



**TRANSPORTATION ADVISORY COMMITTEE**  
**Thursday, April 18, 2019**  
**SCRD Boardroom, 1975 Field Road, Sechelt, B.C.**

**AGENDA**

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**CALL TO ORDER      2:45 p.m.**

**AGENDA**

1. Adoption of Agenda

**PRESENTATIONS AND DELEGATIONS**

**MINUTES**

2. Transportation Advisory Committee meeting recommendations of January 24, 2019 – *for receipt* Annex A  
pp 1-4

**REPORTS**

3. Deputy Corporate Officer – Transportation Advisory Committee Terms of Reference Annex B  
pp 5-9
  - *review updated Terms of Reference*
  - *three year plan for Transportation Advisory Committee (Director McMahon)*
4. General Manager, Infrastructure Services – HandyDART Report Annex C  
pp 10-28  
*(referred from March 21, 2019 Infrastructure Services Committee)*

**COMMUNICATIONS**

5. Diana Mumford, Southern Coast Ferry Advisory Committee Annex D  
Regarding new Ferry Advisory Committee members and docking incident pp 29-30
6. Alun Woolliams, Transportation Choices – Sunshine Coast Annex E  
Regarding Active Transportation Month pp 31-36
7. Southern Sunshine Coast 101 Committee Annex F  
Regarding letter of support to construct a highway pp 37

## **NEW BUSINESS**

- |            |   |        |
|------------|---|--------|
| <b>8.</b>  | Gas Tax funding update (Director McMahon)                         | Verbal |
| <b>9.</b>  | Reed Road shoulder improvements (Director McMahon)                | Verbal |
| <b>10.</b> | Litter accumulation on the side of the highway (Director Beamish) | Verbal |

## **ROUNDTABLE**

## **ADJOURNMENT**

**NEXT MEETING**    July 18, 2019

**SUNSHINE COAST REGIONAL DISTRICT  
TRANSPORTATION ADVISORY COMMITTEE  
January 24, 2019**

RECOMMENDATIONS FROM THE TRANSPORTATION ADVISORY COMMITTEE MEETING  
HELD IN THE BOARD ROOM OF THE SUNSHINE COAST REGIONAL DISTRICT AT 1975  
FIELD ROAD, SECHELT, BC

**PRESENT:**

(Voting Members)

Director, Electoral Area E, Chair	Donna McMahon
Director, Electoral Area A, Vice-Chair	Leonard Lee
Director, Electoral Area B	Lori Pratt
Director, Electoral Area D	Andreas Tize
Director, Electoral Area F	Mark Hiltz
Director, Town of Gibsons	Bill Beamish
Director, District of Sechelt	Darnelda Siegers
Director, District of Sechelt	Brenda Rowe
Ministry of Transportation & Infrastructure	Don Legault
Ministry of Transportation & Infrastructure	Colin Midgley
BC Ferry Corporation	James Walton
Trustee, School District No. 46	Sue Girard
Transportation Choices (TraC)	Alun Wooliams

**ALSO PRESENT:**

(Non-Voting)

GM, Planning and Community Development	Ian Hall
Manager, Transit and Fleet	Gordon Dykstra
RCMP	Sgt. Poppy Hallam
S. Sunshine Coast Ferry Advisory Committee	Diana Mumford
School District 46	Nicholas Weswick
MLA Simons Constituency Office	Michelle Morton
SCRD Administrative Assistant / Recorder	Autumn O'Brien
Public	6
Media	1

**CALL TO ORDER**

2:47 p.m.

**AGENDA**

The agenda was adopted as presented.

**MINUTES****Recommendation No. 1**

*Transportation Advisory Committee Meeting Minutes of  
July 19, 2018*

The Transportation Advisory Committee recommended that the Transportation Advisory Committee meeting minutes of July 19, 2018 be received.

**INTRODUCTIONS**

Introductions were made of those present at the meeting.

## REPORTS

### **Recommendation No. 2**      *Transportation Advisory Committee Terms of Reference*

The Transportation Advisory Committee recommended that the report titled Transportation Advisory Committee Terms of Reference be received for information;

AND THAT the meeting frequency be amended to “quarterly” (Section 4.1);

AND THAT the RCMP be added as a non-voting member (Section 3.1.2);

AND FURTHER THAT the Terms of Reference be brought back to the next TAC meeting for discussion.

Discussion included the following points:

- TAC input regarding future transportation discussions
- Revisit the 2011 Integrated Transportation Study
- Suggestion to add the Southern Sunshine Coast Ferry Advisory Committee as a voting member to the Terms of Reference

## COMMUNICATIONS

*Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee provided a summary of the January 2019 Bulletin. A correction to the bulletin was noted as follows: “For Route 3, the increase was 4.45% for passengers and 4.01% increase for vehicles.” The statistics are sourced from the BC Ferries website and provided in the bulletin for information purposes.*

### **Recommendation No. 3**      *January 2019 Ferry Advisory Committee Bulletin*

The Transportation Advisory Committee recommended that correspondence from Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee regarding January 2019 Ferry Advisory Committee Bulletin be received.

## NEW BUSINESS

Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee regarding BC Ferries parking lot use vs. coast bus service.

*Diana Mumford requested that Park and Ride locations in Sechelt, Roberts Creek and Gibsons be considered to alleviate the challenges with overloads at the Langdale Terminal parking lot and that the public be encouraged to use public transport when travelling on BC Ferries.*

Discussion included the following points:

- Park and Ride considerations are identified within the Transit Future Plan
- Parking lots at schools in the summer could be a potential demonstration project
- Director Siegers will look into a potential property within the District of Sechelt
- Director Beamish will look into potential opportunities within the Town of Gibsons
- SD46 is open to considering potential options at school parking lots.
- SD46 has a Draft Agreement in principle with the SCRD to provide parking at Roberts Creek Elementary. This could be revisited in the future.

**Recommendation No. 4**     *Park and Ride Options*

The Transportation Advisory Committee recommended that staff report to a future TAC meeting regarding the current short, medium and long term plans and temporary options to create Park and Ride locations on the Sunshine Coast and examine the role and authority of the Regional District and other stakeholders.

**ROUNDTABLE**

Committee members identified areas of concern and priorities as follows:

Director Siegers (District of Sechelt) – The District is discussing a potential bypass with shíshálh Nation in terms of identifying lands and long range planning.

Director Beamish (Town of Gibsons) – Concerned with increased traffic along Reed Road, Pratt Road and through the Town. Interested to identify solutions for bus transportation.

Trustee Sue Girard (SD46) – Priority to ensure safety for children getting to and from school.

Director Pratt (Halfmoon Bay) – Areas of concern include safety on Highway 101, biking and walking paths and Redroofs Road stability. Topics discussed at the meeting with CEO BC Ferries, Mark Collins included medical passes for assured loading, recycling diversion, student travel form, sponsorship opportunities for youth groups, economic development, potential downhill bike race event in August, contract with Ministry providing one ferry on Sunshine Coast route, top deck reservations policy, terminal expansion and capital upgrades starting in the summer and regulations so passengers can stay on lower decks.

Diana Mumford (Southern Sunshine Coast Ferry Advisory Committee) – Working with BC Ferries on the assured boarding qualifications for medical patients returning to the Coast.

Alun Wooliams (TraC) – Noted a maintenance issue at Chaster ravine where the pavement is not safe and posts have started to degrade and fall down.

Don Legault (MoTI) – This issue is being discussed with the SCRD. It involves construction of a retaining wall which would have a major impact on traffic flows on the highway.

Alun Wooliams (TraC) – Inquired about the recommendation from the previous meeting regarding a letter to MoTI concerning brushing schedule. Asked about process for the Committee to receive updates on past recommendations.

Ian Hall (SCRD) – Staff can provide suggestions on how to incorporate a process for reporting back within the Terms of Reference, at the next meeting.

Sgt. Poppy Hallam (RCMP) – Statistics were provided for collisions, fatalities and impaired driving charges on the Sunshine Coast in 2018 as follows:

- 344 collisions - no significant increase from the 10 year average of 355.
- 2 fatalities - average is 1.8 per year.
- Number one call for service is traffic safety.
- Impaired Driving – changes in levels of scoring the charges. In 2009 there were 307 charges. In 2018 – 143 charges. The lower number accounts for the change in scoring.
- 1686 violation tickets, resulting in charges
- 1060 written warnings
- 125 notice in orders (vehicles needing repairs)

Members have received radar training and certification for issuing speeding tickets. All officers are trained for road side screening. There is a Cannabis drug recognition expert on staff.

