



TRANSPORTATION ADVISORY COMMITTEE
Thursday, July 18, 2019
SCRD Cedar Room, 1975 Field Road, Sechelt, B.C.

AGENDA

CALL TO ORDER 2:45 p.m.

AGENDA

1. Adoption of Agenda

PRESENTATIONS AND DELEGATIONS

2. Janice Thicke, Regarding Request for Additional Signage: No Overnight Parking on Ocean Beach Esplanade. Verbal

MINUTES

3. Transportation Advisory Committee Meeting Minutes of April 18, 2019 - *receipt* Annex A
pp 1-6

BUSINESS ARISING FROM MINUTES AND UNFINISHED BUSINESS

REPORTS

4. Manager, Transit and Fleet - Park and Ride Options Annex B
pp 7-11

COMMUNICATIONS

5. Diana Mumford, Southern Coast Ferry Advisory Committee
Regarding 2019 FAC July Bulletin Report to
Follow
6. Michael Maser, Resident, Elphinstone, dated April 30, 2019
Regarding Construction of Bus Shelters Annex C
pp 12-13
7. BC Ferries, Key Stakeholder Update, dated April 10, 2019
Regarding Horseshoe Bay Terminal Development Plan Annex D
pp 14
8. William Beamish, Mayor, Town of Gibsons, dated May 31, 2019
Regarding request to Minister of Transportation & Infrastructure
regarding Sunshine Coast Highway 101 Annex E
pp 15-16

NEW BUSINESS

- | | |
|--|---------------------|
| 9. B.C.'s Active Transportation Strategy (Director McMahon) | Annex F
pp 17-44 |
| 10. Update on MOTI Corridor Review (Director McMahon) | Verbal |
| 11. Building New Bus Shelters (Director McMahon) | Verbal |
| 12. Reed Road Shoulders (Director McMahon) | Verbal |
| 13. Pratt Road / Hwy 101 Intersection (Director McMahon) | Verbal |

ROUNDTABLE

ADJOURNMENT

NEXT MEETING October 17, 2019

**SUNSHINE COAST REGIONAL DISTRICT
TRANSPORTATION ADVISORY COMMITTEE
April 18, 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	Tom Lamb
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 Woolliams

ALSO PRESENT:

(Non-Voting)

GM, Planning and Community Development	Ian Hall
GM, Infrastructure Services	Remko Rosenboom
RCMP	Sgt. Poppy Hallam
Southern Sunshine Coast Ferry Advisory Committee	Diana Mumford
Sunshine Coast Tourism	Paul Kamon
MLA Simons Constituency Office	Michelle Morton
SCRD Administrative Assistant / Recorder	A. O'Brien
Public	5
Media	1

CALL TO ORDER

2:45 p.m.

AGENDA

The agenda was adopted as presented.

MINUTES**Recommendation No. 1**

*Transportation Advisory Committee Meeting Minutes of
January 24, 2019*

The Transportation Advisory Committee recommended that the Transportation Advisory Committee meeting minutes of January 24, 2019 be received.

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;

AND THAT one representative from Sunshine Coast Tourism be added as a non-voting member to the Terms of Reference;

AND THAT reference to SCRD Manager of Transportation and Facilities be updated to Manager of Transit and Fleet;

AND THAT one representative from the Southern Sunshine Coast Ferry Advisory Committee be added as a voting member to the Terms of Reference;

AND FURTHER THAT Duties/Mandate 2.1 d) be amended to read “Encourage consultation and collaboration on a broad range of transportation issues, initiatives and long term strategic planning on the Sunshine Coast.”

The Transportation Advisory Committee discussed the procedure for recommendations to pass through the Infrastructure Services Committee or another SCRD Standing Committee prior to going to the SCRD Board for adoption. If there is urgency to a particular item, the recommendation could be brought forward directly to the Board meeting following a Standing Committee or as a late item.

Three year plan for Transportation Advisory Committee – Director McMahon

The Committee discussed topics for the Transportation Advisory Committee three year plan as follows:

- 2011 Transportation Master Plan – advocate more strongly for any items in the Plan
- Advocating with senior levels of government around areas that are out of SCRD jurisdiction: safety on Highway 101, stormwater management, connectivity between roads, communities and transportation, safety for vulnerable road users, etc.
- TraC – project planning, communication of changes or plans that will be implementing, such as BC Transit, MOTI work plan
- Collaboration and coordination at planning stages of infrastructure (watermain) upgrades and opportunity to include active transportation (bike lanes) at the same time.
- SC Tourism – background strategic planning reports for key transportation stakeholders, BC Ferry traffic projections for the two ferry service in 2024.
- Collaboration and coordination between stakeholders for large events. Ex: international downhill bike race, Earth Day festival.
- Suggestion to add Upcoming Events as a standing agenda item.
- During Roundtable, TAC members could mention any key background reports or upcoming significant events for information.
- Committee should be made aware of the review of the annual maintenance contracts and be a stakeholder in the review through the Contractor Assessment Program.
- MOTI – Contractor Assessment Program is currently being reviewed. Generally, representatives are: 1 politician, 1 transit or school bus company, 1 trucking company. It is not clear what the program will look like after being re-written.
- Suggestion for stakeholders of the Committee to present their strategic plan, current initiatives, updates around transportation initiatives.

- MOTI – project plans, service plans are available online. Transportation project announcements go through the MLA's office.
- MLA Constituency Assistant, Michelle Morton noted that Transportation related press releases can be forwarded to the Committee.

Custom Transit Service Update

General Manager, Infrastructure Services, Remko Rosenboom, provided a summary of the report content: change in registration process for new users to the handyDART program, service review of the overall custom transit service, streamline delivery model in terms of hours, days and coverage of the service. Comments and suggestions are welcomed and updates will be provided to the Transportation Advisory Committee.

Recommendation No. 3 *Custom Transit Service Update*

The Transportation Advisory Committee recommended that the report titled custom Service Transit Update be received for information.

Discussion included the following points:

- Public concerns regarding the handyDART program include: system is cumbersome for rural areas that are not covered, challenges with accessing difficult terrain, driveways, sign up process is challenging.
- Seniors Planning Table may have comments regarding this report.
- Accessible taxis would be beneficial.
- The requirement for accessing service is to be located within 1.5km distance of transit service and this is prohibitive for rural residents.

COMMUNICATIONS

Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee provided a summary of the April 2019 Bulletin: statistics for February 2019, ferry service is changing for 4 days over Easter long weekend (handout of revised sailing schedule distributed), there are 14 new Ferry Advisory Committee members.

Recommendation No. 4 *April 2019 Ferry Advisory Committee Bulletin*

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

Alun Woolliams, Transportation Choices – Sunshine Coast provided a summary of Active Transportation Month activities. The initiative encourages the use of active transportation for the month of May and includes events already happening on the coast. Bike to Work Week will still be a component of the event but be transformed into a longer, more diverse, and wider scope program. Local governments are encouraged to support and promote May as Active Transportation Month.

Recommendation No. 5 *Active Transportation Month*

The Transportation Advisory Committee recommended that correspondence from Alun Woolliams, Transportation Choices – Sunshine Coast regarding May is Active Transportation Month flyer be received.

Alun Woolliams, Transportation Choices – Sunshine Coast stated that the Gibsons Grind Gran Fondo has been cancelled for 2019 due to increase in traffic and deterioration in the quality of Highway 101. Event organizers were concerned for the safety of participants.

MOTI commented that permits were not obtained by the Gibsons Grind Gran Fondo event organizers. Events on MOTI roads require permits to address liability and public safety. Ex: bike or running events, parades.

Robin Merriott, Sunshine Coast 101 Committee stated that MLA, Nicholas Simons presented the petition to construct a new highway in the legislature in March. The petition has over 7,000 signatures. Committee members have had meetings with Minister Claire Trevena, MP Pamela Goldsmith Jones and MLA, Jordan Sturdy. The Committee is requesting support from local governments.

Recommendation No. 6 *Sunshine Coast 101 Committee Letter*

The Transportation Advisory Committee recommended that correspondence from Robin Merriott, Sunshine Coast 101 Committee regarding letter of support to construct a highway be received;

AND THAT the letter be brought forward to a future Infrastructure Services Committee meeting for further discussion.

