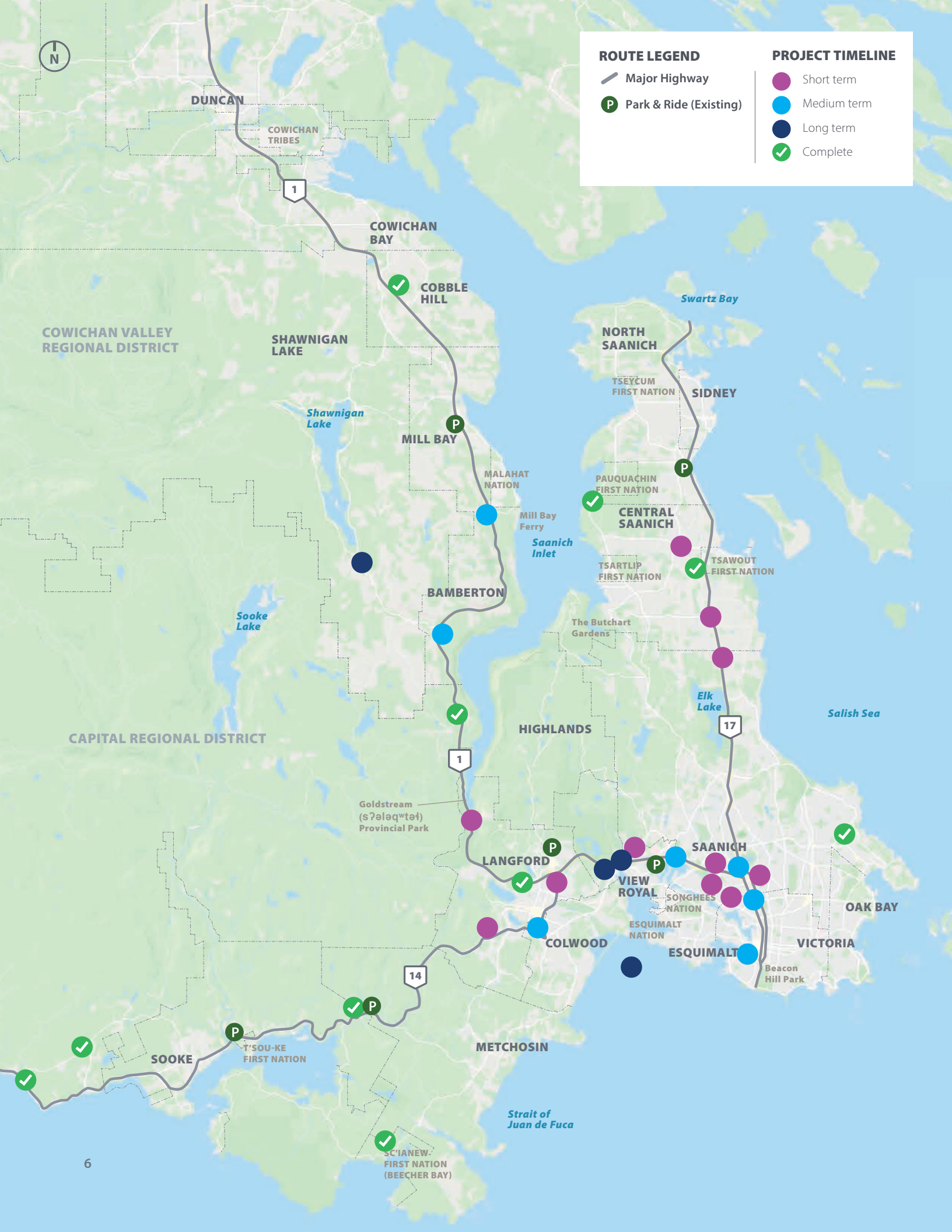
### Timeline

Short term



Medium term

Long term

Complete



**ROUTE LEGEND**

-  Major Highway
-  Park & Ride (Existing)

**PROJECT TIMELINE**

-  Short term
-  Medium term
-  Long term
-  Complete



## Malahat and Western Communities

From Sooke to Langford and up the Malahat, this area is home to a number of provincial parks and recreation areas, as well as two major regional highways that are critical for the movement of people and goods. The area is also home to the region's fastest-growing municipality, Langford. We have made significant progress towards the completion and advancement of key priorities, with particular focus on expanded transit service and new highway and road safety measures. The progress on these priorities will make life better for people moving to and through the Western Communities along Highway 14 to Sooke, and up the Malahat to Cobble Hill and beyond.



### Transit and Active Transportation:

- New Highway 14 Park & Ride, including eight electric vehicle charging stations, pedestrian underpass
- New service and transit stop at East Sooke Road
- Preliminary planning for a new Park & Ride at Hwy 14/Luxton
- Hwy 1 Goldstream Project includes plans for new Goldstream Park transit stop, pedestrian underpass and multi-use path
- Planning for Galloping Goose Trail pedestrian overpass at Old Island Hwy
- Planning for new transit priority queue jump lanes on Old Island Highway



### Safeguards against future extreme weather events:

- Culvert replacements upsized to accommodate climate change as part of Hwy 14 Connie Glinz project
- Malahat Tunnel Hill retaining wall repair project



### Highway and road safety:

- Hwy 14 shoulder widening at Otter Point and Woodhaven Road
- Telegraph Road shoulder widening in Cobble Hill
- Four-laning and addition of a median barrier for Leigh Road/Highway 1
- Hwy 1 Goldstream median barrier
- Planning for Shawnigan Lake Road Grade Separation

South Island Transportation Strategy

- Planning for Malahat Truck chain-up and Malahat Summit to Split Rock four-laning