Director Tize (Roberts Creek) – Priority areas include continued dialogue with stakeholders, construction of bike and walking paths and coordination with other municipalities, MoTI corridor traffic evaluation between Sechelt and Gibsons, steep gradient at Flume Road intersection, improved signage for turn off at Joe Road intersection, TraC involvement for the project of Lower Road and Ocean Beach Esplanade Connector Trail and concern for increase in traffic around Largo Road.

James Walton (BC Ferry Corporation) – Biggest concerns are speeding on the bypass and large trucks not doing brake checks. RCMP has been engaged to assist on these matters.

Director Hiltz (West Howe Sound) – Concerns include bypass traffic, noise, speed, need for a DriveBC webcam during periods of low visibility, ferry parking issues, resident engagement for terminal redevelopment project and New Brighton dock sustainability.

Director McMahon (Elphinstone) – Priority issues include storm water from private property onto highway, line re-painting on highway and Pratt Road, dangerous shoulder on highway over Chaster Creek, increased traffic on Reed Road and need for paved shoulders, increase in traffic and roads with future hourly ferry service.

Ian Hall (SCRD) – An update was provided regarding action items from the previous meeting as follows:

- Letter regarding pedestrian safety was sent
- Staff gathering information about mowing schedule from MoTI
- Parking area where highway meets 101 meets Lower Road is an MoTI right-of-way
- Capacity parameters regarding weight and number of passengers on buses is set by the Motor Vehicle Act. Bus drivers are trained on the parameters and in practice do not allow passengers to stand ahead of the yellow line or blocking sight lines.

Michelle Morton (MLA Simons Constituency Office) – MLA's office has received many concerns from constituents regarding ferry service.

Don Legault (MoTI) – MoTI Corridor Evaluation Terms of Reference are still in process of being developed.

Sgt. Poppy Hallam (RCMP) - Commercial vehicle inspections are conducted by the MoTI Commercial Vehicle Safety and Enforcement (CVSE) branch. RCMP will reach out to CVSE to coordinate inspections. Reports of vehicle safety concerns can be made to the RCMP general line.

**ADJOURNMENT**

4:21 p.m.

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Committee Chair

## SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

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**TO:** Transportation Advisory Committee – April 18, 2019  
**AUTHOR:** Sherry Reid, Deputy Corporate Officer  
**SUBJECT:** TRANSPORTATION ADVISORY COMMITTEE TERMS OF REFERENCE

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### RECOMMENDATION(S)

**THAT the report titled Transportation Advisory Committee Terms of Reference be received.**

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### BACKGROUND

The following resolution was adopted at the March 28, 2019 Regular Board meeting:

090/19      **Recommendation No. 16**      *Transportation Advisory Committee Minutes of January 24, 2019*

The Planning and Community Development Committee recommended that the Transportation Advisory Committee minutes of January 24, 2019 be received;

AND THAT the recommendations contained therein be acted upon as follows:

**Recommendation No. 2**      *Transportation Advisory Committee Terms of Reference*

The Transportation Advisory Committee recommended that the report titled Transportation Advisory Committee Terms of Reference be received for information;

AND THAT the meeting frequency be amended to “quarterly” (Section 4.1);

AND THAT the RCMP be added as a non-voting member (Section 3.1.2);

AND FURTHER THAT the Terms of Reference be brought back to the next TAC meeting for discussion.

### DISCUSSION

Staff have updated the Committee Terms of Reference. The revised Terms of Reference are provided in Attachment “A” for the Transportation Advisory Committee’s further review.

## **STRATEGIC PLAN AND RELATED POLICIES**

Enhance Board Structure and Processes

## **CONCLUSION**

The Terms of Reference for the Transportation Advisory Committee have been amended and brought back for further review and discussion by the Committee.

Attachment A: Transportation Advisory Committee Terms of Reference

Reviewed by:			
Manager		Finance	
GM		Legislative	
A/CAO	X – A. Legault	Other	



# Attachment A

## TERMS OF REFERENCE

### Transportation Advisory Committee

#### **1. Purpose**

- 1.1 The purpose of the Transportation Advisory Committee is to consider issues pertaining to regional transportation matters and to make recommendations to the Sunshine Coast Regional District (SCRD) Board on these issues.

#### **2. Duties/Mandate**

- 2.1 The Transportation Advisory Committee is a committee of the Board that will bring together the various organizations involved in transportation on the Sunshine Coast to:
- a) Provide input regarding transportation issues.
  - b) Provide an opportunity to resolve issues at a local level.
  - c) Provide a forum to disseminate information on transportation issues.
  - d) Encourage consultation on a broad range of transportation issues on the Sunshine Coast.
  - e) Make recommendations to the SCRD Infrastructure Services Committee or Board or to other member organizations listed under section 3.1.1 through the appointee of that organization.
- 2.2 The SCRD may, by resolution, and in consultation with local government members, dissolve the Transportation Advisory Committee, remove a member and amend these Terms of Reference.

#### **3. Membership**

- 3.1 The Transportation Advisory Committee is comprised of the following members or their alternates:

##### 3.1.1 Voting Members

- a) All SCRD directors or their alternates
- b) One local representative from the Ministry of Transportation and Infrastructure
- c) One local representative from BC Ferry Corporation
- d) One representative from School District No. 46
- e) One representative from Transportation Choices (TraC)

##### 3.1.2 Non-voting members:

- a) SCRD Manager of Transportation and Facilities
- b) Other members of SCRD staff
- c) Maintenance contractor for the Ministry of Transportation and Infrastructure
- d) Sunshine Coast RCMP

### 3.1.3 Other Members

- a) Upon approval of the SCRD Board, one member of a group involved in transportation related issues may attend the meetings as a voting or non-voting member as appropriate.
- b) Other interested stakeholders may attend in a resource capacity as necessary.

- 3.2 The Chair and Vice Chair of the Committee will be appointed annually by the Chair of the Sunshine Coast Regional District from amongst the SCRD Directors.

## 4. Operations

- 4.1 The Transportation Advisory Committee will meet quarterly.
- 4.2 A quorum of the voting members of the committee will be a majority of the members as listed in section 3.1.1.
- 4.3 All Committee meetings must be open to the public except where the committee resolves to close a portion of it pursuant to the *Community Charter*.
- 4.4 All formal recommendations of the Committee will be duly passed by a majority of the voting members present.
- 4.5 Delegations may appear upon written request and in accordance with the SCRD Petitions and Delegations Policy.
- 4.6 Input from the floor will be at the discretion of the Chair.
- 4.7 The authority of the Committee is limited as follows:
- a. The Transportation Advisory Committee does not have the authority to bind the SCRD in any way, nor engage or otherwise contact third parties, consultants, organizations or authorities in a manner which may appear to be officially representing the SCRD.
  - b. The Transportation Advisory Committee may communicate with external organizations and agencies to collect information and make inquiries.
  - c. Representations to the media on behalf of the Committee will be through the Committee Chair or his/her delegate.
- 4.8 Committee members are encouraged to:
- a. attend and participate in meetings of the Committee
  - b. share experiences and ideas while maintaining an open mind to others' perspectives
  - c. report back to the appropriate Standing Committee.
- 4.9 In carrying out its mandate, the Committee will work towards conducting operations in a way that:

- a. improves the economic, environmental and social well-being for present and future generations;
  - b. encourages and fosters community involvement;
  - c. enhances the friendly, caring character of the community;
  - d. maintains an open, accountable and effective operation;
  - e. preserves and enhances the unique mix of natural ecosystems and green spaces in the SCRD;
  - f. is consistent with the goals and objectives of the SCRD's strategic plan; and
  - g. recognizes advisory committees are one of many channels that the Regional Board may utilize to obtain opinions and advice when making decisions.
- 4.10 The SCRD will provide a recording secretary whose duties will include:
- a. preparing meeting agendas and distributing them to the Committee members in advance of the meeting
  - b. preparing minutes of all meetings using SCRD standard practices
  - c. forwarding the approved minutes to the Infrastructure Services Committee for further consideration and approval.
- 4.11 The role of Regional District staff assigned to serve in a liaison capacity may include:
- a. providing information and professional advice;
  - b. assisting the committee secretary in writing reports and recommendations to the Board as requested by the committee;
  - c. bringing such matters to the committee's attention as are appropriate for it to consider in support of Regional District Board direction;
  - d. serving as one of the communication channels to and from the Board; and
  - e. providing advice to the Board that may be at variance to a committee recommendation.
- 4.12 Unless otherwise provided for, meetings will be conducted in accordance with the rules of procedure set out in the Board Procedure Bylaw.
- 4.13 Committee members are subject to the Conflict of Interest legislation outlined in Section 100 – 109 of the *Community Charter*. The terms “Council” and “Committee” will be interchangeable for the purpose of interpretation of these sections.
- 4.14 Committee members must respect and maintain the confidentiality of the issues brought before them in closed meetings.
- 4.15 SCRD Directors will be compensated as per the SCRD Directors Remuneration Bylaw. Other Committee members serve without remuneration but may be eligible to have reasonable expenses reimbursed in accordance with the SCRD Policy on Committee Volunteer Meeting Expenses.