NEW BUSINESS

Gas Tax Funding Update (Director McMahon)

Discussion included the following points:

- Federal government has announced more gas tax money, awaiting clarity on how it can be used/spent.
- In the past, the Regional District could not use gas tax money to widen shoulders or build bike lanes because they don't own the infrastructure. The Ministry has come up with a Memorandum of Understanding and license of occupation to be issued for this purpose. A pilot project is taking place on Gabriola Island to see if this options works. If the pilot works, it will be rolled out to other Regional Districts. The Licence of Occupation would be ongoing, for a minimum of 10 years.
- Gas tax money may also apply to building bus shelters.
- Timeline for MOU is an 18 month process, involves permits, license of occupation and partnership with MOTI.
- Progress on the MOU and updates will be provided to a future Standing Committee.
- District of Sechelt is exploring a mobile burner for disposal of knotweed in partnership with the Community Forest. Similar approach was used in Powell River.

Reed Road Shoulder Improvements (Director McMahon)

Discussion included the following points:

- Concern that Reed Road has become the bypass.
- Concern with the Suncoaster trail proposed route on Reed Road.
- Town of Gibsons is planning for bi-directional bike walking path on their side of the road.
- Suggestion for developing a joint strategy for Reed Road with MOTI, Town of Gibsons and SCRD.

- MOTI – Does not own right of way on some sections of North, Pratt, Payne and Reed Road. Can look at portions now, can proceed once subdivision starts happening.
- MOTI is concentrating on Highway 101 ferry-to-ferry route: widening shoulders.
- Suggestion to post signage to re-route traffic away from Reed Road.
- District of Sechelt – owners donating parts of road back to the District in return for a charitable tax receipt.
- Other alternate bike routes may be coming from Sunnycrest, Aurora, and Woodsworth Roads.

Litter Accumulation on the sides of the highway (Director Beamish)

Discussion included the following points:

- Complaints of litter on Reed Road. What programs does MOTI have for litter pick-up?
- The highway maintenance contractor is currently required to pick up litter that is visible from the gravel (once every 3-6 months). This process of changing as of May 1, with the new contract.
- Adopt-a-Highway program for litter pick up by community volunteer groups.
- Town of Gibsons is allowing residents to put out extra garbage bags for residents who pick up litter for Earth Day.
- Sunshine Coast Association for Community Living has a litter pick-up program and offered to add Reed Road to their service area.

ROUNDTABLE

Committee members provided roundtable updates as follows:

Paul Kamon (Sunshine Coast Tourism) – Interested in the tourism opportunity with increase in visitors to the coast.

Trustee Sue Girard (SD46) – Noted the letter from Cedar Grove Elementary School regarding policing, road safety, speed watch and signage.

Director Pratt (Halfmoon Bay) – Volunteers are interested in trash pick-up, will use the formal process through MOTI found online.

Director Hiltz (West Howe Sound) – Inquired about the responsibility and cost recovery for the lamp post that fell after flood in Langdale area. MOTI noted it will be covered by the maintenance Contractor.

Director Tize (Roberts Creek) – Inquired if BC Ferries can provide statistics about how many people are on the coast at a certain time of year.

James Walton (BC Ferries) – Will report back at next meeting if ridership data could be provided to the Committee as well as any traffic projections for the two ferry service in 2024.

Diana Mumford (Southern Sunshine Coast Ferry Advisory Committee) – Inquired about Park and Ride options as discussed at the last meeting.

James Walton (BC Ferries) – Interested in Park and Ride options as well. Specific dates have not been scheduled for the terminal redevelopment. Starting by end of summer, the employee parking lot will be first.

Director Siegers (District of Sechelt) – Interested in specific dates to further discussion on Park and Ride options in Sechelt.

Director McMahon (Elphinstone) – Noted that the “cat’s eyes” reflectors installed on the highway have been appreciated, centre line painting is required on Pratt Road, the three way stop at Harry Road/Oceanbeach Esplanade needs paint refreshed. Has received complaints of “jake” (engine retarder) brakes on Pratt Road (because of Gospel Rock development) and many emails about safety on Highway 101: near Poplar’s Trailer Park, highway speed, crosswalks.

Don Legault (MOTI) – Maintenance contractor is now responsible for installing 3000 “cat’s eyes”. Could put up a sign in the location where jake brakes area being used on Pratt Road.

Director Lee (Egmont/Pender Harbour) – Inquired how to find out when lines are going to be painted in Area A.

Don Legault (MOTI) – Road painting is contracted out: centre, lane and fog lines are repainted every year on Highway 101. The list of side roads for painting will be complete soon.

Remko Rosenboom (SCRD) – Noted that Transit ridership continues to increase.

Director Beamish (Town of Gibsons) – Requested the SCR D Transportation Manager present to the Town of Gibsons. The Town is interested in an Upper-lower transit connector more frequently.

Alun Woolliams (TraC) – Requested that bike lane sweeping be done before Bike to Work week event. Is the new maintenance contractor receiving feedback via social media platforms?

Don Legault (MOTI) – Noted that the contractor is aware and sweeping will be done prior to the Bike to Work week event. The new maintenance contract starts on May 1 and was awarded to Capilano Highways.

Sgt. Poppy Hallam (RCMP) – RCMP will be following up on complaints that cement trucks are not adhering to the stop sign at Veterans and Fitchett Road.

Don Legault (MOTI) – Noted that there is a paving project on Port Mellon Highway out for tender and closes next week.

ADJOURNMENT

4:19 p.m.

Committee Chair

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Transportation Advisory Committee – July 18, 2019

AUTHOR: Gordon Dykstra, Manager, Transit and Fleet

SUBJECT: PARK AND RIDE OPTIONS

RECOMMENDATION(S)

THAT the report titled Park and Ride Options be received;

AND THAT park and ride facility location and design be explored with the community in 2019/2020 as part of planned survey research to update Transit Future Plan priorities.

BACKGROUND

On March 28, 2019 the SCRD Board adopted the following Transportation Advisory Committee Recommendation from its January 24, 2019 meeting:

090/19 **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.

This report provides information on past Regional District consideration of park and ride and discussion options and roles looking forward.

DISCUSSION

What is Park and Ride?

Transit park and ride is the provision of private vehicle and/or bicycle parking space that allows users a convenient transition to public transit. Park and ride facilities should be located conveniently near a transit access point or exchange, typically (but not necessarily) at the fringe of urban areas where population density and traffic congestion increase.

Park and ride facilities may be simple – for example a gravel parking lot in a designated area next to a transit stop, or more elaborate – for example a parking garage with discounted rates for registered transit users and securely enclosed bicycle storage. In all cases the area would be signed and marketed as a location to park your car and transfer to the bus. Facility considerations include safety (lighting; crime prevention through environmental design), co-location with amenities (coffee shop, commercial services, Wi-Fi, etc.) and planning and land use effects (heat island, traffic, use of land for parking, etc.).

Park and ride supports transit service by encouraging and simplifying a travel mode shift from single occupancy vehicles to transit use (or by extending the practical range of travelling by bicycle). This reduces traffic congestion and vehicle emissions, increases the general public benefits provided by transit and obtains maximum community value from services already operating.

A local government or transportation authority may take a lead role in developing a park and ride facility. In some cases, a private or institutional landowner may see an economic or social benefit to hosting a park and ride. In such cases, the local government may take a role as a partner/facilitator, with costs and benefits shared.

Existing Park and Ride Policy/Plans

Integrated Transportation Study

The Integrated Transportation Study (ITS) completed in 2011 suggests setting up “park and ride lots at key intersections along [the Highway 101] corridor for Ride Share, transit or as formal Park and Ride locations”, as well as suggesting a park and ride facility in Sechelt “close to primary shopping areas.”

Transit Future Plan

The Transit Future Plan (TFP) approved by the SCRD board in 2014 outlines a sequential series of Service Priorities, intended to build an attractive transit service as well as respond gradually to the anticipated increase in demand. The TFP addresses the needed infrastructure in support of this goal, linked to the stages in service development. The TFP is available online at: <https://bctransit.com/sunshine-coast/transit-future>

The TFP identifies, at a general level, two potential park and ride sites: near Raven’s Cry Theatre in Sechelt and near Pratt Road/Highway 101 in upper Gibsons (page 76). Both sites proposed in the TFP are in locations where routes converge to facilitate transfers between buses.

