Sustainable Transportation Partnership of the Central Okanagan
Local Government Advisory Board Meeting
AGENDA

Wednesday, June 13, 2018
1:30 pm to 4pm
Council Chambers, District of Lake Country

Meeting Agenda

1. **Call to Order**
   a. Adoption of Agenda
   b. Introductions
   c. Photo session
   d. Confirmation of Meeting Minutes – December 6, 2017 ▤

2. **STPCO**
   a. Work Plan review and status update ▤
      (i) Transit and Programs
      (ii) Regional Transportation Planning
      (iii) Strategic Partnerships
      (iv) Next Steps
   b. Regional Transportation Plan ▤
      (i) Consulting team
      (ii) Review public consultation outcomes
      (iii) Review results of council visioning workshops
      (iv) RTP Vision and Goals
      (v) Planning principles
      (vi) Next steps

3. **Other businesses**

Next Meeting

Location: City of Kelowna
December 4th (?) 2018 (1:30-3:30pm)?

▤ - referenced document attached.

Sustainable Transportation Partnership of the Central Okanagan (STPCO)
Local Government Advisory Board

Wednesday, December 6, 2017
1:30 pm to 4:00pm
Westbank First Nation Boardroom

Board Members In Attendance:
Councillor Tom Konek. Westbank First Nation (Meeting Chair)
Chair Gail Given, Regional District of Central Okanagan
Mayor Doug Findlater, District of West Kelowna
Mayor Colin Basran, City of Kelowna
Mayor James Baker, District of Lake Country

STPCO Executive Committee Members in Attendance:
Alan Newcombe, City of Kelowna
Brian Reardon, RDCO
Elsie Lemke, District of Peachland
Tracy Batten, City of West Kelowna
Pat Fosbery, Westbank First Nation
Joe Mocilac, Westbank First Nation
Matt Vader, District of Lake Country

Staff in Attendance:
Jerry Dombowsky, STPCO
Rafael Villarreal, STPCO
Mariah VanZerr, STPCO
Matthew Worona, STPCO

Regrets
Chief Roxanne Lindley, Westbank First Nation
Mayor Cindy Fortin, District of Peachland

Agenda Item	Notes	Actions
1.	**Call to Order** Chair Konek called the meeting to order at 1:35pm. a. **Introductions**: roundtable introductions made. b. **Adoption of Agenda**. Moved and seconded that the agenda be adopted. Passed. *c.* **Confirmation of Meeting Minutes – June 14, 2017:** Moved and seconded that the minutes of the June 14, 2017 meeting be adopted. Passed.	
2.	**STPCO** a. **City of West Kelowna Update (Mayor Findlater)** Mayor Findlater shared that the West Kelowna City Council will decide on Dec 12th whether or not to rescind the previous notice of withdrawal submitted. He shared that he anticipates the West Kelowna City Council will choose not to rescind the notice based on the discussion that occurred at the last West Kelowna City Council Meeting	

held on Nov 28, 2017. He shared that some of his Councillor's concerns are that the communications from STPCO are vague, that the City Councils have little input on decisions, and that there is question about the value West Kelowna is receiving in relation to the membership costs they are paying.

Mayor Basran asked if the West Kelowna City Council has asked its staff to conduct a financial analysis of the cost of pulling out of the STPCO. Mayor Findlater replied that they have not done a detailed analysis of costs, nor do they plan to do one.

Mayor Baker noted that it will be harder for the partners to gain influence at the provincial level without all of the partners at the table, and that he doesn't see how West Kelowna will benefit by going it alone.

RDCO Chair Gail Given said the memo dated October 25th speaks to the value for money question that the City of West Kelowna raised and asked if the West Kelowna City Councillors had reviewed the memo. Mayor Findlater said the memo had been reviewed, but the West Kelowna City Councillors remain unconvinced of the value for money.

RDCO Chair Gail Given commented that based on the recently released 2016 Census data, it is clear that people are living and working across jurisdictional boundaries. Her view is that regional planning is the future and that we are able to achieve the greatest benefits together.