## 5. Reference Documents

- 5.1 SCRD Procedure Bylaw No. 717
- 5.2 *Community Charter*, Section 100 – 109 – Conflict of Interest
- 5.3 *Community Charter*, Section 90 – Open/Closed Meetings

Approval Date:	October 10, 2013	Resolution No.	449/13 rec.3
Amendment Date:	March 28, 2019	Resolution No.	090/19 rec. 16
Amendment Date:		Resolution No.	

## SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

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**TO:** Infrastructure Services Committee – March 21, 2019

**AUTHOR:** Remko Rosenboom, General Manager, Infrastructure Services

**SUBJECT:** CUSTOM TRANSIT SERVICE UPDATE

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### RECOMMENDATION(S)

**THAT the report titled Custom Transit Service Update be received for information.**

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### BACKGROUND

BC Transit service is provided in two formats. Conventional Transit service provides scheduled buses on predetermined routes. Custom Transit service is provided alongside regular service (para-transit) and provides eligible users having mobility challenges with trips booked from “accessible door-to-accessible door”.

Following an emphasis on reviewing Conventional Transit service through the Transit Future Plan program, BC Transit has focused attention on ensuring effective delivery of Custom Transit service. This emphasis has resulted in a series of change initiatives.

The SCRD historically provides handyDART services as the only delivery model of Custom Transit service while other local governments also have delivery models where commercial taxi providers are engaged.

In 2016, a service boundary for handyDART was established at 1.5 km from Conventional Transit routing. In 2017, in-person site visits for new applicants were implemented to ensure safe building access for handyDART vehicles, drivers and clients.

The purpose of this report is to detail recent changes to the structure of handyDART service.

### DISCUSSION

#### *Custom Transit Registration Program*

A current initiative of BC Transit is the multi-year implementation of a revised registration process for handyDART, bringing it into line with best practices across Canada (Attachment A). This new process provides each applicant with an in-person assessment by a mobility coordinator. This began on the Sunshine Coast in February; costs were included in the 2018-19 budget as the program is a mandatory element of delivering handyDART services. The objective is to better match client transportation needs with available transit services, and in this way to increase both client mobility and system effectiveness.

BC Transit has contracted a local health services company to provide the client assessments. Contracted staff have been trained to provide each new handyDART applicant an in-person mobility assessment and an overview of available transit options. Current clients are not included in the initial implementation, however over time a reassessment will be provided to all clients. This ongoing process is an effort to ensure transit access continues to best meet client needs as they potentially change over time. Staff are considering options to further educate handyDART

applicants who are assessed as deriving greater benefits from Conventional transit. A list of answers to potential questions about the program is included with this report (Attachment B).

### *Custom Transit Service Report*

In the fall of 2018 the provincial government requested that BC Transit work with local governments with no Custom Transit service on evenings and weekends to identify improvement opportunities for this service. This request is reflected in the BC Transit Service Plan 2019-2022 released in February 2019.

In Q1 of 2019 BC Transit provided a report to SCRD with Custom Transit performance information specific to the Sunshine Coast, along with relevant best practices (Attachment C). This information is intended to help the SCRD consider further Custom Transit improvements, including opportunities to align service availability both in days and hours of operations per day and the introduction of other Custom Transit service delivery models in addition to handyDART.

### *Next Steps*

SCRD will work with BC Transit to identify opportunities to expand our Custom Transit service in terms of delivery model and timing of when this service is delivered. A report will be brought to Committee once the operational and financial implications are confirmed.

### *Financial Implications*

Funds for the revised handyDART registration and assessment process were included in the 2018-19 AOA and the 2019 SCRD budget.

The financial implications of options for an expanded Custom Transit service will be presented at a future Committee meeting.

## **STRATEGIC PLAN AND RELATED POLICIES**

Providing transit service, including handyDART, aligns with the SCRD 2015-2018 strategic value and priority of Embedding Environmental Leadership, as well as the priorities of Facilitating Community Development, Ensuring Fiscal Sustainability, and Supporting Sustainable Economic Development.

## **CONCLUSION**

It is recommended that this report be received for information. The budget will not be affected by changes, while details on BC Transit initiatives will be communicated to Committee as further information becomes available.

Attachment A: January 9, 2019 Letter from Lisa Trotter, BC Transit  
Attachment B: Customer FAQ's – 2019 Custom Registration Process  
Attachment C: Jan 23, 2019 Letter from Kevin Schubert, BC Transit – Custom Transit Services Report

Reviewed by:			
Manager	X- G. Dykstra	Finance	
GM		Legislative	
Acting CAO	X – A. Legault	Other	



SCRD  
RECEIVED

JAN 29 2019

CHIEF ADMINISTRATIVE  
OFFICER

Dear Remko:

Subject: Implementation of Revised Custom Transit Registration Program

I am writing to provide an update on the launch of the revised custom transit registration process in your community.

As British Columbia's population continues to age, it is essential that handyDART<sup>1</sup> resources are focused on the customers who require this specialized service, and that accessible conventional buses are used to their full capabilities. An increasing number of transit systems across North America are moving away from a paper-based application to a more accurate and personalized method of registering custom transit riders. In 2015, following a very successful pilot of this approach in two BC Transit systems, our Board of Directors approved a phased roll-out to all other handyDART systems, as resources permit. We have successfully implemented this program in 10 communities.

As part of the continued roll-out of this program, we will be implementing the revised custom transit registration process in Sunshine Coast Transit System beginning early February for any new custom transit registrants. Replacing the previous registration method that relied solely on an application form, the revised process utilizes an in-person assessment with a mobility coordinator from Home Healthcare Network in order to match the applicant's needs with the most appropriate type of transit services available. The process takes into account each individual's travel needs in addition to their cognitive and physical abilities with regard to using the conventional service.

Mobility coordinators also inform applicants about the accessible transit options available in the community, assess their ability to travel safely, ensure their mobility aids are appropriate for transport and make recommendations to BC Transit as to the applicants' eligibility categories (unconditional, conditional, temporary, ineligible). If an applicant does not agree with the eligibility outcome, they have the right to appeal the decision.

Building on the success in other communities, we will be monitoring the revised process implementation for new registrants and would be happy to report on its progress at a future date.

Should you have any questions regarding this project, please contact me directly.

Sincerely,

Lisa Trotter  
Senior Manager, Government Relations  
BC Transit

<sup>1</sup> Two types of services are available: "conventional service" refers to trips operating on fixed routes and schedules to bus stops throughout the region while "custom service" (also known as handyDART) provides door-to-door service to registered users who have a disability that prevents them from using the conventional service some or all of the time. All vehicles in the system are low floor or ramp- or lift-equipped and can accommodate people using wheelchairs and scooters.



## **Frequently Asked Questions**

### **About the Revised Custom Registration Process**

#### **Why is BC Transit implementing a new registration process for handyDART service?**

BC Transit is implementing the revised custom registration process in order to bring it into alignment with current best practices in use across Canada. This new process will enhance the quality and personalization of handyDART registration so that it is based on a conversation rather than a paper form.

As the population continues to grow, it is increasingly essential that handyDART resources are focused on the customers who require this specialized service, and that fully accessible conventional transit buses are used to their full capabilities. The revised custom registration process includes the use of an in-person assessment with a mobility coordinator, and it is designed to match the applicant's needs with the most appropriate type of transit services available.

#### **Is this type of process being used in other transit systems?**

Yes. An increasing number of transit systems across North America are moving away from a paper-based application to a more accurate and personalized method of registering custom transit riders. The revised custom registration process was successfully launched in

#### **Why do I need to be assessed?**

There are several reasons why BC Transit has chosen to use in-person assessments for customers applying for handyDART services.

1. To make sure that you are matched with the public transit option(s) that best meet your needs.

Some customers may not be aware of the full scope of accessible services offered in their transit system. These assessments are intended to determine your abilities related to the use of public transit and also to provide you with information about the variety of transit options that may be open to you.