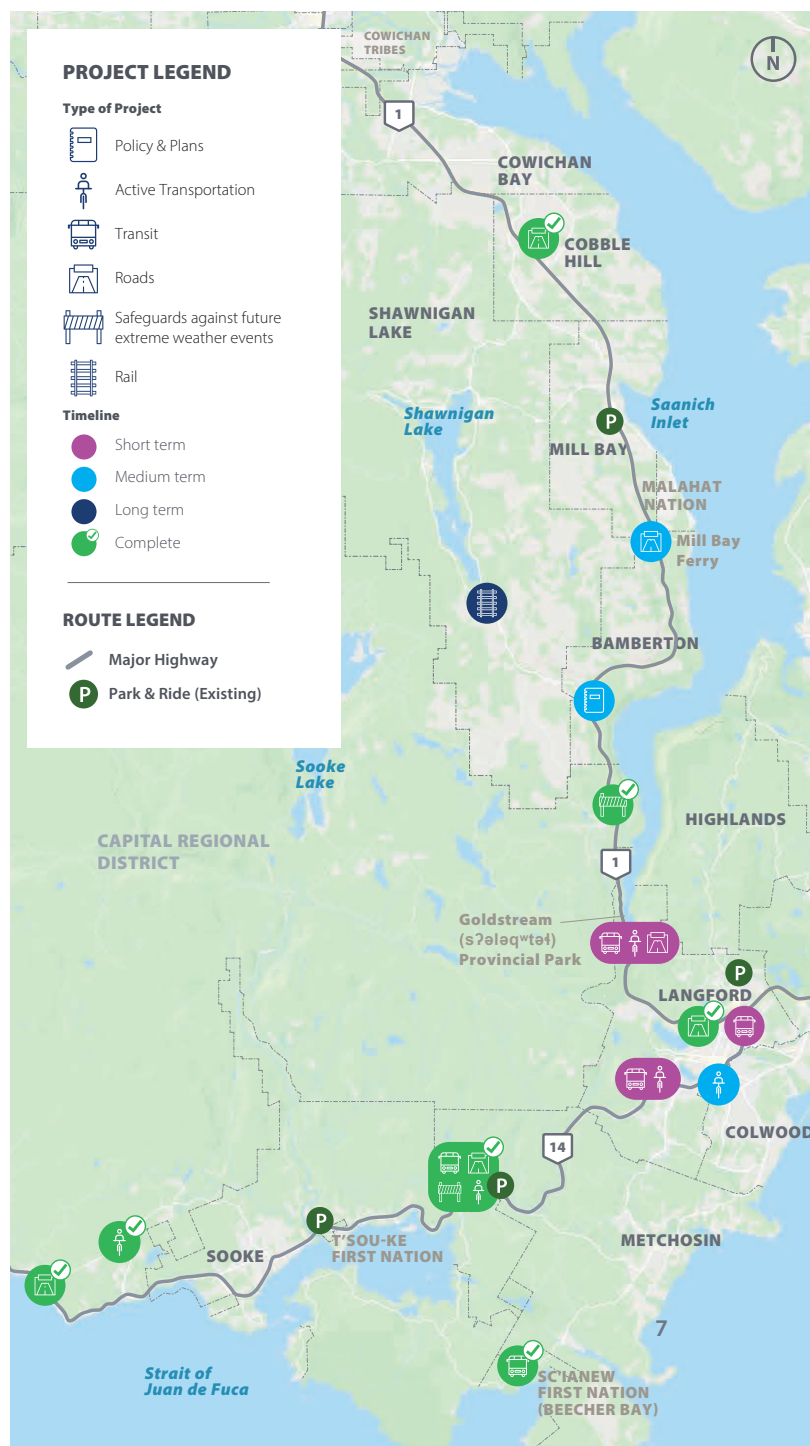


### Rail:

- Explore Island Rail Corridor commuter rail

### Completed or underway:

- **6** transit and active transportation projects
- **2** extreme weather safeguard projects
- **6** new highway and road projects
- **1** rail project



## Victoria Approaches

The Victoria Approaches is comprised of the urban core of the South Island, Vancouver Island's largest urban centre. The area has an expansive transit network, two major highways, three universities and colleges, as well as an abundance of recreational destinations and trail networks. Over the last two years, we have completed a number of important transit projects, advanced planning on two important Transit-Oriented Developments, and started work on a number of road network improvements designed to make life better for those moving to and through the urban core. These investments are designed to provide better links for people to move more easily between more connected communities from Victoria to View Royal and up the Saanich Peninsula.



### Transit and Active Transportation:

- RapidBus Westshore service launch
- Widening bridges along Highway 1 at Colquitz River
- Highway 1 'bus on shoulder project' from McKenzie to Old Island Hwy
- HandyDart facility in View Royal
- UVic Exchange and Ring Road safety improvements

- Refresh of the Westshore Light Rapid Transit (LRT) Corridor Plan
- Planning for active transportation and transit prioritization on Ravine Way
- Partnering with CRD to widen and install lights along the Galloping Goose Trail near Uptown
- Engineering and design is complete for Galloping Goose Trail overpass at Tillicum Rd.