Meeting Chair Konek shared that the Westbank First Nation's perspective is also that we are stronger together.

a. **STPCO Functions, Memo to City of West Kelowna**
   Jerry Dombowsky gave a presentation that provided an overview of the role of BC Transit and STPCO in transit planning, their individual roles, and how the costs are distributed and support the various activities.

   RDCO Chair Gail Given asked if the presentation had been given to the West Kelowna City Council. The group agreed this would be a good idea and Tracey Batten agreed to add Jerry to the Dec 12 West Kelowna City Council agenda.

   Mayor Basran noted that from his perspective we have a regional congestion issue that needs to be addressed at the regional level and that local jurisdictions can't address individually. He shared that we won't be able to attract the types of large investment needed unless we are all working together.

   Mayor Findlater acknowledged all the comments around the table and summarized by stating the West Kelowna City Councillor's main concerns are how to improve STPCO communications with City Councils, how City Councils can have more of a role in the STPCO decision-making, and how they can make sure that STPCO is not redundant with BC Transit. He also shared that the Regional Travel Survey is a "flash point" with his Council as they do not understand why it is so expensive.

b. **Governance Review & 3-year or 1-year work plan**
   a. **Governance review**
   Rafael presented a summary of the Governance Review findings and key results. Key recommendations include shifting the STPCO focus from the historic focus on transit operations to a focus more on strategic collaboration and advocacy, creating more

communication touchpoints with the Regional Councils and working to form strategic partnerships with senior levels of governance.

b. 3-Year Work Plan
Rafael and Jerry presented the 3 year STPCO work plan, including a timeline, and the key program areas of Transit Programs and Delivery and Regional Planning Projects. Matthew provided an overview of the Regional Disruptive Mobility Strategy (plan for changing future transportation landscape) and Mariah presented an overview of the Regional Strategic Transportation Plan, for which Phase 2 is about to get underway.

Rafael provided an overview of the plan for engaging senior levels of government, which includes introducing the STPCO to the province and working towards a model of including the province more directly in the STPCO activities. Letters are being drafted to invite representatives from the Ministry of Transportation and the Ministry of Municipal Affairs to share the results of the recent Governance Review and to invite them to participate in the next LGA Board Meeting in June 2018.

c. 1-Year Work Plan
Rafael shared that the 3-year Work Plan outlined above assumes West Kelowna stays a part of the STPCO and is referred to as Plan A. If, however, West Kelowna decides to withdraw from the STPCO on Dec 12th, then Plan B would need to be implemented.

Plan B would look at transitioning the functions and services of the STPCO. Specifically, an STPCO Executive Meeting would be convened in March/April of 2018 to discuss the proposed transition and 2018 specific outcomes related to the STPCO's transit functions, TDM programs (e.g. regional school traffic safety and bike to work week), and the Regional Strategic Transportation Plan.

Rafael posed the following discussion question to the group: "How do you see the future of the STPCO and regional advocacy?"

Mayor Baker asked what would happen to Westbank First Nation if West Kelowna decides to pull out of the STPCO. He noted that their jurisdictional boundaries are intricately intertwined with West Kelowna's and that it seems short-sighted of West Kelowna to attempt to go it alone.

Mayor Basran said that he feels it is important to engage the province and bring the Ministry of Transportation to the table. He shared that if West Kelowna pulls out, he would still want to advocate for the region at the provincial level, but that it would likely look poorly on the jurisdiction that pulled out of the partnership. He stated that it makes sense to plan regionally and all jurisdictions should be at the table.