- The Sechelt site is stated as a short-term priority, reflecting increased frequency and service expansion on Route 90 (framed as part of Service Priority 1, see page 88). This service expansion is partially complete.
- The upper Gibsons site is stated as a medium-term priority, and is intended to follow the completion of shorter-term priorities, such as the development of a new Route 5 loop through Lower Gibsons and the associated transfer point, generating ridership (page 91).

The TFP includes complementary strategies relating to transit shelter accessibility and transit priority measures (queue jumping, transit signal priority and dedicated bus lanes) that could align with development of a park and ride facility.

In order to prioritize staff resources, engage BC Transit, and plan budget considerations a decision to proceed with some or all of the remaining elements of Service Priority 1 would be needed. This could include the separation of Route 1 to include a “new” Route 5 in Lower Gibsons including an on-street transfer point in upper Gibsons, service to Chatelech School (currently planned for October), consideration of establishing new or expanding current routes and increased frequency on existing routes and Sechelt Park & Ride location.

Options and Analysis

1. TFP Direction for Park and Ride

The partial implementation of 30-minute peak service on the Route 90 and hourly service on the Route 1 has driven a significant ridership increase. The TFP and the observed growth in service demand support reviewing the development of a park and ride site in the Sechelt area as a next step. The intent of providing such a site would be to allow Sunshine Coast residents in rural areas where population density does not currently support regular service to more conveniently access transit for travel beyond Sechelt.

For the Gibsons area, the TFP recommends a focus on implementing the remaining portions of Service Priority 1 prior to considering park and ride, building on the “on-street” exchange between routes.

For either location: In collaboration with BC Transit, a feasibility study would be required. Such a study would be a new budget initiative. Staff recommend that as part of assessing feasibility market research be undertaken to assess community needs and interests respecting park and ride.

Survey research to confirm or update the priorities listed in the TFP is planned for winter 2019/2020 with BC Transit. Staff recommend that park and ride be included as a focus area (this would be a change/expansion from planned survey scope).

Partnership with BC Ferries could be explored as part of this option, including, perhaps, parking revenue providing partial funding in support of transit service enhancements.

2. Establish Test/Pilot Park and Ride Locations

SCRD could pursue the development of temporary park and ride locations. Optionally, this could form part of the research/pre-planning for a permanent site. This approach could involve partnership with landowners (SD46, mall owners, Masons, etc.) and/or the use of SCRD lands or facilities (e.g. Whispering Firs Park, Field Road Administration Office, Gibsons and Area Community Centre (in partnership with Town of Gibsons), Gibsons and District Aquatic Facility (in partnership with Town of Gibsons)).

The scale, duration, time of day, etc. for any prospective site(s) would need to be considered. The impact on operations and service levels for any SCRD land or facility would need to be considered.

3. Market Roadside Parking and Riding (Decentralized Approach)

In some areas of the Sunshine Coast rural development patterns are such that side road parking may be a practical park and ride option. For example, parking is permitted roadside on roads in Roberts Creek that intersect Highway 101. For this approach to succeed, parkers would need to follow applicable MOTI parking regulations and demonstrate “good neighbour” parking behavior.

SCRD could develop a marketing campaign, including “good neighbour” parking guidelines, for this approach. Limited-scale development of this approach could be implemented in early 2020 using existing resources. A more robust program would require either redirecting marketing resources, or additional resources, or both.

Organizational and Intergovernmental Implications

Cooperation between SCRD, member municipalities and/or SD46 is required for the development of park and ride in Sechelt, SIGD or Gibsons. MoTI may have a role. BC Ferries may be approached for partnership.

Public input is required as part of planning for the development of park and ride.

Development of an agreement and/or bylaw amendments may be required as part of implementing a park and ride project, depending on the scope and location.

Financial Implications

Current transit resources are focused on existing bus operation. The planning and delivery of new park and ride projects would be an enhancement to service that is above and beyond what is currently resourced. Potential projects would require the involvement of Transit, Planning and Community Development, and Finance.

The options presented represent a wide spectrum of time and cost implications. Subject to Board direction, staff recommend developing more information on costs and financial implications.

Timeline for next steps or estimated completion date

The timelines for options described above are dependent on scope and resources (budget). If directed, staff will provide further information on the option(s) or scope preferred.

STRATEGIC PLAN AND RELATED POLICIES

The subject of this report aligns with the Integrated Transportation Study (2011) and Transit Future Plan (2014). Mobility and transit use support community development through social and economic participation as well as environmental leadership.

CONCLUSION

Information about transit park and ride, including short, medium and long-term options on the Sunshine Coast is provided. As current Transit resources are focused on the operation of buses, the planning and development of new park and ride projects requires redirection of resources, new resources, or both.

With Board direction, staff can provide more detailed information about timing and costs for the options of greatest interest.

Survey research on Transit Future Plan priorities is planned for winter 2019/2020. Staff recommend that the scope of the survey be expanded to include, specifically, questions about park and ride.

Reviewed by:			
Manager		Finance	X - T. Perreault
GM	X - R. Rosenboom X - I. Hall	Legislative	X - A. Legault
I/CAO	X – A. Legault	Other	

Sent: Tuesday, April 30, 2019 2:55 PM
To: Gordon Dykstra <Gordon.Dykstra@scrd.ca>
Cc: Ian Hall <Ian.Hall@scrd.ca>; Lori Pratt <Lori.Pratt@scrd.ca>; Angie Legault <Angie.Legault@scrd.ca>; Donna McMahon <Donna.McMahon@scrd.ca>
Subject: Fwd: Bus Shelters - Sunshine Coast transit route

Re: Bus Shelters - Sunshine Coast transit route

Mr. Dykstra, please note the letter below I sent earlier today to the Minister of Transportation and Infrastructure, re: construction of bus shelters on Sunshine Coast transit routes.

I would like to request this be included in the next Transportation Committee agenda package as communications.

I look forward to your response as well, with an offer (again) to help create a solution to this ongoing problem - especially where I live on Pratt Road.

Thank you kindly,

Michael Maser (and spouse Lisa Housden)

Begin forwarded message:

Subject: Bus Shelters - Sunshine Coast transit route
Date: April 30, 2019 at 11:19:30 AM PDT
To: Minister.Transportation@gov.bc.ca
Cc: "Legault, Don TRAN:EX" <Don.Legault@gov.bc.ca>, Donna McMahon <donna@donnamcmahon.ca>

Honourable Claire Trevena
Minister of Transportation and Infrastructure
Government of British Columbia

April 30, 2019

re - Bus Shelters - Sunshine Coast transit route

Honourable Minister,

I have written your office about this, previously.

With this letter I am requesting, again, more bus shelters be erected on the Sunshine Coast bus route. Particularly, I am requesting shelters be constructed at the intersection of Pratt and Chaster roads in Area E - Elphinstone, where there are currently one bus post and one bus pull-out.

It is utterly unacceptable to me that, for the 15 years I've lived in Area E, amidst much population growth and swelling vehicular traffic problems, bus shelter construction has stalled or is negligible.

We have much need to get people out of vehicles on the coast (especially in my area) to reduce traffic congestion and vehicular emissions. Public transit is a viable option EXCEPT for 8 months of the year it rains here and any adult or child wishing to take a bus risks getting drenched waiting for a bus that might be a few minutes late. Or the bus might be on time but people have arrived at the bus stop early, as many do.

This has happened to me each year I've lived here, including recently. I want to take the bus, considering the service is provided, yet I don't want to risk getting drenched, especially during the winter months. And this is true for many of my neighbours and colleagues, and their children.

The solution is, clearly, to build more shelters.

Recently, my elected area representative, Donna McMahon, forwarded to me a file with some construction parameters for 'rustic' bus shelters: 2-post or 4-post. In most cases, including nearby to my house, a 2-post shelter would be adequate.

However, included in this file is a cost breakdown for constructing a bus shelter, ranging from **\$6250 - \$7750**, with a proviso that this will take 2 men, 2-3 days to complete.

This. Is. Outrageous.

I have checked in with friends and contractors and am assured that cost for constructing either a 2 or 4-post shelter would top out at \$1500 maximum, and take less than a day to complete.

