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Minutes

To/Attention Notes to File **Date** June 21, 2012
From Brian Hollingworth **Project No** 31799
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Subject RTP Technical Advisory Committee Meeting #2
CRD Office, Room 652
Thursday June 7, 2012 12:00 - 3:00 pm

Present Marg Evans, CRD
Bob Lapham, CRD
Steve Hurhison, City of Victoria
June Klassen, CRD, Juan de Fuca EA
Gerard LeBlanc, District of Sooke
Elisabeth Nelson, District of Sooke
Will Wieler, Township of Esquimalt
Brian Simon, District of North Saanich
Tony Longman, District of North Saanich
John Hicks, BC Transit
David McAllister, District of Central Saanich
Silvia Exposito, District of Saanich
Michael Baxter, City of Colwood
Sherry Hurst, District of Metchosin
Richard Ding, District of Oak Bay
Dan Casey, Boulevard Group
Luke Mari, Ministry of Transportation and Infrastructure
Dave Edgar, Ministry of Transportation and Infrastructure
Michelle Mahovich, City of Langford
Sue Hallatt, CRD
Malcolm McPhail, CRD
Brian Hollingworth, IBI Group

Distribution All present
Patrick O'Reilly, District of North Saanich
Rob Hall, Town of Sidney
Colin Doyle, District of Saanich
Jim Hemstock, District of Saanich
Dwayne Kalynchuck; Brad Dellebuur, City of Victoria, City of Victoria
Jeff Miller, Township of Esquimalt
Emmett McCusker, Town of View Royal
Laura Beckett, District of Highlands
Erinn Pinkerton, BC Transit
Ryan Spillett; Luke Mari, Ministry of Transportation and Infrastructure

Item Discussed

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1 Updates on Study Progress

Following round table introductions, Brian Hollingworth, IBI Group Project Manager, provided an update on study progress. It was noted that most of the background data gathering has been completed and a draft Vision has been developed. Meetings are also being held with the three sub-areas of the Region, BC transit, and external stakeholders. The next stage of the study will involve the development of the foundation plan.

A copy of the presentation on study progress and other agenda items is attached to these minutes.

2 Presentation and Discussion of Draft Vision

A Draft Vision was presented for discussion. It was noted that this vision and related directions are an important first step for guiding the development of the RTP. The Vision is both intended to guide the study outcomes as well as the study process. The following comments were received on the Vision and directions.

- Need to consider both the long term goal as well as incremental change – what is the phasing of solutions to achieve the Vision?
- Public education is critical to the success of defining and implementing network improvements
- Identifying roles and responsibilities is necessary to gain full benefit of the plan. Any changes in governance could significantly influence or impact the outcomes of the RTP.
- Vision may be too focused on passenger travel. Commercial traffic including trucks and tour buses are key issues for areas like Central and North Saanich. These vehicles have both benefits as well as impacts and must be planned for.
- Care must be taken to balance regional needs with local preferences. For example, will the plan to identify roads of regional significance? If so, there is the need to define the roles of each level of government.
- A key challenge in implementing any changes to regional infrastructure is that many corridors are under the control of multiple jurisdictions. This speaks to the need to work with local governments to create an understanding of the value of thinking regionally.
- Not all roads can be all things to all modes. A key role of the RTP will be to assess competing values.

Item Discussed

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- Need to strengthen comments around the need to integrate land use and transportation. One of the areas where transportation and land use can be shaped is through mobility hubs, though this concept is not well understood and requires more explanation.
- Need to recognize differences between urban, suburban, and rural.
- Need to consider overlap / consistency between RTP and RSS.
- Rather than coordinated regional guidelines, perhaps the RTP should focus on performance measures. For example, the RTP could identify desired performance metric, but leave design to local government
- The RTP could be very useful for MoTI (and others) to work through different local perspectives and ultimately help coordinate directions and decisions.
- RTP has potential to reduce challenges and level of work at local government level if regional directions are established that are supported by local governments
- Demand side strategies (TDM and parking management) are important components
- Climate change and climate mitigation is not given enough attention in the vision and directions. There is a need to ensure the RTP draws linkages between climate action and transportation. There is also a need to consider triple bottom line principles.
- It is essential that the RTP consider commercial/goods and recreational travel, particularly for the Peninsula. The team is encouraged to consult with trucking and tourism industries.
- Other stakeholders include BC Ferries, Victoria International Airport, School Districts, DND, First Nations, major employers, etc
- Future travel options should be given consideration – electric bikes, scooters, segways, personal travel pods...

3 Presentation and Clarification of “Big Issues” for the RTP

A series of example issues and opportunities were presented in presentation form (See presentation). These examples were intended to highlight issues that are of regional significance and work through possible roles for the RTP. Issues and opportunities for the RTP that were highlighted during the discussion of these examples included:

- Balancing desire for on-street parking vs. bike lanes

Item Discussed

- Reporting on successes and challenges, and learning from them
- Increasing importance of Storm Water Management
- messaging around major projects (e.g. McTavish Interchange)
- Evaluating and comparing different design approaches and helping people see what different options look like.

In general, working through the examples it was clear that there is a role and need for a regional transportation plan and regional coordination on transportation.

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4 Draft Outline of RTP Foundation Document

A draft outline of the document was circulated. The format of the RTP is still very much flexible, so RTP-TAC members were asked what they thought the document should look like. The following comments were provided:

- Make sure the Regional Multi-modal network is explicitly identified
- Provide guidance, but not necessarily design standards. If the RTP is too prescriptive in terms of things like cross-sections, it may be met with resistance.
- Stress the need for system connectivity
- Identify performance criteria for key corridors which may include, for example, travel times, person-carrying capacity, mode split targets, etc.
- Need to define “network outcomes”, with the potential for CRD funding to be tied to achieving network outcomes.
- Document needs to have “teeth” to be useful. How this is achieved will influence the document contents.
- Ideally the document should aim to reduce duplication of efforts and ultimately workloads for the different stakeholders.

5 Next Steps and Other Business

Over the summer, the RTP team will continue to meet with various stakeholders to keep gathering input and ideas. The team will also prepare the draft RTP Foundation document, recognizing that the development of the document will benefit from the participation and input from many stakeholders.

The next meeting is tentatively scheduled for the week after Labour day. This meeting might be a good opportunity to include DPAC.

RTP Team