RDCO Chair Gail Given shared that from her perspective as Chair of the RDCO, she thinks it makes sense to coordinate regionally, even potentially beyond the Central Okanagan boundaries – for example with Vernon and Penticton. As an example she noted the critical transportation connection between Vernon and UBCO. However, while she would like to see regional coordination continue, she noted something would need to be figured out as it would not be fair for West Kelowna to pull out, but then receive all the benefits of on-going regional coordination for free.
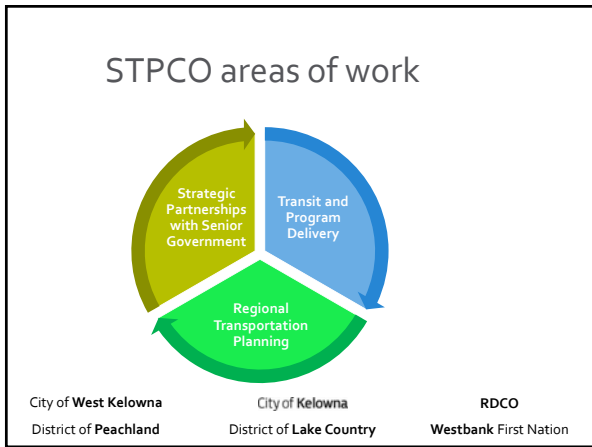
Chair Konek said he sees Westbank First nation pushing to stay united and would be sad to see the dissolution of the regional partnership if West Kelowna pulls out. He noted that we live in paradise and so of course our region will continue to grow and require regional planning coordination.
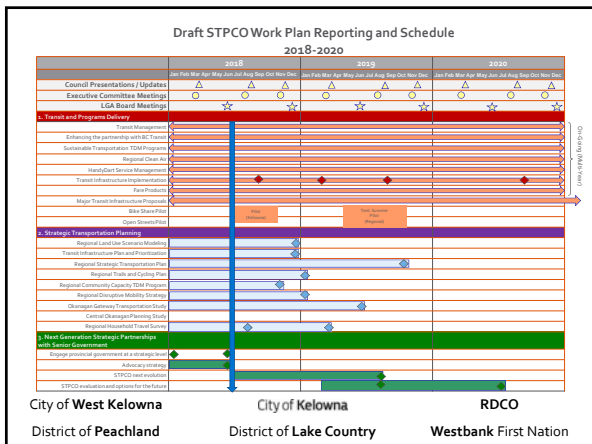
Mayor Basran noted that we won't be living in paradise much longer if its always covered in smoke and water. He is hoping for Plan A.

Mayor Baker noted that evacuation routes require regional planning and coordination. He is hoping Mayor Findlater can guide the West Kelowna City Council properly.

The STPCO LGA voted and passed the following resolution unanimously:

> THAT the Local Government Advisory (LGA) Board supports the STPCO 3-year work plan,
>
> and if the City of West Kelowna confirms its notice to withdraw from the partnership,
>
> THAT the Local Government Advisory (LGA) Board supports the modified 1-year work plan to activate the transition of functions and services."

c. **2018 Household Travel Survey**

Rafael explained that the Household Travel Survey collects detailed travel diary information that helps give transportation planners and engineers more detail than is available from Census data – for example, trip origins and destinations. This level of detail is needed to properly calibrate the regional travel model. The Household Travel Survey is typically conducted every 5 years and was last done in 2013.

Mayor Findlater shared that he will be voting against the Household Travel Survey due to his Councillor's aforementioned concerns and objections.

Mayor Basran said Kelowna highly supports evidence-based decision making and that travel and transportation has changed a lot in the last 5 years.

Mayor Baker said he agrees with Mayor Basran – they have seen so much rapid growth in the last 3 years and updated data will be critical for decision-making.

RDCO Chair Gail Given said the 2016 Census is not regional in nature and from her perspective the finer resolution origin and destination data is very important.

Chair Konek shared that Westbank First Nation feels the data from the Regional Household travel survey is important to collect.

Mayor Basran asked what West Kelowna's share of the Regional Household Travel Survey costs are? Rafael shared that it would be $10K - $15k. Rafael also noted that Vernon and Coldstream submitted budget requests to partner with the STPCO to deliver the 2018 HHTS.

The STPCO LGA voted to move forward with the 2018 Regional Household Travel Survey, with Mayor Findlater voting no and the remaining LGA Board members voting yes.

3.