Why is the public being 'milked' in this way, Minister Trevena?

And if you wish to seek to reduce costs further, I can assure you that local businesses and organizations, even individuals, would jump at the chance to help sponsor shelter construction, in exchange for a plaque acknowledging their contribution, as we do now in the construction of so many benches in our parks and on walkways. Add in volunteer labour and we have a win-win solution.

I hope you will give my ideas a thorough consideration, and I look forward to hearing back from you.

Sincerely,

Michael Maser (and Lis Housden)



SCRD
RECEIVED

APR 12 2019

CHIEF ADMINISTRATIVE
OFFICER

Key Stakeholder Update

April 10, 2019

Horseshoe Bay Terminal Development Plan Engagement – A Vision for the Future Concept Refinements Continue

We wanted to provide you with a quick update on the Horseshoe Bay Terminal Development Plan as we continue to refine draft concepts for the terminal. As you may remember from our last update, draft concepts for the terminal have been developed. Over the past three months we have been working through final internal reviews and holding workshops and meetings with the District of West Vancouver, Translink, and the Ministry of Transportation & Infrastructure. This process has been critical to ensure the concepts we are developing are meeting our operational needs, while integrating with the surrounding transportation network, and with the other various plans underway for Horseshoe Bay Village.

Through this review process, we have gathered valuable feedback that we wish to consider before we present the draft terminal concepts to communities for review. To provide time for these refinements to take place, and to allow for further review and analysis, our engagement activities will occur later in the year than expected; we anticipate early fall after the busy summer holiday season is over.

We are also aware that the District of West Vancouver is starting their Local Area Planning process for Horseshoe Bay this Spring. We will remain engaged in this process as a key stakeholder and will be following the outcomes of these important discussions.

In the meantime, we continue to plan for a number of engagement activities for the Horseshoe Bay Terminal Development Plan that will be widely promoted to communities later this year, including:

- Key stakeholder workshops
- A community open house in Horseshoe Bay
- Pop-up engagement events at the terminal and on board vessels
- Online engagement

We will continue to keep you updated as we progress. In the meantime, we welcome any questions you may have about the Terminal Development Plan. As always information, including reports on our previous engagement activities, are available on our webpage at www.bcferrries.com/about/hsbvision.

Project Manager Contact Information

If you have any questions about this information or the process itself, please contact Darcy Vermeulen, Director with Context Research and Project Manager for the Horseshoe Bay Terminal engagement, at (604) 669-7300 ext. 209 or dvermeulen@contextresearch.ca.



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OFFICE OF THE MAYOR | WILLIAM BEAMISH

May 31, 2019

Honourable Claire Trevena
Minister of Transportation & Infrastructure
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2

Dear Minister Trevena:

Subject: Highway 101 – Sunshine Coast, BC

I am writing to request that your Ministry implement a consultation and planning process with residents on the Sunshine Coast regarding safety upgrades to Highway 101 and the eventual addition of a bypass between Langdale and Sechelt.

Recently, while driving to Sechelt, I observed another accident on Highway 101 that resulted in a vehicle being overturned in a ditch on a narrow portion of road. I do not know the cause, or if anyone one was injured, but that is not the point. It happened, and it will happen again until this highway is doubled with a bypass route to move traffic safely for our most vulnerable road users on our coast.

Several years ago, and for similar reasons, an inland route was constructed on Vancouver Island in order to move traffic safely and efficiently from Nanaimo to Campbell River while continuing to provide an alternate scenic route with access to established communities like Parksville, Qualicum, Bowser, and others. Their highway design works, while ours does not.

Highway 101 is much more than a route between BC Ferries in Langdale and Egmont:

- It is a local road for the residents of Gibsons, Elphinstone, Roberts Creek and Sechelt;
- It is a transit and school bus route with children standing on the road waiting to be picked up;
- It is a bicycle route;
- It is a truck route with many tanker trucks, logging trucks and other heavy-duty vehicles using it daily;

TOWN OF GIBSONS

"Nature is our most valuable asset"

- It is a tourism route with vehicle & bicycle traffic visiting our local communities while travelling towards Powell River and Vancouver Island on the highly promoted Circle Tour;
- It is a commercial-business route serving local stores, four malls, Gibsons Pool and the Sunshine Coast Recreation Centre; and,
- It is an emergency route providing access to the hospital in Sechelt;
- It is an evacuation route in case of a fire, earthquake or other emergencies.

Minister, Highway 101 is no longer adequate or safe to provide all of these services at once, and as a result, lethal accidents regularly happen.

Our Council is prepared to support you and work with you and your staff to initiate action leading to a plan, not just to repair an old road, but to add another option to it. We support similar initiatives that have been expressed by the Sunshine Coast Regional District, the District of Sechelt and by the local Highway 101 Committee.

In the short term, we support the improvements to widen and pave shoulders for cyclists and other actions currently in process. However, it is not enough. As our communities continue to grow, traffic on the highway increases. We need to implement actions such as reducing the speed limit from the Gibsons boundary to the opposite side of Woodcreek Park, as well as the installation of crosswalks at Woodcreek Park and the adjacent trailer park so residents can safely access public transit.

Minister, I look forward to your reply to this letter and to meeting with you very soon at a location and time of your choosing, Gibsons, Victoria, or, if it is convenient to you, Vancouver before or during the 2019 UBCM Conference. This is a high priority for our communities.

Sincerely,



Bill Beamish
Mayor

Cc: SCRD Transportation Committee
Mayor Slegers, District of Sechelt

TOWN OF GIBSONS

"Nature is our most valuable asset"

cleanBC

Move Commute Connect

B.C.'S ACTIVE TRANSPORTATION STRATEGY





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MESSAGE FROM THE MINISTER

Across this province people want cleaner and better options for getting where they need to go—we've listened and created a plan to help us move, commute, and connect more easily and safely.

As part of our CleanBC plan to build a stronger, brighter future for this province, we are making active, cleaner transportation easier and safer—helping us all be part of a cleaner, healthier and more sustainable B.C.



In this strategy you will learn how we are working with regional, local and Indigenous governments to support infrastructure that makes life better. You'll learn about education and incentive programs that aim to make active transportation choices more affordable. As well, we are committed to making improvements to our current transportation networks so all British Columbians—of all abilities—feel safe when traveling.

For me, my bike has been a reliable source of transportation—connecting me to the places I need to go as well as grounding me in the communities I've lived in. I know first-hand that active transportation can be fun, cleaner, and easier than other options.

Our government wants to make life better for British Columbians. By designing and creating routes that are well-connected, accessible, safe and enjoyable, we are giving more people the opportunity to choose an active mode of travel. We want our children to have safe paths to school. We want to have good sidewalks, bike lanes and trails in place to make active

transportation a viable choice when traveling through neighbourhoods, communities and city centres.

We are focused on protecting our environment because there is nothing more important than taking care of the place we call home. Our CleanBC plan puts us on the path to a cleaner future. Our strategy for active transportation plays a key role in this. When we use our own power to move around, we can relieve traffic congestion and reduce pollution—for the benefit of ourselves, our children and our grandkids.

Many people across the province contributed to the development of this strategy and their efforts are greatly appreciated. These much-needed investments will help shape the future of transportation and they will strengthen communities all over our beautiful province.

A handwritten signature in blue ink, appearing to read 'Claire Trevena'. The signature is fluid and stylized.

Honourable Claire Trevena

Minister of Transportation and Infrastructure

MESSAGE FROM THE PROVINCIAL HEALTH OFFICER

To develop and advance the health of British Columbians we must work as a province to increase opportunities for active living, and decrease motor vehicle related injuries and fatalities. I support B.C.'s Active Transportation Strategy as an initiative that has numerous health benefits for B.C.



In 2016 the Office of the Provincial Health Officer released the report *Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-being in B.C.* This report highlighted the need for greater focus on vulnerable road users such as pedestrians and cyclists. It also underscored the importance of collaborative work across government and with non-government partners to achieve a system with zero traffic fatalities ("Vision Zero").

I see this strategy as a crucial step in advancing Recommendation 4 of that report:

Focus provincial strategies, programs, and policies regarding roadways and infrastructure on the health and safety of vulnerable road users, and increase opportunities for safe, active transportation and public transportation. This should include commitments to develop vulnerable road user and active transportation-friendly plans for each region of B.C.