### Transit-Oriented Development (TOD):

- Highway 1 Uptown TOD
- Planning for future TOD at Six Mile

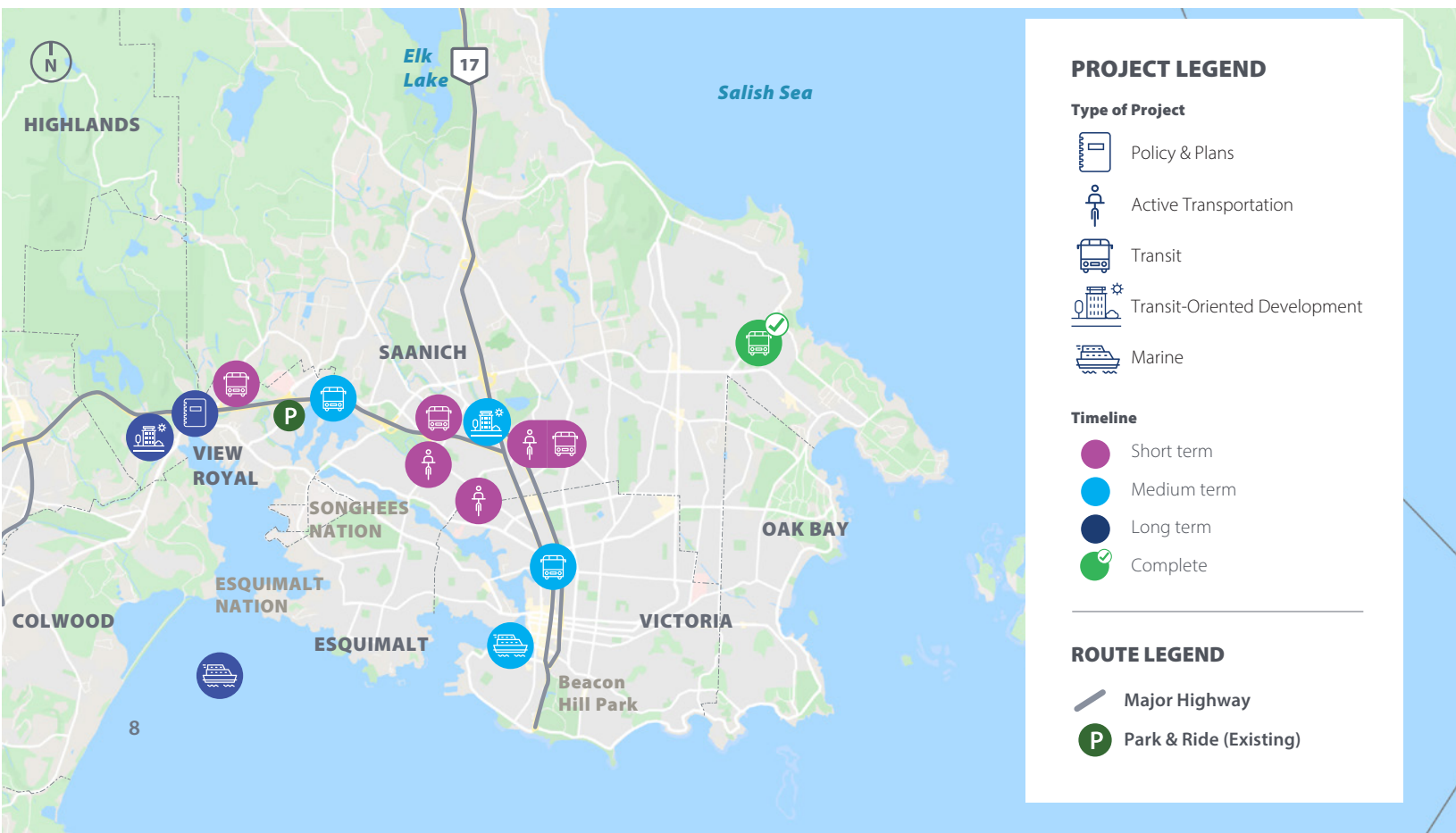


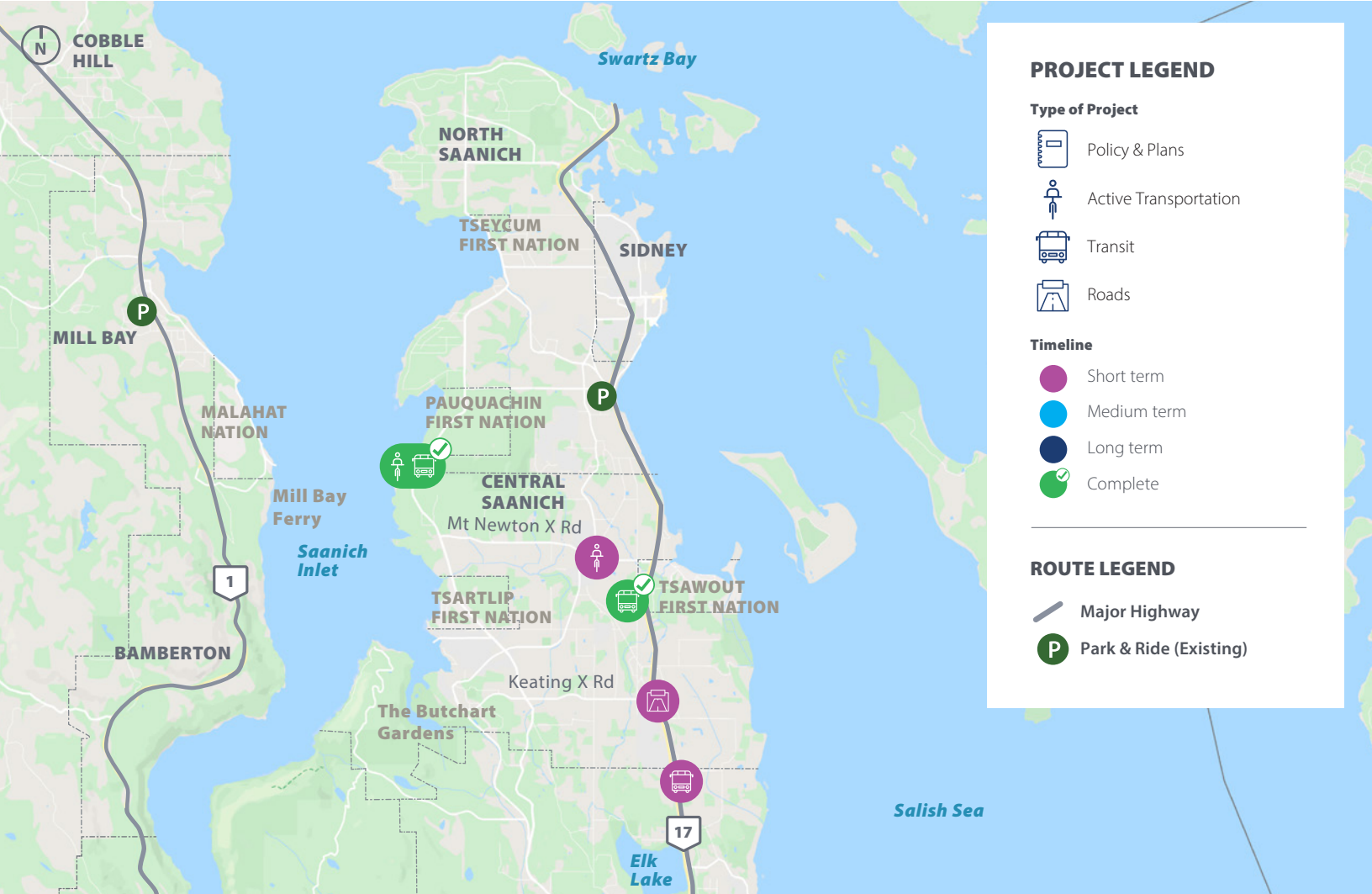
### Marine:

- Westshore Express passenger ferry study
- Belleville Terminal Redevelopment Project for passengers and goods

### Completed or underway:

- **9** transit and active transportation projects
- **2** Transit-Oriented Development projects
- **2** marine projects





## Saanich Peninsula

The Saanich Peninsula is home to a diverse array of people and communities, beaches and regional parks, as well as significant regional and international transportation infrastructure including Victoria International Airport, Swartz Bay Ferry Terminal, and the Anacortes Ferry Terminal connecting British Columbia with Washington State. On the Saanich Peninsula, we have made real progress to improve connections to facilitate transit and active transportation in the area, helping alleviate congestion on Highway 17. These investments include new transit stops, bus priority measures, and shoulder widening for pedestrian access.