Provincial Involvement

Rafael shared that much of this topic was summarized under the Plan A and Plan B options for the 3-Year and 1-Year Work Plans covered under Agenda Items 2b and 2c. However, just to

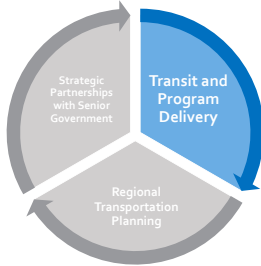|		
	clarify, if West Kelowna votes to pull out of the STPCO, he doesn't see the efforts to engage the province with letters introducing them to the STPCO and inviting them to participate in future meetings continuing if the STPCO will be dissolving in one year.	
	Close of Meeting and Next Meeting The Board meeting adjourned at 4:00 pm. The next meeting is scheduled for June 13, 2018, 1:30pm at District of Lake Country.	

Item 2.b

Sustainable Transportation Partnership of the Central Okanagan (STPCO)
LGA Board
Workplan status

June 13th, 2018

LAKE COUNTRY · City of Kelowna · WEST KELOWNA · WESTBANK FIRST NATION · PEACHLAND · RDCO REGIONAL DISTRICT OF CENTRAL OKANAGAN

STPCO areas of work

- Strategic Partnerships with Senior Government
- Transit and Program Delivery
- Regional Transportation Planning

| City of **West Kelowna** | City of **Kelowna** | **RDCO** |
| District of **Peachland** | District of **Lake Country** | **Westbank** First Nation |

Draft STPCO Work Plan Reporting and Schedule
2018-2020

| City of **West Kelowna** | City of **Kelowna** | **RDCO** |
| District of **Peachland** | District of **Lake Country** | **Westbank** First Nation |

i. Transit & Programs Delivery

Strategic Partnerships with Senior Government

Transit and Program Delivery

Regional Transportation Planning

City of **West Kelowna**	City of **Kelowna**	**RDCO**
District of **Peachland**	District of **Lake Country**	**Westbank** First Nation

Transit & Programs Delivery

- ▶ Transit management
- ▶ Transit infrastructure
- ▶ Community capacity building
- ▶ HandyDart service management
- ▶ Transportation programs delivery and implementation

City of **West Kelowna**	City of **Kelowna**	**RDCO**
District of **Peachland**	District of **Lake Country**	**Westbank** First Nation

Transit Workplan Initiatives

- ▶ representation of Kelowna regional interests to BC Transit in Smart Bus projects – AVL, APC, ITS
- ▶ handyDART public consultation (April)
- ▶ bi-annual Rider survey (critical data source for decision making)
- ▶ handyDART fare equalization
- ▶ Ongoing transit regional operational activities e.g., customer feedback management, sign and stop inventory management, regional network planning

City of **West Kelowna**	City of **Kelowna**	**RDCO**
District of **Peachland**	District of **Lake Country**	**Westbank** First Nation

## Sustainable Transportation TDM Workplan Initiatives

- Participation in provincial ride–hailing consultation (pre-requisite for future transit provision models)
- Bikeshare pilot with regional considerations/ aspirations
- Bike to Work/School Week regional activities
- Open Streets promotion pilot planning
- SD #23 cost shared Traffic Safety Officer activities including spring regional Bike Rodeos at 12 area Elementary schools
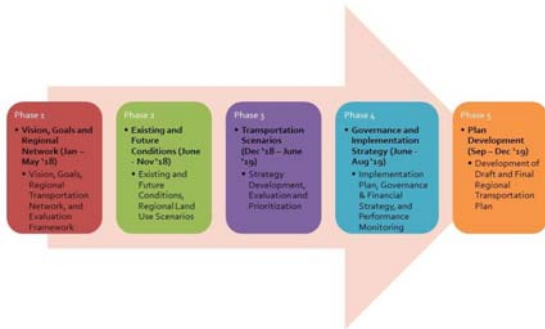
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ii. Regional Planning Projects
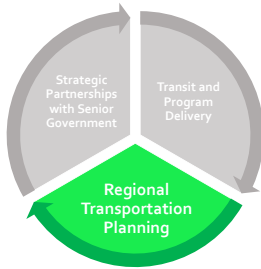
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Regional Transportation Plan Timeline

Connecting Our Region
Our first region-wide transportation plan

RTP January – June 2018 Highlights

- Released RFQ & Hired Prime Consultant (HDR) and Communications Consultant (JLG)
- Convened STPCO Planning & Technical Committee
- Conducted Public Outreach on Draft Vision and Goals

RTP January – June 2018 Highlights (cont.)