Moving toward more active transportation will support British Columbians to be more active. Physical activity has health benefits for individuals, families and communities, and for the environment and the economy. In January 2019, I released the report *Taking the Pulse of the Population: An Update on the Health of British Columbians*, which showed that the province is not currently on track to meet established goals for physical activity.

Systematically moving B.C. toward active transportation, including in related infrastructure, education and access, has the potential to simultaneously increase physical activity of British Columbians, reduce motor vehicle crash injuries and fatalities, and improve environmental health.

Active transportation should be a priority in B.C. As the Provincial Health Officer of B.C., I fully support the objectives and actions outlined in the new Active Transportation Strategy.

Sincerely,

A handwritten signature in black ink that reads "Bonnie Henry".

Bonnie Henry

MD, MPH, FRCPC
Provincial Health Officer



EXECUTIVE SUMMARY

Move. Commute. Connect. is B.C.'s strategy for cleaner, more active transportation, part of the Province's CleanBC plan to build a better future for all British Columbians. Over time, our investments in active transportation will change how we get around by safely and conveniently connecting the places where we live, work, learn and explore. By making it easier for people to commute to work or school using active transportation methods, we cut down on carbon pollution and help make life better for people.

Our government is focused on protecting the environment and working in partnership with communities to improve our province-wide walking, cycling and other active networks. Together we can work towards creating community-specific active transportation networks that are safe, accessible and convenient for pedestrians, cyclists, transit riders and motorists—of all ages and abilities.

With this Active Transportation Strategy, we will:

- Double the percentage of trips taken with active transportation by 2030.
- Inspire British Columbians of all ages and abilities to choose active transportation with incentives that encourage active transportation use—like the Scrap-It e-bike rebate, Learn to Ride programs and Active and Safe Routes to School.
- Build on the success of the BikeBC program, so communities can build integrated and accessible active transportation systems that work for all active transportation users.
- Work together with communities to create policies and plans that enable and support complete active transportation networks across the province.

These steps include a focus on safety and integrating transportation and infrastructure planning. We're making sure that projects like new bridges and interchanges are designed to make walking, cycling and transit safe and convenient for everyone.

Over the next year, our strategy includes specific steps to:

- Review the *Motor Vehicle Act* to address the definition of road users to include emerging active transportation modes, such as electric bikes, scooters and skateboards.
- Work with ICBC to further develop education content that includes the rights and responsibilities for all road users. This will increase safety and reduce serious injuries.
- Provide cost share funding to communities to help build and complete safe active transportation networks and connections by expanding the existing Provincial grant program to include all forms of active transportation.
- Publish, promote and implement an Active Transportation Design Guide for cross-government consistency—making it easier for communities to incorporate active transportation into their infrastructure planning.

We've also identified a number of steps through to 2020 and 2021 that focus on improved planning, public education and awareness, and safety improvements. We are developing action plans for the coming months and beyond as we roll out these initiatives. Together, we're making our communities more livable with investments in cleaner and safer transportation options.

CLEANER WAYS TO MOVE, COMMUTE, AND CONNECT

Active transportation supports our government's three key commitments to British Columbians: to make life more affordable, to deliver the services people count on, and to build a strong, sustainable economy.

This work is part of the Province's CleanBC plan to build a more prosperous and sustainable future for British Columbia. CleanBC identifies clear initiatives and priorities to help grow a low-carbon economy that creates opportunities for all British Columbians while protecting our air, land and water. When it comes to transportation, that means providing cleaner options and helping to reduce gridlock and carbon pollution.

WITH CLEANBC WE'RE BUILDING A MORE SUSTAINABLE TRANSPORTATION SYSTEM—ONE THAT HELPS GET PEOPLE OUT OF THEIR CARS AND THAT IS ACCESSIBLE FOR EVERYONE.



With CleanBC we're building a sustainable transportation system—one that helps get people out of their cars and that is accessible for everyone, regardless of age, ability, ethnicity or gender. The Province is working to make active transportation options more convenient, available and affordable. This will help put British Columbia on a path to lower greenhouse gas emissions, build healthier communities, provide more affordable transportation options and reduce traffic congestion.

Working together

Working with local governments, Indigenous communities, transportation organizations, community groups and the people of B.C., active transportation can become a more attractive and accessible choice to move around our province. Today, many people already choose active transportation as part of their daily lives. For some, active transportation may be mostly recreational—a way to spend time with friends or family, or a form of exercise. For others, it is their primary way of getting to work, school, appointments and shopping. For many more, it is a 'once-in-a-while' mode of transportation—limited by factors such as distance, geography, climate, accessibility, or safety concerns.

With this Strategy, the Province of British Columbia is working to align our policies, programs, and funding to support the growth of active transportation, and to make it more accessible for people of all ages and abilities, no matter where they live. The Ministry of Transportation and Infrastructure—in consultation with other ministries, local government, Indigenous communities, community stakeholders and the public—has developed this strategy as a guide to a cleaner, healthier and more sustainable British Columbia.



Our goal: Doubling the percentage of trips taken with active transportation

By 2030, the province has set a target of doubling the proportion of trips taken using active transportation. To reach the target, active transportation has to become a preferred choice for more people and one that is easy, efficient, safe and affordable. Active transportation needs to integrate seamlessly with other modes of transportation—such as BC Transit, TransLink and coastal and inland ferries—and into and from communities, so that the traveling public can get to where they want to go.

As we listened to British Columbians from all parts of the province—both those who currently use active transportation and those who don't—we heard a number of common themes:

- A need for more, better and safer infrastructure in all regions of B.C.
- A desire for improved education about active transportation options and their benefits and, for all road users, more education on the rules of the road.
- A priority to shift the way communities are developed and how we design infrastructure and allocate funding.

This strategy identifies actions needed to make active transportation more attractive. Some of these actions can be done in the short term, while others—like updating legislation—may be longer-term solutions. In the coming months, we will develop a series of action plans that will explain in more detail how we will achieve the goals and initiatives we discuss in this Strategy. While the Province will lead and support many of these initiatives, communities will have to work together to make active transportation a success in British Columbia.

Mode share refers to the percentage of trips that are taken using types of transportation: for example, the percentage all trips that are made using a bicycle. Currently, the mode share of cycling in B.C. is 2.5 percent. This mode share varies significantly between regions and communities, with some urban areas—such as Vancouver—having considerably higher mode share percentages than other areas. Population density, geography, infrastructure and climate can all affect mode share. The Province aspires to double active transportation mode share in communities throughout B.C. by 2030, cementing its position as a national leader.



Getting to Vision Zero

Many British Columbians—including stakeholders, academics and the public—have advocated for the adoption of Vision Zero, which would see no fatalities or serious injuries resulting from collisions or crashes on the road. The Province supports this initiative and has identified several steps that are needed to reach Vision Zero.



Created in Sweden, Vision Zero is an international project that would see the number of serious injuries and fatalities on the road reduced to zero. Many of the actions described in this strategy support the Province's path to Vision Zero, including:

- Working with communities to build and improve safe active transportation infrastructure
- Working with partners to boost enforcement of road safety laws
- Creating an active transportation education toolkit
- Delivering safety training and education programs
- Conducting research to better inform planning for active transportation safety
- Encouraging municipalities to use the B.C. Active Transportation Design Guide

Listening and learning as we developed this strategy

To help shape this Strategy, the Ministry of Transportation and Infrastructure talked with transportation providers, local government, Indigenous communities, community organizations, and other British Columbians. Since September 2018, we met with many groups and individuals, including municipal planners, cycling organizations, walking groups, transit providers and community organizations.

Between March and May 2019, a comprehensive consultation process was undertaken that included organizations and individuals from across the province. The outreach helped us to better understand the state of active transportation in different communities, the opportunities and challenges British Columbians face, the differences between urban and rural communities and how to increase participation in active transportation. Eight regional fora were conducted around the province - in the Lower Mainland, Northwest, Southeast, Interior and on Vancouver Island. A public engagement process was held online through the EngageBC website.

The regional forums were attended by almost 200 stakeholders and more than 8,000 visits to the online forums occurred on EngageBC. With more than 1,800 comments posted to the online forums, our engagement for the Strategy had a record-high participation rate. A summary report of the comments is available online at engage.gov.bc.ca/activetransportation.