### Completed or underway:

- **5** transit and active transportation projects
- **1** road safety project

### **Transit and Active Transportation:**

- New transit stops on West Saanich Road
- Shoulder widening for pedestrian access on West Saanich Road
- Enhanced transit stops and bus priority queue jumps at Highway 17 and Mt. Newton Cross Road
- Planning on bus priority queue jump on Highway 17 and Sayward Road
- Identifying options for secure bike parking at Lockside Trail and Mt. Newton Cross Road

### **Highway and road safety:**

- Constructing the Keating Cross Road/Highway 17 project, including future transit and active transportation priorities



# Working with Indigenous, Local, Regional, and Provincial Priorities

Development of the Strategy in 2020 included engagement with 16 Indigenous communities as well as a Technical Advisory Group consisting of representatives from the CRD, CVRD, municipalities, BC Transit, BC Ferries, and the Department of National Defence. This engagement was critical to include input from a wide cross-section of the interests throughout the South Island, which improved the original Strategy.

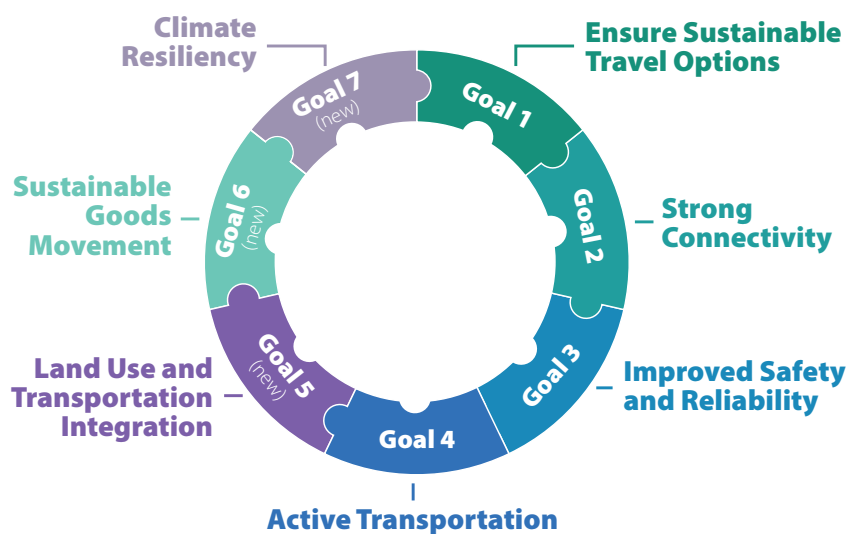
Over the last four years, the Province has made significant progress on priority projects in alignment with the priorities of local and regional partners. This includes those identified in the CRD's Regional Transportation Priorities set in 2021. Working together on these overlapping initiatives and projects continues to strengthen our relationships and deepen the integration of Indigenous, local and regional government priorities.

Some examples include::

- Esquimalt Nation Seenupin Road extension project
- BC Transit HandyDart Facility
- BC Transit Old Island Hwy project
- Galloping Goose overpass project
- Hwy 1 Bus on Shoulder project
- Six Mile Mobility Hub

# Refreshed Strategic Framework – A New Path Forward

As a living document, the Strategy is intended to continue to influence and shape the work that we, and our partners, do around the South Island. Reflective of its dynamic nature, this Year 4 Progress Report includes expanded goals to include new pillars around the integration with land use and development, sustainable goods movement, and climate change.



These seven goals are the guiding principles for integrated transportation investments in the South Island. The following pages outline the seven goals and provide examples of initiatives that support them.

# Goals

The Strategy’s goals have been updated to align with the priorities of the various levels of government within the South Island.

## 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, access to services like childcare, education, and health care, climate change, and 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.

#### **BC Ferries: Charting the Course**

In 2023, BC Ferries initiated an engagement to help envision the sustainable future of this important coastal transportation system, moving through 2050 and beyond. Further work to support integration of services on the South Island is planned through 2024.

## Goal 2

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### **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 better integrating government-sponsored transportation services like BC Transit and BC Ferries; identifying the missing links that prevent or discourage people from using sustainable choices; and partnering with First Nations, local and regional governments 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 complete, connected communities.

## Goal 3

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### **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 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.





## Goal 4

### Support and encourage active transportation options

Active transportation facilities and networks open a wide range of opportunities for people of all ages and abilities to connect to their community's important destinations, like schools, recreational and natural assets, community amenities, employment centers, and housing.

Choosing sustainable travel modes will not only eliminate unnecessary vehicle trips and reduce GHG emissions, it will enhance quality of life for residents by offering more options, improving access and opening new connections.

#### Supporting Active Transportation

The Active Transportation Grants Program supports active transportation in the region, with up to \$500,000 (per project) to locally-led active transportation infrastructure projects. Budget 2023 committed \$85 million over 3 years for active transportation infrastructure within ministry rights-of-way around the province and on South Island, with \$20 million dedicated to the Active Transportation Grants Program each year.

## Support broader land use and transportation integration

By integrating land use and transportation planning with investment we can create complete, sustainable communities centred around transit and active transportation infrastructure.

Enhancing the current planning process, an integrated approach will help focus government policy, coordinate with local governments and First Nations on economic development and land-use planning initiatives to ensure smart and coordinated growth in British Columbia.

For example, legislation to designate transit-oriented areas near transit hubs (Bill 47) and increase the Province’s ability to acquire that land for transit-oriented development (Bill 16) will help ensure future integration of land use and transportation as the province continues to grow.