- Public Consultation #1 Vision and Goals (April – May)
  - Website launched (https://www.smarttrips.ca/about/stpco/regional-transportation-plan)
  - RTP Fact Sheet
  - Regional Pop-Up Events (4)
  - RTP Questionnaire
- Regional Councils: Visioning Workshops (May – June)

Council / Board Presentations

- Kelowna: May 14
- Lake Country: May 15
- West Kelowna: May 22
- Peachland: May 22
- RDCO: May 28
- WFN: May 28
- LGA Board: June 13

| City of **West Kelowna** | City of **Kelowna** | **RDCO** |
| District of **Peachland** | District of **Lake Country** | **Westbank** First Nation |

iii. Strategic Partnerships with Senior Government

Strategic Partnerships with Senior Government

Transit and Program Delivery

Regional Transportation Planning

City of **West Kelowna**   City of **Kelowna**   **RDCO**

District of **Peachland**   District of **Lake Country**   **Westbank** First Nation

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Strategic Partnerships

- Letter to Ministers
- Newsletter #1
- Preliminary governance discussions:
  - evaluate partnership/governance with RTP team & Governance sub-committee

City of **West Kelowna**   City of **Kelowna**   **RDCO**

District of **Peachland**   District of **Lake Country**   **Westbank** First Nation

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Next Steps

- Programs & Transit
  - Bus Monitoring Implementation (Tentative)
  - Bike Share implementation
  - Summer Streets Kelowna
  - Carpool Month
- Regional Transportation Plan
  - Refinement of Regional Transportation Network
  - Planning Principles & Evaluation Criteria
  - Existing and Future Conditions & Public Consultation Milestone #2 (Fall/Winter)
  - Household Travel Survey
- Partnerships
  - Newsletter #2 (Late Summer 2018)
  - Governance and partnership scenarios
- STPCO Council Updates (Late Fall/Early Winter)
- Next LGA Board meeting
  - Kelowna
    - Week of December 3rd to 7th, 2018 (proposed)

City of **West Kelowna**   City of **Kelowna**   **RDCO**

District of **Peachland**   District of **Lake Country**   **Westbank** First Nation

Questions?

City of **West Kelowna**	City of **Kelowna**	**RDCO**
District of **Peachland**	District of **Lake Country**	**Westbank** First Nation

Connecting Our Region

Our first region-wide transportation plan

Regional Transportation Plan

LGA Board Meeting
June 13, 2018

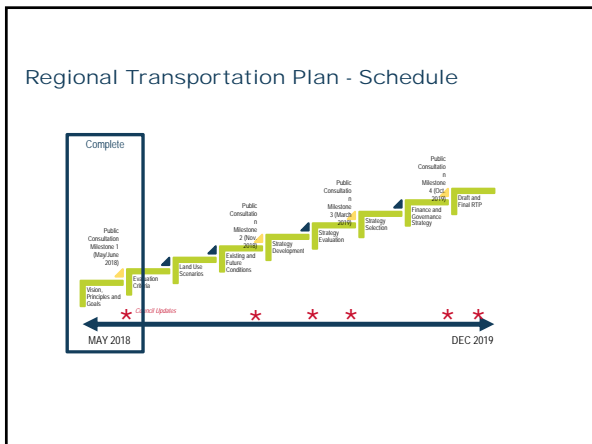**Project Team**

- STPCO Staff

- STPCO Planning & Technical Committee

  - Representatives from each partner jurisdiction and the Ministry of Transportation and Infrastructure