2. To provide you with individualized education about how to safely use BC Transit's systems (including handyDART).

It is important that handyDART customers understand how to use the system. During the assessment, the therapist will talk with you about things such as:

- How to book a handyDART trip
- How to wait for your ride
- How the system works and what to expect on board the bus
- The roles and responsibilities of a handyDART driver
- The full range of transit options available, including fully accessible conventional transit buses

The therapist will also spend time answering any questions you may have.

### 3. To ensure your safety by assessing the equipment you may use on handyDART.

We ask that customers bring their mobility equipment (walker, wheelchair, scooter or cane) with them to the appointment. The therapist will check your equipment and make sure that it is safe to be used while traveling on public transit.

### **How long is the assessment?**

Most assessments take less than one hour.

### **What does the assessment cost?**

The assessment is free of charge to anyone who has applied for handyDART services.

### **Can I bring a family member or caregiver?**

We encourage you to bring a family member, friend or caregiver to the assessment with you, especially if that person would be helpful in providing relevant information.

### **What should I bring to the assessment?**

- You should bring all the mobility equipment that you use when out in the community (i.e. walker, cane, power or electric wheelchair, scooter).
- Wear or bring clothes that are suitable for going outdoors.

### **What will happen at the assessment?**

The therapist will spend time talking with you about the difficulties that you experience getting around in the community. You may be asked about relevant medical diagnoses (that might make it difficult for you to access the regular transit system). You may be asked about changes in your physical or



cognitive (thinking) abilities. If you wish, you may invite a family member or caregiver to attend and help to provide this information.

If you have physical difficulties, there will be an assessment of your mobility. The therapist will observe how you get around (standing up/sitting down, walking, using your mobility aid(s) or using your wheelchair or scooter).

If you have cognitive or emotional difficulties that affect your ability to get around in the community, the therapist may use some special tests designed to assess whether you can safely use the bus.

Generally the assessments also include a walk/roll outdoors so that the therapist can see how you manage getting around in the community. Make sure that you bring clothing appropriate for the weather on the day of your assessment.

### **Will it be unpleasant?**

No! The therapists are there to make the experience a pleasant one. Based on follow-up telephone surveys with applicants who participated in an in-person assessment in Vernon Regional, all those surveyed found it to be a positive and respectful experience.

### **Is there an option for the therapist to assess me in my home or residential care facility?**

We understand that a trip to and from the assessment can be inconvenient for some people; however, as this is an assessment that directly relates to accessing the community (through the use of public transit), it is most appropriate to have an assessment within the community. If you do not have a ride to and from the clinic, handyDART will provide the transportation free-of-charge. This provides you with an opportunity to trial the system that you are applying to use, and discuss any questions or challenges with the therapist once you arrive.

### **I live in an assisted living facility and have already had an assessment done by a medical practitioner, so why do I need an assessment for handyDART services?**

The assessments for handyDART service are transit-specific and focus on mobility needs related to public transportation. This assessment process also reviews safety and suitability of mobility aids on public transit and includes education about all local transit service available in your area.

### **What if I'm having a better day than usual on my assessment day?**

The therapists responsible for conducting the assessments have extensive experience and education regarding assessment and treatment of individuals with a wide variety of conditions and impairments. All of the therapists have Masters Degrees in occupational therapy, and specialize in

understanding how a condition, disease or impairment affects a person's function. When assessing function, the full picture is always considered. The OTs rely heavily on information that you provide us with during the interview, and they are aware of the typical functional difficulties (and fluctuations in function) that occur with many medical conditions.

### **When will I hear back?**

BC Transit will make every effort to ensure that you receive a letter outlining your eligibility for handyDART service within 14 days of your assessment.



January 23, 2019

Attn: Local Government Partners

From: Kevin Schubert  
Director, Regional Transit Systems

Re: Custom Transit Services Report

SCRD  
RECEIVED

JAN 29 2019

CHIEF ADMINISTRATIVE  
OFFICER

Identifying and prioritizing appropriate investments in transit is a key deliverable shared between BC Transit and local governments each year. As you know, these priorities ultimately inform the annual budgeting process for all funding parties.

While investments in conventional transit services have generally kept pace with demand, increasing pressure from customers with physical or cognitive impairments is placing significant strain on custom (door-to-door assisted) transit services.

In response to these rising pressures, the Minister of Transportation and Infrastructure requested that BC Transit work with its local government partners to identify opportunities to enhance the availability and effectiveness of custom transit service throughout British Columbia. Over the past several months, we have completed a review of best practices and industry trends to guide a vision for custom transit services in BC, including handyDART.

A fulsome discussion of the findings will be undertaken at the upcoming BC Transit Workshop in June. However, one of the key findings of the review that should be considered during your budget development is the opportunity to align both the span of hours and service boundaries between conventional and custom transit. While not yet specifically required in British Columbia, this alignment is legislated in the United States and in some Canadian provinces. Equitable services generally implies that while the service solution may vary based on a customer's ability, availability and fares should not differ whenever possible.

To assist you in assessing custom transit service within your boundaries, a report has been compiled summarizing performance and corresponding recommendations in accordance with best practices. A common theme of the reports is the opportunity to align service availability both in the days and hours of operation per day, along with optimization of the distribution of custom services between dedicated and flexible service providers. In many cases, these enhancements are subject to identifying suitable, and ideally multiple, flexible service providers.

Your Government Relations Manager will be in contact shortly to share these reports and discuss any recommendations. These recommendations are intended to support informed decisions in development of your three year Transit Improvement Plan for the years 2020/21 to 2022/23. While the reports reflect the performance indicators from the

---

2017/18 operating year, updated information for the 2018/19 fiscal year will be available in May.

I sincerely hope you will consider the recommendations in the development of transit service priorities within your transit system. If you have any questions, I encourage you to reach out to your Government Relations Manager.

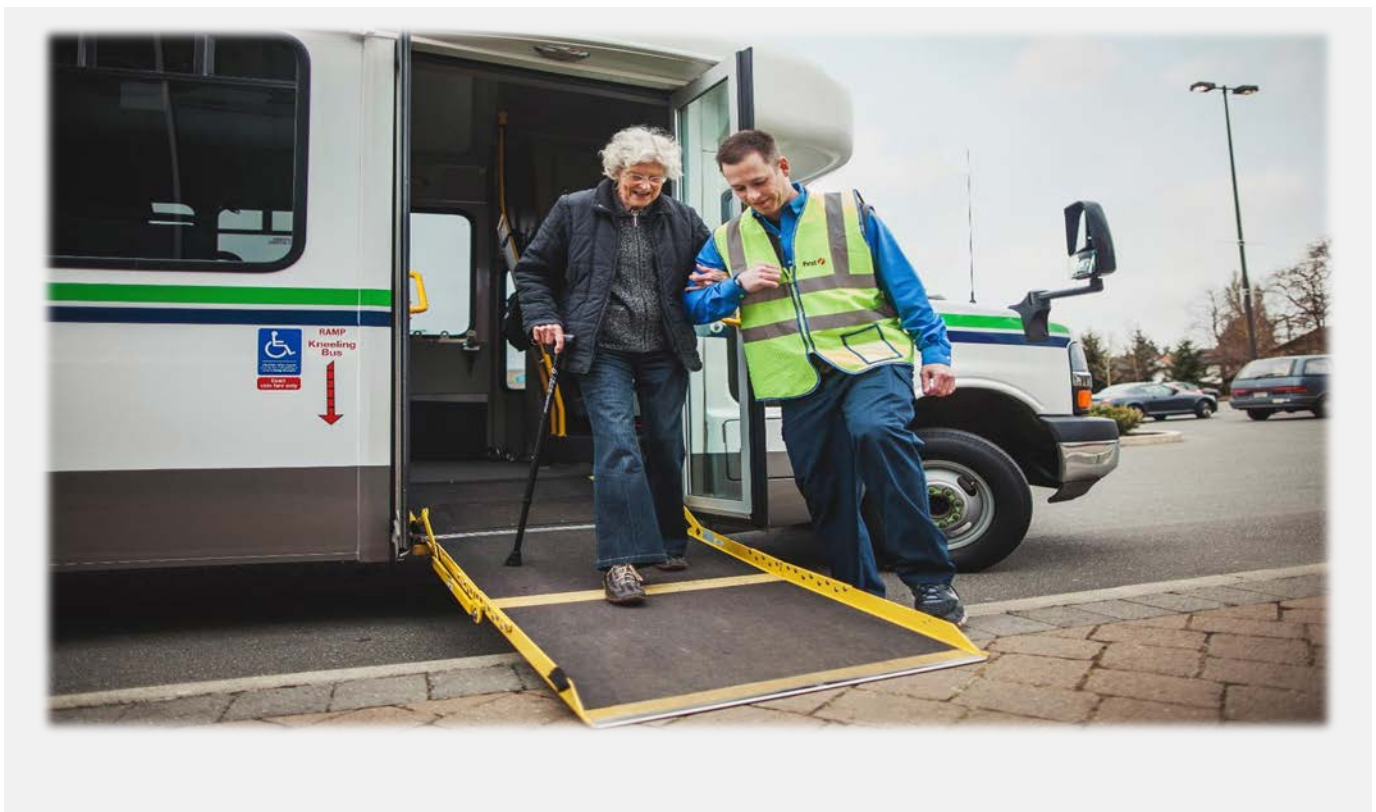
Sincerely,  
On behalf of BC Transit

A handwritten signature in blue ink, appearing to read 'K. Schubert', with a stylized flourish at the end.

