

Meeting Notes of TWG & DPAC Workshop Held Tuesday, April 29, 2025, at CRD Headquarters

PRESENT: Staff:

P. Klassen, Senior Manager, Regional Planning; J. Douillard, Senior Transportation Planner, Regional Planning; R. Lishman, Communications Liaison, N. Brotman, Research Planner; D. Bracewell, Transportation Consultant, I. Lawrence, Senior Manager, JdF Services, J. Starke, Manager, SGI Service Delivery; K. Mullin, Administrative Clerk, Regional Planning (recorder).

Also present:

K. Balzer, City of Langford; L. Beckett, District of the Highlands; C. Davie, Township of Esquimalt; J. Hicks, City of Victoria; T. McKay, District of Saanich; C. Newcomb, City of Sidney; P. Hartling, District of Oak Bay; J. Carter, District of Sooke; A. Boel, District of Oak Bay; L. Stohmann, City of Langford; D. Puskas, District of Central Saanich; J. Clary, Township of Esquimalt; M. Boyd, BC Transit; L. Megenbir, BC Transit; K. Clark, District of Central Saanich; A. Tang, District of Esquimalt, L. Klose, City of Victoria; P. Webber, MoTT; J. Spindel, MoTT; E. Taylor, District of Sooke.

Also present via MS Teams:

I. Leung, Town of View Royal; J. Rosenberg, City of Colwood; Y. Hernandez, City of Colwood; L. Chase, Town of View Royal.

REGRETS:

T. Johnson, District of Metchosin.

The meeting was called to order at 10:02 am.

1. Introduction

J. Douillard provides introduction and Territorial Acknowledgement.

J. Douillard organized members into three separate breakout groups to discuss questions related to the development of the Regional Transportation Plan.

2. Engagement Strategy

How should staff and elected officials at local governments be engaged in the RTP process?

- Staff and elected officials should be brought together in this process to help prevent conflicts.
- There should be options for elected officials to be involved early in the process.
- There was a focus on the importance of explaining the relevance of the RTP work to elected officials.
- Members mentioned that ongoing engagement workshops for elected officials should continue to be explored.

- Members should engage municipal staff to lead the engagement process with their respective councils.
- First Nations engagement should be prioritized with a focus on planning the long-term horizon.
- Staff and elected officials should leverage off completed transportation master plans and reconcile any discrepancies.
- It was recognized that challenges may arise due to the number of OCPs in the works and in varying stages. Clear communication and regular check-in meetings with municipalities can help keep consistency.

When and how should we engage the public to ensure meaningful input without overloading them or overlapping with other engagement efforts?

- Too much public engagement can be counterproductive.
- The public should only be engaged with specific questions and objectives.
- Public engagement should be aligning with other OCP Master Plans to not overwhelm the public.
- Some members suggested the use of online surveys for public engagement and aligning with other transportation master plans and OCP updates.

3. The Scope of the RTP

Would a dedicated RTP working group help guide the process?

- Members agreed that a dedicated working group would be beneficial but clear objectives are needed.
- It would be beneficial to continue using DPAC and other groups so that all parties have opportunity for input.
- One group suggested instead of creating a working group to streamline conversations between members and councillors involved once milestones are reached.

Should we include the Regional Cycling Network?

- Members agreed that cycling is a mode of transportation and should be included.
- Including the Regional Cycling Network would encourage residents to shift from car dependency (support the overall mode shift).
- Supporting a mode shift away from cars should be a key priority of the RTP.

Should the RTP include a prioritized list of regional infrastructure investments?

- Members noted that the plan should have a priority of what is regional and critical.
- Determining what the priorities are is challenging and this conversation should be continued.

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The Big Picture: Setting Ambitions for the RTP Questions

4. Aspiring to Transportation Plan Excellence

Which Canadian city or region exemplifies national best practices in visionary, long-range mobility planning?

- Members mentioned cities - Vancouver, Montreal, and Halifax - to follow for best practices.
- Metro Vancouver was used as an example of reliable transit and the need for new corridors and crossing.
- In Halifax, Dalhousie has a working group called DalTRAC which is beneficial in supporting the region's transportation network.

Are there global cities or regions that we should benchmark against?

- Members mentioned cities – Amsterdam and Hong Kong – as great examples of network that allow for easy mode switches.

5. Unlocking a Unified Future Mobility

How do we best structure this plan to attract funding from senior government?

- Members mentioned the benefits of having a more regional view of transportation that allows municipalities to look beyond themselves. Regional priorities must be agreed upon to attract funding.
- Members also noted the importance of brining initiatives forward, building around higher density areas and determining where key nodes are.
- Members should prioritize creating key regional hubs as well as prioritizing the region's climate strategy goals (reducing GHGs).
- Group 4 mentioned that the plan should paint the story of the benefit for future generations and emphasize the fact that change takes time but is still achievable.

What key enablers or barriers must we address in creating the RTP?

- There was an overall acknowledgement of barriers like public resistance and the need to educate and encourage public support for the benefit of the future.
- The group discussed that the public should be educated on examples of successful transit initiatives.

How can scenario planning help us envision a bold, visionary, mobility future?

- There were a lot of scenarios mentioned such as sea level rises, trip generators, increase in remote working, train vs no train and how these would impact long-term planning.
- Other examples mentioned include cost of car versus alternative modes, rapid transit from ferry to core, moving people and highways for goods and services.
- Members mentioned that scenario planning can be used to focus on population projects and demand network.
- Group 1 mentioned that with scenario planning it is important to maintain the overarching long-term planning technical practices.
- Members mentioned that scenario planning can be used to address barriers regarding the public's resistance by providing personal connections.

6. Next Steps

The working group members discussed the need to continue discussions between the two groups. The next steps include background studies, determining population projections and creating a regional transportation demand model.

7. Adjournment

The working group meeting was adjourned at 12:19 pm.