- Consultant Team:

HDR		JLG
Stephen Power, P.Eng., RPP, MCIP	John Hubbell	Debbie Cox
Project Planning and Technical Lead	Project Regional Governance and Transportation Strategy Lead	Strategic Communications and Engagement Advisor

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Regional Transportation Plan - Schedule

Complete

Vision, Principles and Goals

Evaluation Criteria

Land Use Scenarios

Existing and Future Conditions

Strategy Development

Strategy Evaluation

Strategy Selection

Finance and Governance Strategy

Draft and Final RTP

Public Consultation Milestone 1 (May/June 2018)

Public Consultation Milestone 2 (Nov. 2018)

Public Consultation Milestone 3 (March 2019)

Public Consultation Milestone 4 (Oct. 2019)

Council Updates

MAY 2018 ————————————————→ DEC 2019

Key Question:

"What are the **strategic**, **prioritized investments** (policies, programs, and capital projects) that will be needed over the next **20 years** to achieve the region's vision and goals for transportation?"


Connecting Our Region

Our first region-wide transportation plan

Vision

WHAT WE HEARD

93% STRONGLY OR SOMEWHAT SUPPORT THE DRAFT VISION

The Draft Vision
"A balanced and resilient transportation system for the Central Okanagan that moves people and goods in a safe, efficient, accessible and affordable manner, while supporting and enhancing the region's economy, social network, and natural ecosystem"

72%
21%

STRONGLY SUPPORT
SOMEWHAT SUPPORT
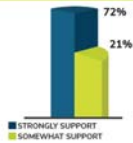
Survey respondents were asked - "Is there anything you would change about the vision statement?"
The following themes emerged:
- Make it more specific and less broad
- Clarify what balanced and resilient mean
- Emphasize environmentally friendly, low carbon transportation
- Emphasize transportation choice and a multi-modal system that includes walk, bike, transit, and vehicle options
- Consider people of all abilities and incomes, including seniors

"It is important that seniors, those with health/disability issues, and low incomes have access to reasonably priced transportation that gets them to the places they must go." – survey respondent
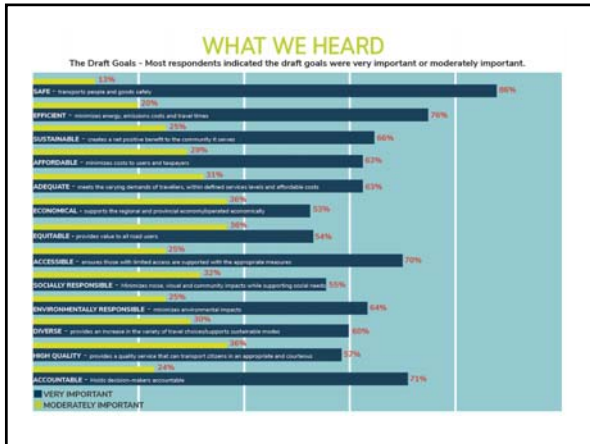
RTP Vision Statement

Original:
"A balanced and resilient transportation system for the Central Okanagan that moves people and goods in a safe, efficient, accessible, and affordable manner, while supporting and enhancing the region's economy, social network, and natural ecosystem."

Key Revisions Proposed
- Remove goals from vision statement (some are included, but not others, implying priority)
- Shorten and simply (while keeping all important concepts within Goals)
- Feedback that external connections outside Central Okanagan are also important

RTP Vision Statement

Original:
"A balanced and resilient transportation system for the Central Okanagan that moves people and goods in a safe, efficient, accessible, and affordable manner, while supporting and enhancing the region's economy, social network, and natural ecosystem."

Proposed:
"A transportation system that connects people to regional destinations within the Central Okanagan and beyond, supporting and enhancing the region's economy, social networks, and natural ecosystem."

Connecting Our Region
Our first region-wide transportation plan

Goals

WHAT WE HEARD
The Draft Goals – Most respondents indicated the draft goals were very important or moderately important.