To ensure that active transportation is accessible for everyone, regardless of age, ability, ethnicity, or gender—we have developed this Strategy using a Gender Based Analysis Plus (GBA+) lens. GBA+ is a people-centred approach to strategy development that considers gender, race, ability, sexual orientation, age and language throughout the entire process.

The province is also engaging with Indigenous communities and organizations on a wide-range of CleanBC initiatives, including this strategy. In addition to these government-to-government engagements, Indigenous communities across B.C. were contacted to obtain additional input, and local Indigenous representatives attended many of the regional forums to welcome participants to their traditional territories.

The Province recognizes the importance of Indigenous knowledge and is committed to ensuring that the values and aspirations of British Columbia's Indigenous Peoples are included in this strategy.

By putting people at the centre of decision-making, the Province can ensure this strategy responds to the needs of all British Columbians. For example, many people face the cost of a long commute from work to home and back, with a lack of walking, cycling and other active transportation facilities in their communities. People with less disposable income, or who may not have a valid driver's licence, must rely on active transportation as it costs less or is free. As a government, we want to make sure that our active transportation networks are expanded so more people have safe and accessible options.

ABOUT ACTIVE TRANSPORTATION

Active transportation does not have a single definition. At its most basic, it refers to all human-powered forms of travel. Walking and cycling are the most common, but running, scootering, skateboarding, in-line skating, using a wheelchair, paddling, skiing, snowshoeing, horseback riding and using electric bicycles or scooters are all types of active transportation.

Throughout this process, British Columbians have shared what active transportation means to them and how it fits into their daily lives. They reflected on how active transportation provides people with opportunities to connect with neighbours and their communities, and how it improves their physical and mental wellbeing. Other topics discussed are affordability compared to other transportation options, and how it's environmentally friendly. Throughout the consultation process, it was clear that although active transportation means something different to everyone, it is very important to the lives of many British Columbians.



KEY PATHWAYS

To double the proportion of trips made using active transportation, we've identified three key ways to help us get there:

- 1 Inspiring British Columbians to choose active transportation: active transportation should be a safe, easy and convenient way for people to get around**
- 2 Connecting you where you need to go: British Columbia should have an integrated, safe and accessible active transportation system that works for everyone**
- 3 Working together and planning for the future: Policy and planning should support integrated, comprehensive active transportation networks**

We have identified a number of initiatives and specific short-, medium- and long-term actions that the Province will take to achieve our vision.

SHORT (LESS THAN 1 YEAR)	
1 Active transportation should be safe, easy and convenient	<ul style="list-style-type: none"> Expand the Scrap-It e-bike rebate and explore more e-bike supports Provide funding to promote Learn to Ride programs and safe and active routes to school planning Encourage provincial employees to shift to active modes, and encourage employers to support active transportation as part of workplace wellness and as a principal means of commuting to work Provide increased support to community-based active transportation programs and events (e.g. Bike to Work Week)
2 British Columbia should have an integrated, safe and accessible active transportation system that works for everyone	<ul style="list-style-type: none"> Expand the existing Provincial grant program to include all forms of active transportation and to support planning and infrastructure Continue to use the Community Safety Enhancement Program to support improvements to active transportation infrastructure in communities Pursue options to secure further funding to support expanded Provincial Grant programs and supports for rural and Indigenous communities As provincial highways are developed, improved or reconfigured, integrate active transportation in their design and construction Continue improving connections and facilities at transit hubs and stops (e.g. through the Transit Minor Betterments Program) Conduct enhanced road shoulder cleaning (e.g. of snow and debris) on provincial roads Provide planning and design support to ensure that community planning addresses active transportation constraints and opportunities
3 Policy and planning should support integrated, comprehensive active transportation networks	<ul style="list-style-type: none"> Update the Ministry of Transportation and Infrastructure's cycling policy to become an active transportation policy Support research to identify and address the barriers to participation in active transportation, with a focus on underrepresented populations Encourage use of the newly developed B.C. Active Transportation Design Guide at all levels of government for infrastructure and planning

MEDIUM (1 TO 2 YEARS)

1 Active transportation should be safe, easy and convenient	<ul style="list-style-type: none"> • Work toward ensuring that adequate end-of-trip facilities are available in government buildings • Promote adoption of the Vision Zero principles outlined in the B.C. Community Road Safety Toolkit to communities and partners • Work with partners to boost enforcement efforts to eliminate conflicts between active transport and other road users • Partner with community organizations to develop a provincial active transportation education toolkit for AT users and drivers • Partner with community organizations to deliver safety training and education with an emphasis on promoting active transportation among those who don't currently use it • Partner with community and public safety organizations to deliver anti-theft campaigns and bicycle registration programs
2 British Columbia should have an integrated, safe and accessible active transportation system that works for everyone	<ul style="list-style-type: none"> • Work with communities to develop safe infrastructure on local roadways through programs like the Community Safety Enhancement Program • Encourage the development of end-of-trip facilities and other supportive infrastructure at transfer points (e.g. provincially owned buildings, transit stations, ferry terminals and airports) • Explore opportunities to leverage federal funding to support active transportation • Facilitate discussions with local governments, Indigenous Communities and transit providers to continue to improve the integration of transit with active transportation networks
3 Policy and planning should support integrated, comprehensive active transportation networks	<ul style="list-style-type: none"> • Review legislative, regulatory and policy frameworks — including the <i>Motor Vehicle Act</i> — to acknowledge all road users and emerging active transportation modes • Establish an avenue to promote partnerships and create a website / resource hub to share tools, resources and best practices • Work with partners to conduct research and data collection to track increase in mode shift and better inform planning for active transportation safety • Work with local governments and Indigenous communities to develop and support multimodal connections and provide clear and consistent signage to help people find their way around • Support municipal planning to connect local and regional active transportation infrastructure with provincial infrastructure

LONG (MORE THAN 2 YEARS)

1 Active transportation should be safe, easy and convenient	<ul style="list-style-type: none"> • Develop and launch public awareness campaigns to encourage people to use active transportation • Partner with the tourism sector to promote active transportation
2 British Columbia should have an integrated, safe and accessible active transportation system that works for everyone	<ul style="list-style-type: none"> • Determine the ways in which we can enhance rail trails and bridge connections and improve access to trails on private land
3 Policy and planning should support integrated, comprehensive active transportation networks	<ul style="list-style-type: none"> • Work with ICBC to develop driver education content that includes rights and responsibilities of all road users • Identify possible mechanisms for local government funding for active transportation, including the use of Development Cost Charges • Support opportunities for active transportation infrastructure in new construction • Encourage local and regional governments to take consistent approaches to active transportation planning through Official Community Plan development, by-laws and policies

Key pathways and initiatives

1 Inspiring British Columbians to choose active transportation

ACTIVE TRANSPORTATION SHOULD BE A SAFE, EASY AND CONVENIENT WAY TO GET BRITISH COLUMBIANS WHERE THEY NEED TO GO

We want British Columbians to choose to use active transportation not only because of its environmental, health and social benefits, but because it is a safe and efficient way to get around. To achieve this, infrastructure and policies need to support the growth of an even stronger culture of active transportation throughout our province.

Greater recognition of active transportation as a viable, safe and efficient mode of transportation is essential to meet the target of doubling mode share by 2030. To support this, British Columbians will need to have access to—and awareness of—active transportation options, be well-informed and educated on how to use them, and desire to choose these options over other transportation modes.

Initiative 1

ELIMINATE SERIOUS INJURIES AND FATALITIES

Whether engaged about active transportation infrastructure, education, or policy, safety resonates with British Columbians: it was a frequent topic of discussion throughout the provincial consultation process. Feeling safe is crucial when choosing any form of transportation, and road safety is an important and evolving public health issue. As part of the our Strategy, the Province will **promote the Vision Zero principles outlined in the B.C. Community Road Safety Toolkit to communities and partner organizations.**

To help achieve Vision Zero, there needs to be **improved enforcement that will help to eliminate conflicts between active transport and other road users.** British Columbians are concerned that some laws—such as signalling and speed limits—are not enforced as often as they should be. Supporting expanded enforcement will increase awareness of B.C.'s transportation laws and ensure that roads and infrastructure are safe for everyone.