Kevin Schubert  
Director, Regional Transit Systems

# Custom Transit Services

## Sunshine Coast Transit System



January 16, 2019

Name of Local Government Partner(s)



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## 1.0 Custom Transit Overview

This report is intended to provide an overview of the Custom service options within the Sunshine Coast Transit System for customers with physical or cognitive impairments. The overview consists of an explanation of Custom Transit, detailed data analysis specific to the Custom service options within the Sunshine Coast, future trends in regional demographics, and resulting recommendations, in accordance with provincial, national, and international best practices to improve system performance. The report's goal is to provide stakeholders with useful information to make informed decisions to enhance the Custom service options in the Sunshine Coast.

To support your decision making, recommendations are provided in priority order for enhancing the availability of Custom Transit in your community. This is intended to help the process for informing the three-year transit initiatives for your community. For each recommendation, we have provided a high level estimate of the investment required to achieve that specific objective. While Custom services pose unique challenges when forecasting budget and ridership impact, best efforts have been made to provide sufficient budget estimates.

### 1.1 What is Custom Transit?

Custom Transit service includes door-to-door, demand-responsive or specialized service for registered customers with physical or cognitive impairments who are unable to independently use the Conventional services some or all of the time. Depending on the community, demographics, and demand for Custom Transit, there are three Custom service options offered across the province of British Columbia (BC). These options are as follows:

**handyDART (Also referred to as Van Rides):** A Custom Transit service option that provides a door-to-door shared ride service that uses smaller vehicles to transport clients to and from locations that are pre-arranged with the client ahead of their scheduled pickup time. Once arranged, the Operator (driver) will arrive at the client's home or requested pickup location, help them board the vehicle, and safely get them to the door of their final destination.

**Taxi Supplement Program:** The Taxi Supplement Program enables the handyDART dispatcher to book trips in taxis when handyDART is unavailable, either due to capacity issues resulting from the bus being too full, or because the trip cannot be accommodated within the requested pickup window provided by the client. For instance, if a passenger requests a trip when the handyDART vehicle is unavailable, Taxi Supplement enables the handyDART dispatcher to relay the passenger's name and pickup and drop off details to a participating taxi company. The taxi company then dispatches an appropriate taxi vehicle type to the client's requested location and provides the service.

**Taxi Saver:** Taxi Saver enables registered handyDART users to purchase taxi vouchers at a discounted rate of 50%. This enables registered handyDART clients to coordinate their own trips on their own time with participating taxi companies.

## 1.2 Elements of Effective Custom Transit Services

There are many best practices recognized at a provincial, national, and international level that support the provision of effective Custom service within a transit system. Each contribute to a Custom program that maximizes the availability of customized service options for registered eligible users who are unable to independently use the Conventional services. These best practices include:

**Functional Ability Assessments:** Functional ability assessments modernize the process of eligibility based on a rider's ability to use conventional service in lieu of diagnosis, age, or mobility device. To assist in this holistic approach to transit services, BC Transit works with independent Occupational Therapists, trained on public transit service options, to provide professional assessments leading to a recommendation for an individual's unconditional, conditional, or ineligible use of Custom service options. Conditional and ineligible assessments are then validated by BC Transit staff before confirmation is sent to an applicant. This program ensures that services are efficiently and effectively allocated based on the customer's abilities. Through proper allocation, a healthier system is maintained for all users by mitigating any one component of the system being unnecessarily overburdened. This program was endorsed by the BC Transit Board for implementation in all handyDART systems by 2021/22.

**Travel Training:** Travel Training is an important initiative to encourage and support first time users to navigate the transit system. It serves to inform the community of travel options and unlock the latent demand that may exist within the region. Travel Training assists individuals who may meet the handyDART eligibility criteria in learning to use Conventional and Custom Transit Services. Travel Training provides targeted information and awareness to those members in the community that would find it most beneficial and enable their independence by increasing their comfort level with Conventional services.

**Service Equity:** A transit system should view conventional and custom services holistically and not as independent systems. This means, while the service solution may vary based on a customer's ability, availability and cost should not differ whenever possible. Fares for custom services should be equal to, or not greater than 50% of, fares for conventional service. Custom services should endeavor to be available during all hours of Conventional service. Boundaries for Custom service should reflect those of Conventional services. The American Disabilities Association recommends custom service boundaries be equal to within 1.5 kilometers in all directions of existing Conventional routes. This not only provides holistic equality to services, it also ensures that custom transit is servicing the same densely populated zones as Conventional.

**Taxi Supplement:** The use of supplemental services plays an important role in providing effective and efficient Custom service. handyDART buses are integral to the efficient transportation of customers with mobility aids and the efficiencies of moving many customers simultaneously. The use of flexible services (ie. taxis) to supplement handyDART service during peak demand periods and often for one-off customers in remote areas is key to meeting demand in the most efficient way. The effective distribution of service between dedicated handyDART vehicles and flexible services results in an overall reduction in cost per passenger.



This may be particularly beneficial in employing a strategy to achieve an equal service span to Conventional service.

**Subscription Trips:** Subscription Trips are recurring trips that are booked well in advance and allow for efficient scheduling and planning. In order to ensure availability for less frequent and spontaneous trips requests, the percentage of subscription trips should be monitored closely. When the percentage of subscription trips is high, there is less available time for non-subscription users which will likely result in an increase in unmet trips or latent demand in the system from discouraged riders. The Canadian Urban Transit Association (CUTA) suggests that a ratio equal to 50 percent of subscription trips to Van and Taxi Supplement Rides will provide sufficient availability for non-subscription trips.

These best practices, when employed simultaneously, have enabled communities across British Columbia, Canada, and the United States to thrive better than providing any option entirely on its own. By implementing these best practices, your community is better able to serve the holistic transit needs of your community.

## 2.0 Key Performance Statistics

Current Service Performance	2017/18 Actual		YoY Var		2016/17 Actual		YoY Var		2015/16 Actual		YoY Var		2014/15 Actual		2017/18 Tier Average
Van Rides per Actual Hour	2.26	9%			2.07	-1%			2.09	-15%			2.45		2.47
Unmets as % Van Ride	0.25%	8%			0.23%	-55%			0.51%	-29%			0.71%		0.51%
Subscription Trips	NA				NA				NA				NA		
As Percentage of Rides (Van and Taxi Supplement)	NA														73%

The overall performance for the system has been stable. In 2017/18 the System saw Van Rides per Hour increase from 2.07 in 2016/17 to 2.26. Geographic, sociopolitical, and demographic factors all play significant roles on how Custom services within a system operate. These factors combined with performance indicators such as the number of Unmet Trips and the number of Subscription Trips help guide future decisions on how best to offer Custom Services within your community.

Unmet Trips are counted as any trip that could not be met one hour before or one hour after the requested pick-up time, due to vehicles booked to capacity. If a requested return trip cannot be accommodated, this counts as two unmet trips. When the customer has a latest arrival time (ie. a scheduled appointment), a one-hour scheduling window should only be used on the early side to ensure the customer gets to the appointment on time. When there is an earliest departure time (ie. the time someone's program ends), the scheduling window should be from that time to one hour after. Unmet Trips are a key indicator as to whether or not other Custom Service offerings are being utilized to enable service offerings equitable to those provided by the Conventional services. Unmet Trips are further impacted by the number of subscribed users. Too many subscribed users can limit semi-spontaneous travel options and discourage current and future customers.