WHAT WE HEARD

Survey respondents were asked – "Is there anything else you would like to tell us about the draft vision and goals?"

The following themes emerged:
- Ensure safe biking routes in urban and surburban areas
- Improve the safety and accessibility of walking routes
- Improve transit in all communities
- Provide low cost options for people of all incomes and abilities
- Consider the transportation needs of rural areas
- Reduce congestion and increase efficiency for vehicle travel
- Complete and connect biking, hiking and walking routes within and across communities

"You can't live here without owning a vehicle to get around. This needs to be fixed." – survey respondent

PROPOSED REVISIONS:

Key Revisions Proposed
- Ensure all concepts from original vision are reflected in goals
- Remove redundancy from goal categories and definitions
- Updated some terminology
- Align goals with an evaluation framework approach
- Shorter descriptions
- Incorporated feedback from public and visioning workshops

REVISED GOALS:

SAFE - transports people and goods safely

EFFICIENT - minimizes energy, emissions and travel times

SUSTAINABLE –creates a net positive social, environmental, and economic benefit to the region and future generations

AFFORDABLE – provides value to all users while minimizing costs to users and taxpayers

ECONOMIC GROWTH - supports regional economic growth

EQUITABLE –addresses the transportation needs of all areas, ages and incomes

ACCESSIBILITY – applies the principles of universal access

QUALITY OF LIFE - minimizes noise, visual and community effects while supporting community cohesion

ENVIRONMENTALLY RESPONSIBLE - minimizes negative effects on the natural ecosystem

MULTIMODAL – increases the variety of travel choices available

ADAPTABLE – can change in response to evolving technology and societal trends

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Connecting Our Region

Our first region-wide transportation plan

Visioning Workshops

Visioning Workshops - Themes

Efficient Mobility	Active Modes	Transit
• Congestion • Alternate Corridors • Demand Management • New Links	• Universal Accessibility • Connectivity • Maintenance • Land Use Patterns	• Convenient and effective • Community connections • Service for all ages • Hours of service • User information • Personal security • Rapid Bus expansion

Visioning Workshops - Themes

Accessibility	Land Use	Car Dependency
• Consideration for all ages • Affordable	• Land Use Form • Encouraging Mixed Use/Higher Density Developments	• Multi-modal choices • Cultural change • Emissions

Visioning Workshops - Themes

Economic Development	Network Redundancy	Future Readiness
• Access to developable land • Goods movement	• Multiple access/egress for developments • Bypass? • Alternate routes to north and south	• Communication / ITS • Electric cars – infrastructure requirements • Mapping / Apps • Transition to driverless cars • Ridesharing/Uber

Other	Community Expectations, Parking, Rehabilitation backlog, Topography, Rural Areas, Safety

Regional Destinations – Types

Major Regional – Easy Access	• High Priority destinations • Multiple locations throughout the region • Typically serve day-to-day needs
Major Regional - Unique	• Locations of unique, regional significance • Often only one location in the region • High travel demand generators
Low Demand but Important	• Low use, but high importance to the region • Infrequent use for most
Minor Regional	• Lower demand, lower regional significance • May not justify regional-level infrastructure to connect

Major Regional - Easy Access

- Urban Centres
  - Peachland Town Centre
  - Westbank Town Centre
  - WFN Community Campus
  - Downtown Kelowna
  - South Pandosy
  - Capri / Landmark
  - Midtown / Orchard Park Area
  - Rutland Town Centre
  - Lake Country Town Centre
- Regional Retail (Outside Urban Centres)
  - Westbank IR 9 Retail Hub
  - Okanagan Lake Shopping Centre

Major Regional – Easy Access

- Recreation and Entertainment (outside Urban Centres)
  - Winfield Recreation Centre
  - Prospera Place
  - Capital News Centre/H2O
  - Kelowna YMCA
  - Mount Boucherie Recreation Centre
- Employment Nodes (outside Urban Centres)
  - West Kelowna Industrial Park
  - Gormans Mill
  - Airport Business Park
- Major Beaches
  - Swim Bay, Peachland
  - Willow Beach
  - Gyro Beach/Rotary Beach
  - City Park/Waterfront Park

