

**CAPITAL REGIONAL DISTRICT**  
**Regional Planning Services Department**

Staff Report to the Regional Planning Committee  
Meeting of Wednesday, March 17, 2004

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**SUBJECT:**

Regional Transportation Model 2001 Update

**BACKGROUND:**

Regional Planning Services maintains a Regional Transportation Model (RTM) that has been used for major planning projects such as the Regional Growth Strategy and the proposed TravelChoices Strategy. The model has also been used by regional municipalities, BC Transit and the province for other projects.

The model was first established in 1992 and partially updated in 1998. This report outlines the status of the new 2001 RTM. At the RPC meeting, the project consultant will make a presentation outlining more detail about the model.

**DISCUSSION:**

The Regional Transportation Model's primary function is as a tool to assist the transportation planning and evaluation process for such areas as the Regional Growth Strategy, ongoing transit supply options and TDM strategy. It is also frequently used by consultants as part of local impact assessments for area municipalities.

In 2003 RPS received approval to update the model to reflect the 2001 Census and 2001 CRD Household Travel Survey data. The project included developing models for the current year 2003 and for the planning horizon of 2026. It should be noted that the new model is the first major rebuild since it was established in 1992. As a *second generation model* it incorporates an improved approach to modelling and more accurate data.

End-users (municipalities and province) played an important role in the model update. Based on the feedback from users of the 1992 and 1996 model, we documented a number of issues which we were asked to resolve. These changes were possible in part to new information collected in the 2001 Origin and Destination survey and the ability to access more accurate employment and population data using the power of the current GIS technology. Agencies also helped by verifying changes that affect road networks, transit routes or travel pattern.

Consultants were engaged last August to take all of the demographic and geography data and develop the new model(s) along with the associated mathematical equations used to estimate travel patterns. In addition to this new model, the consultants have been engaged by the City of Langford to develop this region's first sub-area model. Langford's model is based on the CRD

data and model and is nearing completion. This type of model provides local agencies with a more sensitive tool for impact analysis.

The *beta* version of the 2001 RTM has just been received for a 30-day evaluation. BC Transit, the District of Saanich and the CRD are jointly evaluating the new model. Once a final model is completed (mid-May), it will be distributed to all agencies needing this resource. A training session will also be provided to all agencies and local consultants.

**RECOMMENDATION:**

That the Regional Planning Committee receive this report as information.

**FINANCIAL IMPLICATIONS OF THE RECOMMENDATION:**

N/A

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Mark Hornell, MCIP  
Director, Regional Planning Services

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Larry Roberts,  
Manager, Transportation Planning

**EXECUTIVE DIRECTOR'S COMMENTS:**

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W.M. Jordan, Executive Director