To reduce the number of Unmet Trips, programs such as Taxi Supplement can help. Taxi Supplement has the ability to assign flexible service options, such as taxis, for the purposes of delivering Custom services to clients looking to travel during peak travel times, or during times of the day when it makes better sense to reserve handyDART vans for clients requiring the use of large and/or multiple mobility aids. By utilizing all available Custom service offerings, the system is better able and prepared to meet the needs of their customers throughout the day.

Below reflects the distribution of demand among the Custom services:

Passenger Rides	2017/18 Actual		YoY Var		2016/17 Actual		YoY Var		2015/16 Actual		YoY Var		2014/15 Actual		2017/18 Tier Average
Total Passenger Rides	8,062	9%			7,383	7%			6,908	-15%			8,117		
Van Rides	8,062	100%			7,383	100%			6,908	100%			8,117		95%
Taxi Supplement Rides		0%				0%				0%					2%
Taxi Saver Rides		0%				0%				0%					3%
		100%				100%				100%					

This distribution of rides helps illustrate the way in which Custom services are provided in your community and demonstrates to what degree opportunities exist to adjust the distribution of rides within the Custom service offerings. Adjusting the distribution of rides allows the system to properly allocate resources to meet demand in the most effective and efficient way.

The efficient delivery of Custom services is of paramount importance as we seek to provide better accessibility for riders in your system. To illustrate the current cost breakdown for your community, we have provided a chart below to show the average Cost per Passenger Ride among the potential service offerings. It is important to note that Taxi Saver Rides reflect 50% of the fare being covered by the rider, thus the often significantly lower cost.

Operating Cost Ratios	2017/18 Actual		YoY Var		2016/17 Actual		YoY Var		2015/16 Actual		YoY Var		2014/15 Actual		2017/18 Tier Average
Cost per Passenger Ride	\$ 40.62	-6%			\$ 43.24	-5%			\$ 45.32	26%			\$ 36.10		\$ 31.79
Van	\$ 40.62				\$ 43.24				\$ 45.32				\$ 36.10		\$ 32.84
Taxi Supplement	\$ -				\$ -				\$ -				\$ -		\$ 10.80
Taxi Saver	\$ -				\$ -				\$ -				\$ -		\$ 5.47

The difference in costs among the various ride delivery methods offers an opportunity to influence the distribution of demand in an effort to optimize costs while providing a better overall span of service. Where Van Ride per Hour are lower than, or the Cost per Passenger Rider exceeds, the Peer average, there may exist opportunities to adjust the distribution of demand towards flexible services subject to their availability.

Another indicator of demand is Active Registrants. Active Registrants is defined as any user of the system within the last 18 months. In 2017/18, there were 72 new eligible users of Custom services and a total of 548 Active Registrants which is equal to 1.8% per Capita. The CUTA average for Active Registrants per Capita is 2.1%. This indicates the relative number of Active Registrants within Canada

for Custom Transit Services. Where Active Registrants per Capita is below this average, this may indicate latent demand for Custom Services and where higher than the CUTA average, it may indicate that the community is keeping up with demand.

Service Offerings	Conventional Transit	Custom Transit	Variance to Conventional
Hours of Operation	Monday-Friday: 0530 to 2400	Monday-Friday: 0830 to 1630	Monday-Friday: 0530 to 0830 and 1630 to 2400
	Saturday: 0600 to 2400	Saturday: 1000 to 1500	Saturday: 0600 to 1000 and 1500 to 2400
	Sunday: 0600 to 2400	Sunday: No service	Sunday: 0600 to 2400
Fares	Cash Fare: \$2.00	Cash Fare: \$2.00	No Variance
Service Boundaries	Yes	Municipal Boundary	To Routing

The above table identifies the availability of handyDART, and where available Taxi Supplement, services in comparison to Conventional service span of hours, fares and boundaries. The variance identifies the opportunity to enhance the transit services available in your community by taking a holistic approach and promoting equity within the transit system by ensuring those requiring Custom services have equal access during the same periods as those who access the Conventional services. Progressively addressing the variance first in the available days of service followed by the span of hours each day, fares and boundaries should be a priority towards the goal of equitable service. Flexible resources may offer an efficient method to efficiently meet, and prove, demand during these extended periods of time. Where sustainable, if not multiple, flexible service options are not currently available in your community, strategies should be developed to support their introduction.

## 3.0 Recommendations

The following recommendations are presented in priority order based on the following criteria:

- Unmet trips should be addressed as a top priority to support customer service excellence while mitigating the build-up of latent demand;
- Initiatives to accurately identify, and maximize the availability of service for, eligible users of Custom services;
- Initiatives to progressively address equity of service among Conventional and Custom services with priority as follows:
  - Days of service (ie. no weekend, Sunday or holiday service);
  - Hours of service (ie. evening service, morning service);
  - Fares;
  - Service Boundaries; and,
- Other initiatives to improve the overall program.

### 3.1 Expand Custom Service to Align with Conventional Service

To address the identified variance of Custom service availability to Conventional service, it is recommended that service be expanded in phases towards the achievement of equitable access to transit as follows:

- Introduce basic weekend Custom service on Sunday to reflect the Conventional days of operation at an estimated cost of \$40,000.
- Expand the Custom service hour span of weekday service to reflect the Conventional hours of operation at an estimated cost of \$116,000
- Expand the weekend hours of Custom service to reflect the Conventional hours of operation at an estimated cost of \$68,000

It is important to acknowledge that at this time, these costs do not reflect expanding the existing dispatch hours within which a customer will still need to call to book their trip. BC Transit is currently working on initiatives to address the expansion of dispatch hours in the most effective manner.

### 3.2 Introduce a Flexible Service Option

With no Taxi Supplement Program in your community today, it is important that efforts be taken towards identifying a sustainable flexible service provider to most effectively support the expansion of Custom services to address the inequity with Conventional service. BC Transit is acting upon several initiatives to enhance Custom service options including enhancing the requirements and oversight of Taxi Supplement Agreements.

### **3.3 Implement a Travel Training Program**

In the absence of an existing Travel Training Program, it is recommended that steps be taken to identifying an appropriate local community group who can support the implementation of such a program with the support of best practices identified by BC Transit and the local service provider.

# Southern Sunshine Coast Ferry Advisory Committee

Annex D

APRIL 2019

## Ferry

### Advisory Committees

BC Ferries meets with local community representatives to discuss day-to-day operations, planned improvements and broader policy issues such as fares and strategic planning.

### FAC Members:

Diana Mumford  
(Chair)  
Grace Carter  
Anne Cochran  
David Croal  
Ali Glencross  
Maureen Hamblin  
Paul Kamon  
Peter Kosof  
Matt McLean  
Robin Marriott  
Pat Moore  
Gary Nohr  
Lori Pratt  
Nicolas Weswixck

## Welcome to new FAC Members

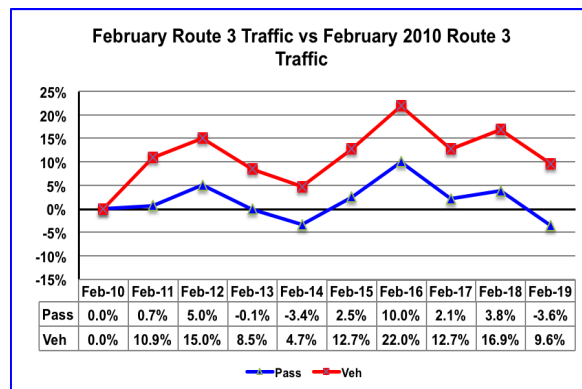
B. C. Ferries has selected the 14 members of the Southern Sunshine Coast Ferry Advisory to serve a four year term until January 2022. Their names are listed on the side of this page and they represent community members, District of Sechelt, SCRD, Town of Gibsons, School District #46 and Sunshine Coast Tourism. They bring varied experiences from commuters to seniors, so our discussions should be lively and broadbased. Our first meeting with B.C. Ferries is currently scheduled for **Wednesday, May 29th, 6-8:30 p.m. at Gibsons Public Market**. Looking forward to working with the group in representing Sunshine Coast residents.

## Queen of Surrey - docking incident

On Monday March 25th, the Queen of Surrey hit the berthing dock at Langdale, and was sitting on the end of the berth for eleven hours. Passengers and vehicles were stuck on the ferry and Route 3 service was suspended. It was a challenge and inconvenience for all ferry users but there was some good news in this incident. First and foremost, no-one was injured and the crew on the Queen of Surrey worked hard to keep the passengers regularly updated on progress of resolution and also fed and comfortable. BC Ferries did an excellent job of communication by providing regular public reports on multiple media sources as well as to the three Ferry Advisory Chairs for the Sunshine Coast routes. If information was needed, it was quickly provided. Thank you to all the staff at B.C. Ferries for a job well done in such challenging circumstances!