Major Regional – Unique

- Kelowna General Hospital
- Kelowna International Airport
- UBCO
- Okanagan Collage
- Knox Mountain
- Rail Trail
- Mission Greenway
- Glenmore Landfill
- Westside Transfer Station
- Inter-regional destinations (e.g. Big White, Penticton, Vernon, etc)

Low Demand (but Important)
- Evacuation Routes

Minor Regional
- Myra Canyon
- Private / French Immersion Schools
- Telemark / Crystal Mountain
- Boat Launches
- Wineries

Planning Principles (work in progress)
- Guide option development
- Define *how* the goals can be achieved
- Input to evaluation framework

DIRECTLY ADDRESSES GOAL

RELATED TO GOAL

The regional transportation system will provide **efficient mobility and access** for all.

- Dense networks / dispersal of traffic – minimize severance effects, reduced dependence on major arterial and highways.
- Independent and safe travel for all segments of the regional population.
- Network redundancy, providing multiple/alternative routes and modes.

SAFE
EFFICIENT
SUSTAINABLE
AFFORDABLE
ECONOMIC GROWTH
EQUITABLE
ACCESSIBLE
QUALITY OF LIFE
ENVIRONMENT
MULTI-MODAL
ADAPTABLE

A multi-modal transportation network will **connect people to urban centres and regional destinations**

- Reduce dependency on private automobiles
- Permeable networks
- Easy access to regional destinations and urban centres
- Dense / contained land use
- High connectivity focus – reduced hierarchy
- Focus on walking and cycling around urban centres
- Frequent and direct transit
- Last-mile solutions

SAFE
EFFICIENT
SUSTAINABLE
AFFORDABLE
ECONOMIC GROWTH
EQUITABLE
ACCESSIBLE
QUALITY OF LIFE
ENVIRONMENT
MULTI-MODAL
ADAPTABLE

The regional transportation system will support **social cohesiveness and economic growth**

- Clear transit, walking, cycling connection to key centres
- Multi-modal access to urban centres, but walking as the highest priority
- Support intense, walkable development

SAFE
EFFICIENT
SUSTAINABLE
AFFORDABLE
ECONOMIC GROWTH
EQUITABLE
ACCESSIBLE
QUALITY OF LIFE
ENVIRONMENT
MULTI-MODAL
ADAPTABLE

Regional transportation infrastructure will be safe, aesthetically pleasing and **inviting as destinations as well as movement spaces**.

- Recognition that streets are public spaces
- Comfortable, inviting multi-modal infrastructure
- Respect the natural environment
- Built with consideration for safety and personal security

SAFE
EFFICIENT
SUSTAINABLE
AFFORDABLE
ECONOMIC GROWTH
EQUITABLE
ACCESSIBLE
QUALITY OF LIFE
ENVIRONMENT
MULTI-MODAL
ADAPTABLE

The regional transportation system will be future-oriented, and developed and maintained in a **responsible and sustainable** manner.

- Long-term efficiency and durability
- Framework for long-term economic investment
- Full integration of modes
- Safe/efficient goods movement and convenient access to commercial/industrial hubs
- Support changing mobility trends

SAFE
EFFICIENT
SUSTAINABLE
AFFORDABLE
ECONOMIC GROWTH
EQUITABLE
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QUALITY OF LIFE
ENVIRONMENT
MULTI-MODAL
ADAPTABLE

Connecting Our Region

Our first region-wide transportation plan

Next Steps

Upcoming Tasks and Activities

- STPCO Planning & Technical Committee – June 14th

- Develop Planning Principles & Evaluation Framework based on the final Vision and Goals

- Confirm existing Regional Transportation Network

- Existing and Future Conditions (late Fall 2018)
    » Public Consultation & Council Updates