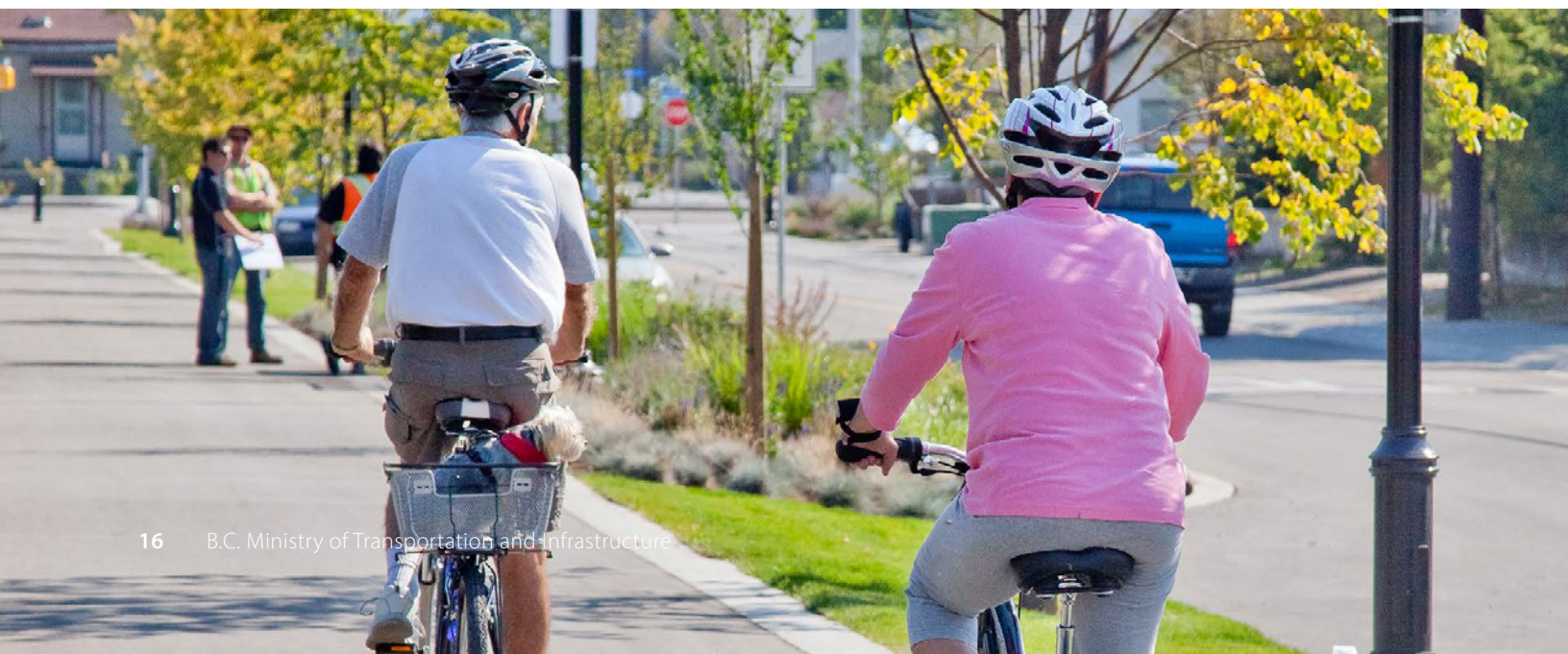
The Province is also working with First Nations, local and regional governments, BC Transit, and BC Ferries to collaboratively identify integration actions to better align services at terminals in Brentwood Bay and Swartz Bay. Information sharing between BC Transit and BC Ferries will better align timing and has been used to support scheduling on routes serving the Swartz Bay Terminal.

### Transit-Oriented Development

Transit-oriented community development serves as a prime example of this integrated planning in action by bringing together what has traditionally been discrete forms of planning, investment, and project delivery into a more cohesive and coordinated program. This approach will help accelerate project timelines, earn public trust through transparency, and deliver more cohesive, beneficial outcomes for all British Columbians.

### Uptown TOD

In April 2024, the province announced that the land for the Uptown transit-oriented development was bought through the Ministry of Transportation and Infrastructure’s \$394-million property acquisition fund announced in Budget 2023. This project will create hundreds of housing units linked to the region by new transit and active transportation connections.



## Goal 6 (new)

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### Facilitate sustainable goods movement

Goods movement is critical to the economic health and resiliency of communities and contributes to job creation. Strengthening the goods movement network can open up new markets so local businesses can scale up and thrive.

Incorporating innovative technologies and practices to improve goods movement operations will support the competitiveness of supply chains and increase employment opportunities in the region. A strong, competitive goods movement network will enable economic growth that is sustainable, inclusive, and innovative for everyone.



#### Goods Movement Action Plan

The Ministry's Goods Movement Action Plan will provide coordination among transportation industries to ensure goods move efficiently. The Ministry is working with industry and ports to identify multi-modal transportation hubs to strengthen trade for the island and increase access to consumer goods.

## Goal 7 (new)

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### Provide transportation infrastructure that is resilient and adapted to climate change



The November 2021 atmospheric river event showcased Mother Nature's ability to find vulnerabilities in the transportation network and force them to give way under extreme conditions.

Given the ongoing potential for climate change to impact transportation infrastructure, and the effects that these impacts have on the movement of goods and people throughout Southern Vancouver Island, it is critical for climate resiliency to continue to be at the forefront of projects in the future.

# Looking Ahead

We're proud of the progress we've made, but we know there's more work to do. The CRD is expected to grow by 20% by 2038, with over 80,000 new people anticipated to move to the region. This will place more stress on critical infrastructure, from housing to transportation. We know the region is growing, and denser communities are coming, with particular growth expected in the Western Communities. This Strategy was built to take on the challenge. Our plan is focused on encouraging new forms of transportation that are more sustainable, matching new transit service to new housing growth, and making our roads and highways safer and more transit friendly.

In the next few years we'll continue to see important progress, including:

- **Continued investment in transit to encourage modal shift** including supporting improvements to BC Transit's Blink RapidBus service to the West Shore, launched in April 2023; by planning for future extensions of Highway 1 bus-on-shoulder lanes; and preparing for future transit needs by refreshing the 2011 BC Transit Future Plan and exploring the feasibility of enhanced rapid transit corridors and LRT to the West Shore.
- **Continued investment in active transportation improvements** including Galloping Goose grade separation at Tillicum Road and a focused investment in projects that promote multi-modal integration and support complete communities where more people can safely walk and cycle.
- **Planning for future hubs** to support a diverse group of users, and promote Transit-Oriented Development in addressing housing needs. Examples include: the Uptown Mobility Hub, connecting BC Transit services from Highways 1 and 17, and the Six Mile Mobility Hub on the Old Island Highway.
- **Roadway improvements** such as breaking ground on the new Highway 17 Keating Flyover, road resurfacing along Highway 17 and McKenzie Avenue, and widening of the Highway 1 Colquitz Bridges.
- **Continued planning for major road improvement projects** like median barrier widening on Highway 1 near Goldstream.
- **Continued coordination with partners** including local governments, First Nations communities, BC Transit, and BC Ferries to advance the PTBC vision of aligned transportation and land use planning throughout Southern Vancouver Island.
- **Continue seeking opportunities to leverage Southern Vancouver Island investments that advance key provincial government priorities** including the StrongerBC Economic Plan, CleanBC Roadmap to 2030, and Homes for People.