## Ferry Traffic - Not a 'Good News' month

**CORRECTION:** A correction to January's statistics for Route 3. The increase in passengers was 4.45%, not 7.8% and for vehicles the increase was 4.01%, not 9.1%. Sorry for the data errors!



The latest Ferry Traffic statistics are much more sobering. In comparison to February 2018, route 3 counts for vehicles is down 6.26% and 7.08% for passengers. Overall, for the year, there is a modest increase of 0.27% for vehicles and 0.03% for passengers over last year. Many factors play into the statistics — weather, holidays, special events etc.

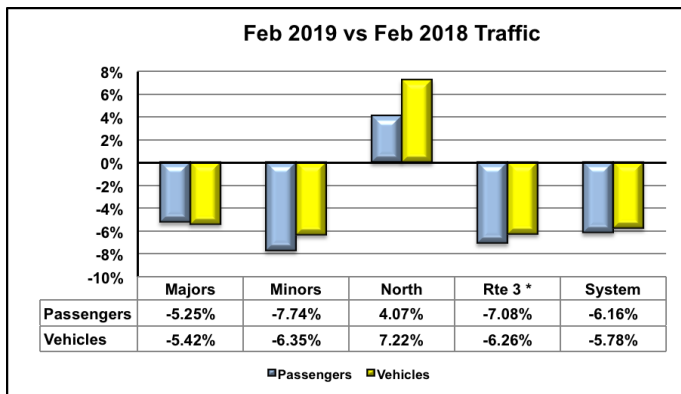
Contact

Email: [www.sscferryadvisorycommittee@gmail.com](mailto:www.sscferryadvisorycommittee@gmail.com)  
Or phone Diana Mumford (Chair) at 604-836-9651

# February Ferry Statistics!

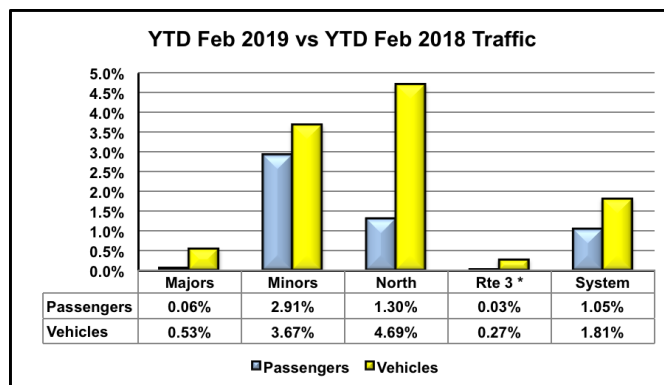
Vehicle traffic down 5.78%, passenger traffic down 6.16%, compared to February 2018. Substantial traffic losses on almost every route. The Northern routes, apparently bucking the trend, only did so as a result of gains on Route 11 offsetting the losses on Route 10. As predicted, the coastal BC weather was almost totally to blame for the traffic hit. There will still be a modest traffic increase when the year closes in another month. However the February losses have impacted the anticipated gains by about half a percent from last month. In a long term view of traffic, the years of famine have been followed by the past four years of plenty. The rough numbers for fiscal year 2019 are presented in the BCF submission for PT5 fare increase caps, but it's likely those numbers are going to prove to be a bit optimistic. The final results will be more clear in a month.

**Graph 1** Ferry traffic use (passengers, vehicles) increase/decrease % comparing months of February 2019 vs February 2018



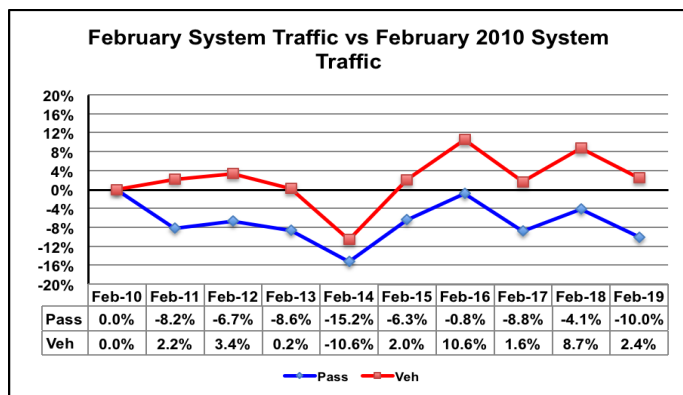
note: Route 3\* data included in Majors; also shown separately for information only