"Active Transport is a great way for me to spend time with my family, getting the kids to school and activities. I also am not affected by traffic congestion and feel more connected with my community."

– Participant, Active Transportation Engagement

Initiative 2

DEVELOP INCENTIVES TO ENCOURAGE ACTIVE TRANSPORTATION USE AND UPTAKE

Although active transportation is a very affordable way to get around, the cost of equipment (such as bikes, scooters, electric bicycles or helmets) can be an obstacle. We live in a large province that is known for its mountainous geography and distances between communities. These realities of steep hills and snowy or rough terrain can sometimes make choosing active transportation a challenge.

Technology improvements, such as e-bikes, have helped to make cycling more viable over long distances and provide a cycling option for people of different ages and abilities. E-bikes help

transition people to more active forms of transportation—especially drivers of single-occupant motor vehicles. However, e-bikes are significantly more expensive than regular bicycles. To address this, the Province developed the Transportation Options Program under Scrap-It, which provides an incentive of \$850 toward the purchase of a new e-bike to people who scrap high-polluting vehicles. The Province will **expand the Scrap-It e-bike rebate** and will explore more ways to support increased e-bike usage.

We also heard that many people are hesitant to use active transportation because they aren't aware of their options (like walking, cycling, skating, connections like transit) or how to safely use them. To address this, the Ministry of Transportation and Infrastructure will provide funding to **promote Learn to Ride programs and safe and active routes to school planning**. This will help to ensure that everyone, including youth, know how to use active transportation to get around safely and easily.

Initiative 3

LAUNCH A PROVINCE-WIDE CAMPAIGN TO PROMOTE ACTIVE TRANSPORTATION AND ITS BENEFITS

Raising awareness of active transportation as a safe, sustainable, healthy, fast and fun way to get around is a key part of encouraging broader use, and there are already many great community-based active transportation programs in B.C. The Ministry of Transportation and Infrastructure will **provide increased support to community-based active transportation programs and events**, such as Bike to Work Week and Walktober, and to the **development of new programs**—particularly those aimed at specific demographics and areas of the province with lower active transportation participation rates.

Bike to Work and School Week is an annual event that encourages people to cycle to work. Last year, more than 50,000 British Columbians registered their participation!

While many British Columbians already use active transportation, many others are unaware of the options or the benefits. Public awareness campaigns can help to address this. The Province will **develop and launch public awareness campaigns to encourage people to use active transportation**. These campaigns will highlight the benefits of active transportation (such as environmental sustainability or improved health) and available incentives or programs, and provide tips on how to use active transportation safely and effectively.

Active transportation is already an important part of tourism in B.C. Our trails, mountains, rivers and oceans provide many options for people to hike, cycle and ski throughout the province. To help grow active transportation tourism further, we will **partner with British Columbia's tourism sector to promote active transportation** as an enjoyable, healthy and sustainable way to explore our province. This will help to establish active transportation as a part of our economy and will encourage private sector investment in active transportation programs, services and infrastructure.

Initiative 4

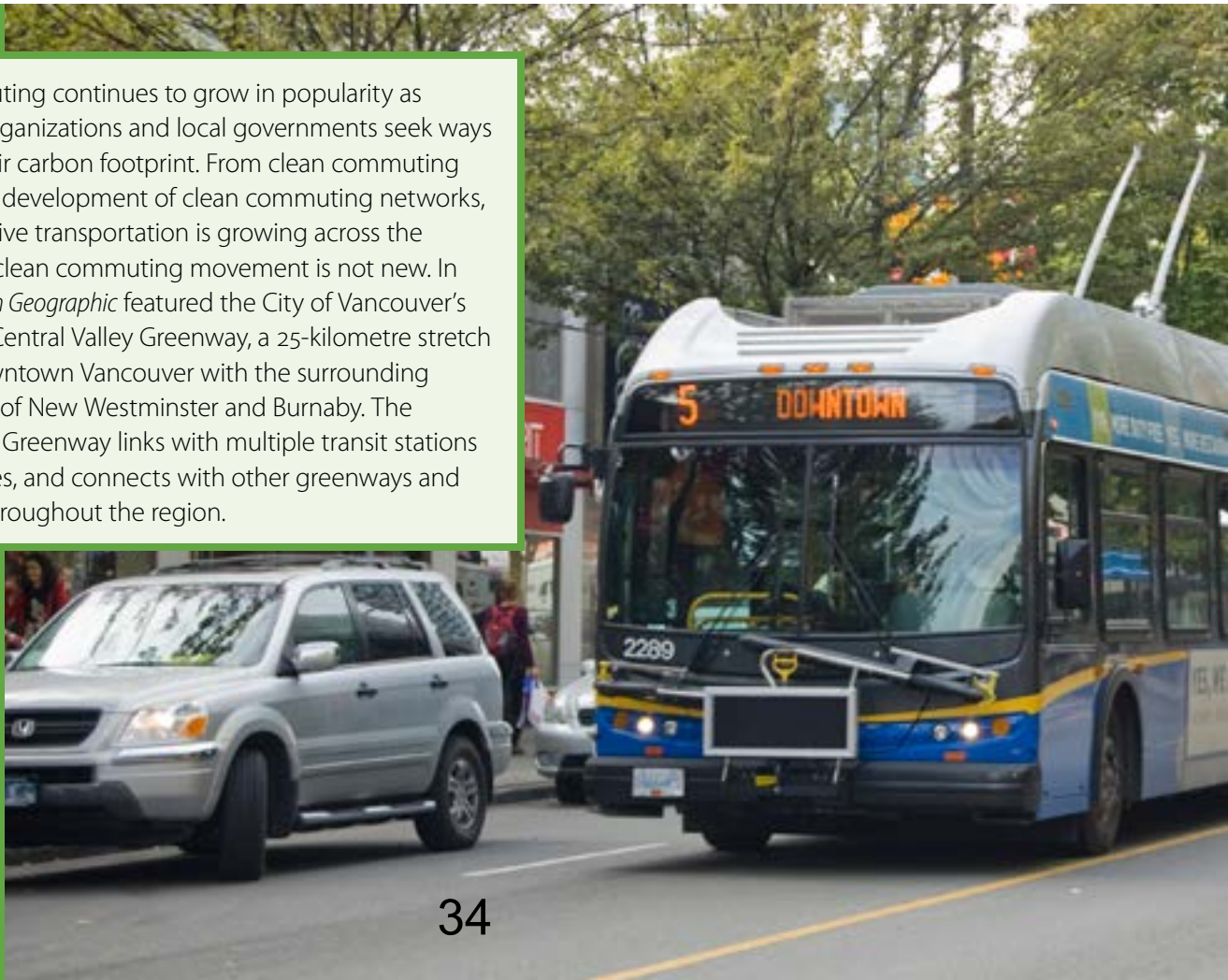
EXPAND TRAINING AND EDUCATION PROGRAMS TO ENCOURAGE SAFETY AND PARTICIPATION IN ACTIVE TRANSPORTATION

British Columbia is home to many local, regional, provincial and national community organizations that support active transportation and have the relationships, expertise and institutional knowledge required to integrate local needs into province-wide guidelines.

In partnership with community organizations, we **will create a provincial active transportation education toolkit**. This toolkit will both help to ensure that active transportation users are aware of how to safely and legally use active transportation, and educate other road users (i.e. drivers) on how to behave safely around active transportation users. The toolkit will also identify best practices and include information on both active transportation (speed limits, obeying traffic signals and signs, signaling) and motor vehicles (sharing the road, passing, yielding, excessive speed or dangerous driving).

In addition to developing and implementing the toolkit, we will partner with community organizations to **deliver safety training and education, with an emphasis on promoting active transportation among those who don't currently use it**. We will also **partner with community and public safety to deliver anti-theft campaigns and bicycle registration programs**. Bike theft is a major issue in many parts of B.C., which can be a barrier to some people

Clean commuting continues to grow in popularity as individuals, organizations and local governments seek ways to reduce their carbon footprint. From clean commuting challenges to development of clean commuting networks, interest in active transportation is growing across the country. The clean commuting movement is not new. In 2012, *Canadian Geographic* featured the City of Vancouver's work on the Central Valley Greenway, a 25-kilometre stretch that links downtown Vancouver with the surrounding communities of New Westminister and Burnaby. The Central Valley Greenway links with multiple transit stations and bus routes, and connects with other greenways and bike routes throughout the region.



who would like to use active transportation. These programs will help to protect personal property and boost confidence so that British Columbians can use active transportation without having to worry about theft or damage to their bikes or other equipment.