Let's keep up the great work with investments that ensure we continue on our path of building compact, sustainable communities that will advance our climate action and housing objectives, and improve mobility options for all British Columbians.

Thank you to everyone involved.

# Appendix – Accomplishments



# Accomplishments Summary

Project	Status	Alignment with SITS Goals						
		1	2	3	4	5	6	7
Highway 1 Corridor								
Hwy 1 Malahat DFAA Tunnel Hill Climate Resiliency Upgrades	Complete			+			+	+
Hwy 1 Leigh Road to West Shore Parkway 4-laning	Complete		+	+			+	
Hwy 1 Burnside Bridge Widening for Bus-on-Shoulder	In Design	+	+					
Hwy 1 Goldstream Safety, Transit & Active Transportation Improvements	In Design			+	+		+	
Hwy 1 Bus-on-Shoulder McKenzie to Six Mile	In Design	+	+					
Hwy 1 Tillicum Pedestrian Overpass	In Design	+	+	+	+	+		
Hwy 1 North Cowichan Pedestrian Overpass	In Design	+	+	+	+	+		
Hwy 1 Shawnigan Lake Road Grade Separation, transit and AT improvements	In Design	+		+		+	+	
Hwy 1 Six Mile Mobility Hub	In Design	+	+		+	+		
Hwy 1 Uptown Transit-Oriented Development	In Design	+	+		+	+		
Hwy 1 Langford to Victoria LRT Study Update	Planning	+				+		
Hwy 1 West Shore Parkway Grade Separation	Planning			+		+	+	
Hwy 1 Malahat Truck Chain Up	Planning			+			+	
Hwy 1 Summit to Split Rock 4-laning	Planning		+	+			+	
Highway 17 Corridor								
Hwy 17 Mt Newton Cross Road Transit Improvements	Complete	+	+	+				
Hwy 17 Keating Cross Rd Flyover	Construction			+		+	+	+
Hwy 17 Sayward Southbound Transit Queue jumper & Transit Stop Improvements	In Design	+	+	+				
Hwy 17 Ravine Way Transit and AT Priority Improvements	In Design	+		+	+	+		+
Hwy 17 JusKun Road Upgrades	In Design		+	+	+	+		
Hwy 17 Tanner Road Pedestrian Overpass	Planning	+	+		+			
Highway 14 Corridor								
Hwy 14 Connie to Glinz Safety, Transit Improvements and Park n' Ride with EV Charging Stations	Complete	+	+	+		+	+	
Hwy 14 Woodhaven to Otter Point Resurfacing and shoulder widening	Complete		+	+	+			+
Hwy 14 Idlemore Rd. Signalization and Safety Upgrades	In Design			+		+		
Hwy 14 Idlemore Rd. Signalization and Safety Upgrades	Planning	+	+		+	+		
Hwy 14 at Veterans Memorial Parkway Roundabout	Planning			+				

# Accomplishments Summary

Project	Status	Alignment with SITS Goals						
		1	2	3	4	5	6	7
South Island Regional Area								
Goods Movement Action Plan	Complete							
West Saanich Road Transit Stop Improvements and shoulder widening	Complete							
West Shore RapidBUS launch	Complete							
Refurbished UVic Transit Exchange and two Ring Road bus stops	Complete							
BC Transit launch of Nanaimo-Cowichan Connector	Complete							
Telegraph Road Active Transportation Improvements – shoulder widening	Complete							
Support for City of Colwood Canada Infrastructure Program Grant application - Galloping Goose Grade Separation at Old Island Hwy	Complete							
View Royal handyDART Facility including upgrades for new electric bus fleet	Construction							
November 2021 Atmospheric River Event Repairs (17 sites across South Island)	Construction							
Galloping Goose Widening and Lighting Improvements	In Design							
Bellville Terminal Development Project	In Design							
East Sooke Road Transit and Active Transportation Improvements	Planning							
Island Rail Corridor	In Progress							
10 new BC Transit electric bus fleet	In Progress							
Opportunity to add secure bike parking at Mt Newton Cross Road with connection to Lochside Trail	In Progress							
Provincial funding to VIEA Supply Chain Management Plan	In Progress							
BC Truck Survey Data Program	In Progress							
Active Transportation Grant Program	Ongoing							
Active Transportation Capital Funding	Ongoing							
Enhance the Port of Nanaimo as multi-modal Transportation Hub for Vancouver Island	Ongoing							
Advance Planning Together BC principals to all projects and initiatives	Ongoing							
Expedite MoTI approvals for Housing Developments	Ongoing							

# Accomplishments

## Goal 1: Ensure sustainable options for a variety of travel modes

	Initiative	Project	Status
Short	Prioritize First Nations community transit stop improvements	Two new transit stops on West Saanich Road (Pauquachin)	<i>complete</i>
		With BC Transit, new service on East Sooke Road including a new transit stop (Beecher Bay) ( <i>image 1</i> )	<i>complete</i>
	Install EV charging stations at mobility hubs	Enhanced transit stops at Hwy 17/Mt Newton Cross Road (Tsawout)	<i>complete</i>
		New Hwy 14 Park & Ride with eight EV charging stations (target completion spring 2023)	<i>complete</i>
Support BC Transit's Low Carbon Fleet Program (battery electric buses)	New View Royal handyDART Centre will expand handyDART service and accommodate a larger transit fleet including new battery electric buses (in-service 2025)	BC Transit's first 10 battery electric buses are scheduled for delivery in Victoria (in-service 2024)	<i>under construction</i>
		Upgrades being made to BC Transit facilities to accommodate future battery electric buses	<i>in progress</i>
			<i>in progress</i>
Prioritize transit queue jumpers on Hwy 17	Installed at Hwy 17/Mt Newton Cross Road ( <i>image 2</i> )	<i>complete</i>	
	Designing transit queue jump lane at Hwy 17/Sayward Road southbound	<i>in progress</i>	
Medium	With BC Transit, advance Rapid Transit on Hwy 1 between Victoria and the western communities	Launching Downtown to West Shore RapidBus (spring 2023)	<i>complete</i>
		Designing next phase bus-on-shoulder lanes (McKenzie to Six-Mile)	<i>in progress</i>
		Designing Burnside Bridge widening to accommodate bus-on-shoulder	<i>in progress</i>
		With BC Transit, View Royal and Colwood, designing transit priority queue jump lanes on Old Island Hwy	<i>in progress</i>
	West Shore Rapid Transit Priority Corridor Planning	<i>in progress</i>	
Long	Explore Island Rail Corridor commuter rail (Westhills to Victoria)	Engaging with local stakeholders, First Nations, Island Corridor Foundation, and Transport Canada	<i>ongoing</i>
	Explore marine transportation corridors	BC Ferries initiated engagement for Charting the Course: A Vision for Coastal Ferries	<i>in progress</i>