**Graph 2** Ferry traffic use (passengers, vehicles) increase % comparing Year to Date, vs Previous Year



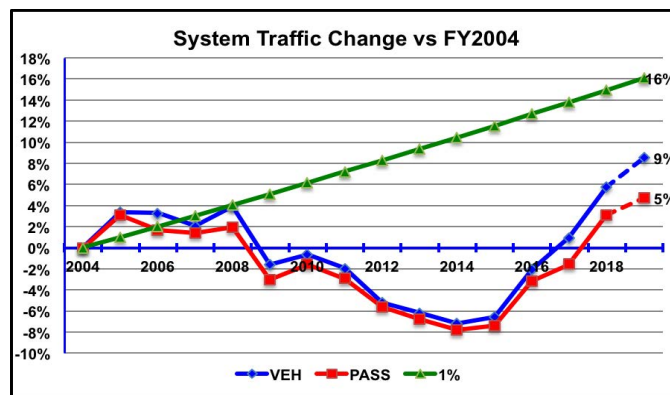
**Graph 3**

System Traffic for the Month vs Same Month, 2010



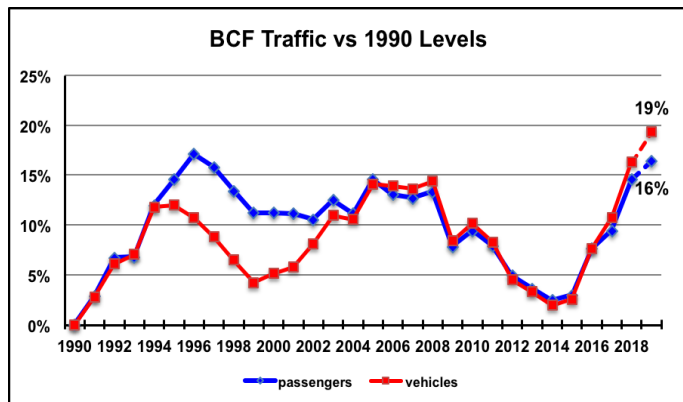
**Graph 4**

System Traffic Changes vs 1% growth since FY2004



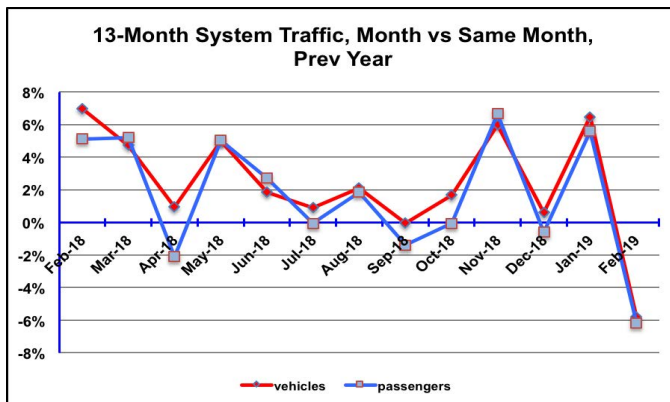
**Graph 5**

System Traffic Changes – the Long Look - Since 1990



**Graph 6**

13-Month, Month Over Same Month, Previous Year





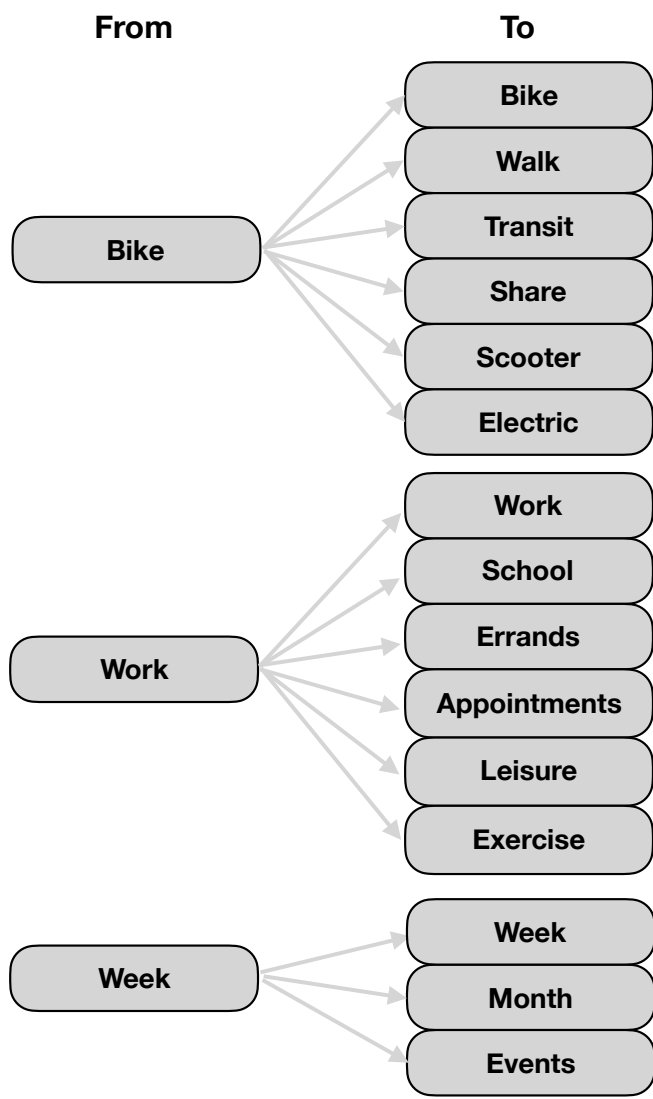
*Join the movement...*

MAY IS  
Active Transportation Month



Transportation Choices - Sunshine Coast (TraC) has sponsored Bike to Work Week for the past 8 years, with the support of local governments, business, schools and individuals. While the event has been successful in raising awareness of cycling as an option with a small number of people, the TraC board wishes to be an even stronger advocate of alternative transportation in future years. As a result, we are envisioning a transformation of Bike to Work Week into a longer, more diverse, and wider scope program. The diagram below shows the shift we want to make.

“We are looking to collaborate with other organizations and people in planning and promoting a healthy and environmentally responsible set of active and alternative transportation activities in May 2019.”



Shift the program to encourage all forms of alternative transportation that avoids the single person use of conventional automobiles.

Broaden the types of journeys that we encourage people to take using alternative and active transportation.

Transform the program from a week long series of similar daily events, to a month long set of diverse events sponsored by various people and organizations, connected by the alternative and active transportation theme.



Join the movement...

MAY IS

Active Transportation Month

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## WHAT CAN YOU DO?

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- 1) Meet with a **Active Transportation Month** organizer (see list below) to discuss what your organization might do
2. Hold conversations within your organization to determine what your organization will do:
  - To encourage use of active transportation in May 2019 by the people in your organization
  - To sponsor community events that encourage and celebrate active transportation in May 2019
  - See the attached list for some ideas of what you might do
3. Fill out the attached form and **return it to an ATM organizer by the end of March**
4. Plan and hold your events!

---

## CONTACT US

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ATM Organizer (**bold** = TraC director)

Chris Morse

**Dave Hawkins**

Eric Pinfold

**Kylie Hutchinson**

**Marina Stjepovic**

Mark Lebbell

**Mark Wilson**

**Martin Prestage**

Norma Brow

Catherine Pedretti

---

## WHAT WILL TRAC DO?

---

- 1) Encourage a wide range of organizations, businesses and governments on the Sunshine Coast to participate in Active Transportation Month
2. Provide overall coordination of Active Transportation Month activities
3. Create a master schedule of events and promote Active Transportation Month through print, radio and social media

chris.Morse@vch.ca

**dave@hawkins.ca**

eric@phitted.com

**kylieh@communitysolutions.ca**

**marinastjepovic@hotmail.com**

mlebbell@hotmail.com

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**martin@upthecreek.ca**

nbrow61@gmail.com

cpedretti2@hotmail.com



*Join the movement...*

MAY IS

Active Transportation Month

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## HERE IS A LIST OF IDEAS TO GET YOU STARTED

---

### FOR ANY ORGANIZATION

- Host a breakfast/lunch/snack station
- Kayak to grocery shopping
- Trail run to work
- Organize a hill climb (e.g. hill climb on School Road in Gibsons) • Organize a race or time trial
- Hold a Bikes against the Bus challenge
- Organize a walking school bus trip (a group of students walk together for all or part of a bus trip)
- Hold a Kindergarten bike decorating event
- Sponsor a pedestrian safety training session
- Offer a bike maintenance class
- Organize rides to ice cream parlour/coffee shop/bakery
- Hold a Night Ride
- Breweries/Cideries/Distilleries by Bus tour
- Organize a “Drive a (empty) School Bus” experience
- Organize a ride-share week
- Publish Instagram business photos
- Hold a Run to Rec (Centre) challenge
- Stand Up Paddleboard to Work
- Host a party to celebrate active transportation
- Organize Noon Hour Walks
- Hold an Electric Bike Show and Demonstration
- Organize a Seniors bicycle ride
- Organize a club run for your organization or club
- Use public transit to offer informative tours of the Sunshine Coast
- Provide musical entertainment on public buses
- Organize a Parent/Tot stroller walking tour
- Organize a Mobility Scooter meet-up

### FOR LOCAL GOVERNMENTS

- Create a Pop Up Bike Lane
- Create a temporary car free zone
- SCRD v Gibsons v Sechelt active transportation staff/council/board challenge
- Make an official declaration of Active Transportation Month



*Join the movement...*

MAY IS

Active Transportation Month

SUBMITTED BY

Name	
Organization	
Phone	
Email	

WHAT WILL YOU BE DOING TO ENCOURAGE ACTIVE TRANSPORTATION BY THE PEOPLE IN YOUR ORGANIZATION?

Activity Name	Description	Timeframe

WHAT EVENT(S) WILL YOU ORGANIZE TO ENCOURAGE AND RECOGNIZE ACTIVE TRANSPORTATION IN THE COMMUNITY?

Activity Name	Description	Timeframe



Join the movement...

MAY IS

Active Transportation Month





## **TraC Agenda Item for April 18th 2019**

### **Active Transportation Month**

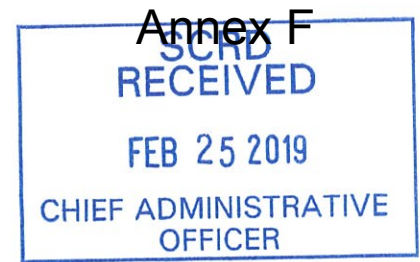
See included Active Transportation flyer.

### **Gibsons Grind Gran Fondo Cancelation**

From: <http://www.gibsonsgrindgranfondo.com/>

We regret to announce that the Gibsons Grind has been cancelled for 2019. In the 7 years of its existence, the goal of the Grind has always been to provide an affordable, safe, rider-centric event which shows off some of the beautiful scenery of the Sunshine Coast. However, the past few years has seen both a significant increase in traffic and a deterioration in the quality of Hwy 101 which is used for significant stretches of the Grind. Due to these conditions, the Grind participants are put at more risk than we would like and hence our decision to cancel. The Ministry of Transportation is currently evaluating Hwy 101 and we are hoping for improvements in the future.

**SSC101 COMMITTEE**  
***Southern Sunshine Coast, BC***



BY EMAIL

February 22, 2019

**SCRD Directors**

We are writing to seek your full support of our efforts to convince the Government of British Columbia to construct a highway here on the Southern Sunshine Coast in place of the current route which is essentially a local road and parkway. Your support would be of great value as we pursue our objectives.

The SC101 Committee is comprised of a group of citizens living, working and travelling on the Southern Sunshine Coast. Along with over 6,000 signees on a petition with more coming every day we have fundamental concerns about the transportation infrastructure on the Coast. Simply put, it is inadequate for the rapid growth in residential, commercial and visitor traffic volumes of the last several years which will only continue to rise in the future.

Our Committee has adopted the following Mission Statement:

1. To achieve construction of a new, state of the art, spectacular scenic highway from Langdale to Sechelt that meets the needs of residents, visitors, businesses, transit and first responders, now and in the years to come.
2. To upgrade the existing thoroughfare to make it a safe parkway route for local traffic as well as cyclists, pedestrians and transit.
3. To increase safety, convenience and reliability for all.

Yours sincerely

Robin Merriott  
On behalf of the SC101 Committee

**[www.SushineCoast101.ca](http://www.SushineCoast101.ca)**

[Coast101Project@gmail.com](mailto:Coast101Project@gmail.com)



SC101