## Goal 2: Strengthen connections between travel modes and improve connections between communities

	Initiative	Project	Status
Short	With BC Transit, advance key multi-modal transportation hubs across the region	Refurbished UVic Exchange and two Ring Road bus stops to incorporate active transportation and safety improvements <i>(image 3)</i>	<i>complete</i>
		In partnership with BC Transit and District of Saanich, a transit-oriented development site at Uptown to create a modern transit exchange and multi-modal hub called Uptown Mobility Hub is in the preliminary planning stage to prepare for rezoning and development permit application <i>(image 4)</i>	<i>in progress</i>
		Planning for a future TOD at Six Mile, off the Old Island Hwy, that is strategically located regionally with the intersection of the Galloping Goose Trail and E&N Trail, adjacent to the RapidBUS West Shore line and Island Rail Corridor	<i>in progress</i>
	New Park & Ride stalls in the Capital Regional District and Cowichan Valley Regional District	New Park & Ride (43 stalls) on Hwy 14 as part of the Connie to Glinz project <i>(image 5)</i>	<i>complete</i>
		Planning feasibility of new Park & Ride at Hwy 14/Luxton	<i>in progress</i>
	Add secure bike parking/storage at key locations	In partnership with Central Saanich, identifying opportunities to include secure bike parking, with connection to Lochside Trail at Mt Newton Cross Road	<i>in progress</i>
Medium	Continue to assess inter-city transit commuter services	In partnership with the Cowichan Valley Regional District, the Regional District of Nanaimo, BC Transit launched the Nanaimo-Cowichan Connector	<i>complete</i>
		West Shore Rapid Transit Priority Corridor Planning	<i>in progress</i>
	Work with First Nations, local and regional governments to include active transportation infrastructure in inter-regional rehab projects	Widening 5 km of shoulders on West Saanich Road to improve pedestrian access (Pauquachin)	<i>complete</i>
		Widening shoulders on East Sooke Road to improve pedestrian access (Beecher Bay)	<i>complete</i>
Widening shoulders on Hwy 14 between Otter Point and Woodhaven Road (Sooke) <i>(image 7)</i>	<i>complete</i>		
Widening shoulders on Telegraph Road (Cobble Hill)	<i>complete</i>		

### Goal 3: Improve the safety and reliability of the transportation network

	Initiative	Project	Status
Short	Prioritize transit facilities and improvements when developing Ministry projects	Hwy 17/Mt Newton Cross Road Project included upgraded transit stops	<i>complete</i>
		Proposed design for Hwy 1 Goldstream Project includes new Goldstream Park transit stop	<i>in progress</i>
		Design improved southbound transit stop at Hwy 17/Sayward Road	<i>in progress</i>
Design transit and active transportation prioritization on Ravine Way		<i>in progress</i>	
	Construct the Leigh Road/Hwy 1 four-laning and median barrier	Completed in late 2020 ( <i>image 8</i> ) Four-laning, median barrier installation	<i>complete</i>
	Hwy 14 Connie to Glinz Lake Project	Four-laning, median barrier, 43-stall Park & Ride, four new transit stops, pedestrian underpass	<i>complete</i>
Medium	Keating Cross Road/Hwy 17 Project	Construction began July 2023 Keating Cross Road NB Flyover	<i>in progress</i>
	Advance planning, engineering and design of safety, efficiency and active transportation improvements on Hwy 1 over the Malahat	Detailed design complete; seeking funding for construction planning	<i>in progress</i>
		Shawnigan Lake Road Grade Separation planning	<i>in progress</i>
Malahat Truck chain up planning		<i>in progress</i>	
	Malahat Summit to split road four-lane planning	<i>in progress</i>	



Image 1: New transit service on East Sooke Road with bus stop serving Scia'new First Nation (Beecher Bay)



Image 2: Installed transit queue jumpers on Hwy 17 at Mt Newton Cross Road



Image 3: Refurbished UVic Exchange and two Ring Road bus stops

## Goal 4: Support and encourage active transportation options

	Initiative	Project	Status
Short	Encourage growth of inter-regional trails in the CRD and CVRD	With CRD, widening and installing lights on the Galloping Goose Trail near the Uptown Mall	<i>in progress</i>
	Prioritize active transportation and pedestrian accessibility when developing Ministry projects	Hwy 14 Connie to Glinz Project included active transportation underpass	<i>complete</i>
		Proposed design for Hwy 1 Goldstream Project includes extensive active transportation amenities including pathways and structures	<i>in progress</i>
	Support active transportation Infrastructure Grant applications that align with the British Columbia Active Transportation Design Guide	Provided \$2,945,130 in grants across the region in 2020/21 and in 2021/22 provided and announced another seven grants in 2023, totalling \$2,644,432 (see list of projects on page 13, <i>image 9, 14</i> )	<i>complete (annual grants ongoing)</i>
Medium	Provide/enhance end-of-trip active transportation facilities at mobility hubs	Uptown Mobility Hub	<i>in progress</i>
		Six Mile Mobility Hub (planning)	<i>in progress</i>
Medium	With regional and local governments, advance grade separation of inter-regional trails, add bike signals, and remove conflict points	Supported \$3.6 million Investing in Canada Infrastructure Program grant for City of Colwood to construct Galloping Goose Trail pedestrian overpass over Old Island Hwy	<i>in progress</i>
		Engineering underway to improve Galloping Goose Trail crossing at Hwy 1/Tillicum Road	<i>complete</i>



Image 4: Potential future Uptown Mobility Hub area to include transit exchange and TOD overview (Saanich)



Image 5: Connie to Glinz Lake/Hwy 14 Project, with Park & Ride, and pedestrian underpass. Substantial completion December 2022.



Image 6: New Nanaimo-Cowichan Connector inter-city commuter

## Goal 5 (new): Support broader land use and transportation integration

	Initiative	Project	Status
Short	Uptown Mobility Hub	Take advantage of the lands strategically located at Uptown, at the convergence of the Galloping Goose and Lochside Trails, adjacent to the RapidBUS West Shore, Peninsula and UVic lines, Hwy 1 and 17 and Saanich urban centre. A TOD at this location supports mode shift, shapes land use around the transportation systems and increases density in an urban core	<i>in progress</i>
Medium	Planning for a future TOD at Six Mile	Initial project is underway to improve the access to the regional active transportation network (Galloping Goose and E&N Trails), Park & Ride facility and RapidBUS transit facilities while also setting up the site for future redevelopment as a TOD	<i>in progress</i>
Long	Uptown Transit-Oriented Development expansion	Continue working with BC Transit to develop Uptown Centre as a multi-modal transit hub, including possibility of future LRT	<i>planning</i>
	Hwy 1 Shawnigan Lake Road	Hwy 1 at Shawnigan Lake Road grade separation, transit and active transportation improvements project	<i>in progress</i>
Ongoing	Advance PTBC principles to continue delivering transit-oriented developments and homes for people	Leverage Ministry-owned properties at/near mobility hubs to facilitate integrated developments that support transit and help meet housing targets	<i>ongoing</i>
	Expedited MOTI housing approvals	Established a strikeforce to provide dedicated resources to support housing files	<i>ongoing</i>



Image 13: Duke Point terminal offers barge service from Vancouver Island to Vancouver, improving goods movement efficiency on Vancouver Island (photo credit: Nanaimo Port Authority)



Image 14: UVic Active Transportation Lane

## Goal 6 (new): Facilitate sustainable goods movement

	Initiative	Project	Status
Short	Vancouver Island Economic Alliance (VIEA) Supply Chain Management for Vancouver Island and the Rural Island Region	Provincial funding towards VIEA's study that will investigate economic opportunities for producers within the region  Development of a roadmap will strengthen supply chain networks by addressing cost-effective access, coordination, and first and last mile distribution challenges	<i>in progress</i>
	Incorporate goods movement in project planning	Emphasize goods movement in integrated planning principles and the Ministry's decision-making framework and ensure that land use is considered to maximize goods movement efficiency and open up economic development opportunities	<i>in progress</i>
	BC Truck Survey Data Program	Undertaking data collection and analysis to understand the state of goods movement in B.C., including origins, destinations, key routes and the value and types of cargo  The program will provide insight into the importance of the goods movement network within the provincial highway system	<i>in progress</i>
Medium	Address infrastructure pinch points	Project work planned and underway on the Malahat to improve fluidity of goods movement and ensure resiliency, including truck chain up areas	<i>ongoing</i>
Ongoing	Develop goods movement actions to support local businesses and exporters	Continue working with partners including First Nations communities, local governments, and key stakeholders to understand needs and challenges to advance rural transportation solutions	<i>ongoing</i>
	Enhance the Port of Nanaimo as a multi-modal transportation hub for Vancouver Island	Continue working with the Nanaimo Port Authority to strengthen trade for the region, enhance access to consumer goods  Build on previous investment by the Ministry (\$15 million), the Nanaimo Port Authority and other partners (totalling \$105 million) towards the Duke Point Terminal Expansion	<i>ongoing</i>



Image 10: Malahat Hwy restoration at Tunnel Hill



Image 11: Hwy 14 drainage improvements



Image 12: Drainage upgrades on Hwy 14 to make our transportation network more resilient to climate change

## Goal 7 (new): Provide transportation infrastructure that is resilient and adapted to climate change

	Initiative	Project	Status
Short	Malahat Tunnel Hill repair project	Replace 80-metre long retaining wall that failed during the atmospheric river event with a new retaining wall, including 84 vertical piles and 98 horizontal anchors	<i>complete</i>
	Repair works following November 2021 atmospheric river event	17 sites (on Hwys 1, 14, and 17) have been repaired or are currently under construction in the South Island following the November 2021 atmospheric river event ( <i>images 10-11</i> )	<i>under construction or complete</i>
	Ensure projects are constructed to safeguard against future extreme weather events	Hwy 14 Connie to Glinz includes three open bottom culverts to ensure sufficient drainage ( <i>image 12</i> )	<i>complete</i>
Ongoing	Ensure climate resiliency in designs	Ensure designs are completed in alignment with Resilient Infrastructure Engineering Design – Adaptation to the Impacts of Climate Change and Weather Extremes	<i>ongoing</i>



Image 7: Shoulder widening on Hwy 14 in Sooke



Image 8: Construction of the Leigh Road/Hwy 1 four-laning and median barrier. Completed in late 2020 in Sooke.



Image 9: New active transportation infrastructure in Victoria



# Active Transportation Grant Summary

Recipient	Intake	Project Name	Amount (\$)
Central Saanich	2021/22	Central Saanich – Priority School Zone Improvements	500,000
Colwood	2022/23	Colwood Active Transportation Counter Implementation	119,432
Cowichan Valley (Electoral Area E)	2021/22	Cowichan Valley Regional Active Transportation (Network) Plan	50,000
Duncan	2022/23	Protected Bike Lanes on Coronation Avenue in the City of Duncan	500,000
Esquimalt	2020/21	Active Transportation Network Plan	37,500
Esquimalt	2022/23	Tillicum Road Active Transportation Improvements	500,000
Islands Trust	2022/23	Salish Sea Trail Network; Salt Spring Segment, Gulf Islands, BC	25,000
North Saanich	2020/21	Active Transportation Network Plan	40,000
North Saanich	2022/23	McDonald Park Road Multi-Use Path	500,000
Oak Bay and University of Victoria	2020/21	University Drive Connection Pathway (images 13-14)	316,380
Saanich	2022/23	Gorge Road West (Phase 1) (priority 2)	500,000
Saanich	2022/23	Shelbourne Street Improvements Project (Phase 2) (priority 1)	500,000
Sidney	2021/22	Town of Sidney Active Transportation Plan	50,000
Sooke	2021/22	District of Sooke – Active Transportation Church Road/Thrup Road Roundabout	500,000
Sooke	2021/22	District of Sooke – Multi-modal Active Transportation Upgrades - Church Road Corridor	500,000
Victoria	2020/21	Harbour Road Protected Bike Lane AAA Regional Connection	401,250
Victoria	2021/22	Kimta Road / E&N Trail – All Ages and Abilities Connector	500,000
View Royal	2021/22	Active Transportation Plan Development for the Town of View Royal	50,000





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