We will work to **encourage employers to support active transportation** to improve employee wellness and support cleaner commuting. This includes the Province's continued support of programs like Bike to Work Week, as well as potential new programs and initiatives—such as improved end-of-trip facilities or equipment purchasing incentives—to make active transportation an even better way to get to work.

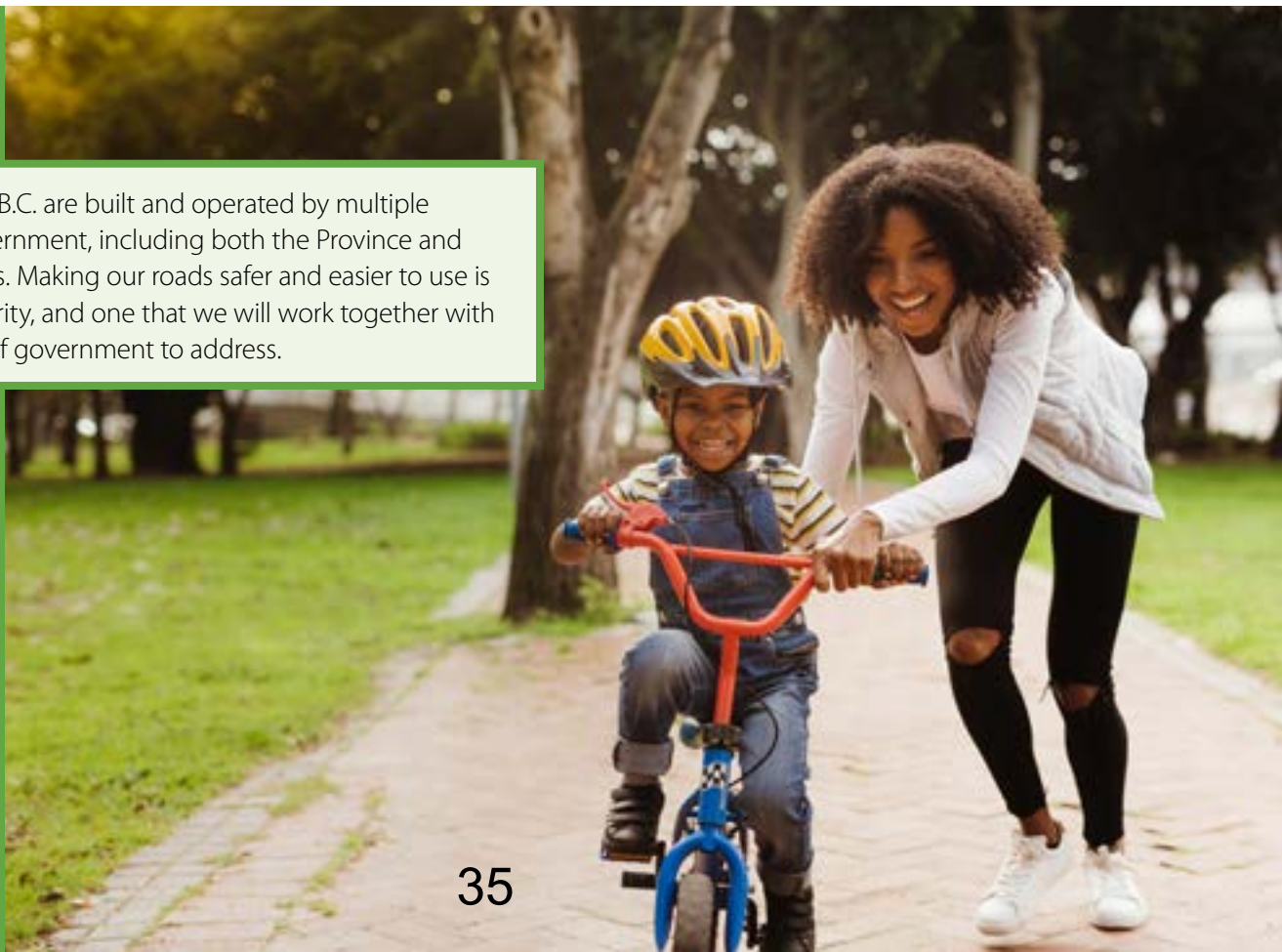
Initiative 5

TAKE A LEADERSHIP ROLE IN PROMOTING ACTIVE TRANSPORTATION

As one of British Columbia's largest employers, the BC Public Service will lead by example by **encouraging provincial employees to use active transportation**. We are exploring a variety of ways to do this, including providing amenities and incentives. The Province will also **encourage other public sector employers to support the use of active transportation by their employees**.

Having end-of-trip facilities available is an important consideration when choosing active transportation to get to work. End-of-trip facilities include features like secure lockers, change rooms, showers and basic tools such as tire pumps or wrenches. The Province will **work toward ensuring that adequate end-of-trip facilities are available in government buildings**.

Roadways in B.C. are built and operated by multiple levels of government, including both the Province and municipalities. Making our roads safer and easier to use is a shared priority, and one that we will work together with other levels of government to address.



2 Connecting you to where you need to go

BRITISH COLUMBIA SHOULD HAVE AN INTEGRATED, SAFE AND ACCESSIBLE ACTIVE TRANSPORTATION SYSTEM THAT WORKS FOR EVERYONE

Throughout our engagement process, we heard from hundreds of British Columbians that a lack of active transportation infrastructure is the biggest barrier to walking, cycling, rolling or skating more often. By supporting the development of transportation networks with safe and accessible roads, bike lanes, sidewalks and trails, we will encourage more people to use active transportation to get around.

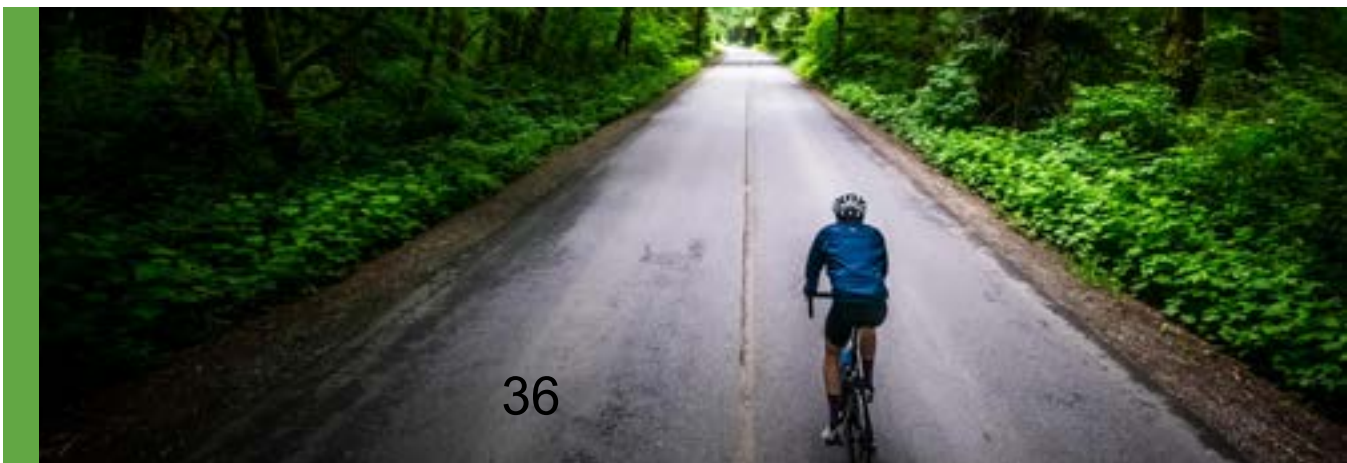
Initiative 1

PROVIDE COST-SHARE FUNDING TO COMMUNITIES TO HELP BUILD AND COMPLETE SAFE ACTIVE TRANSPORTATION NETWORKS AND CONNECTIONS

Although some B.C. communities already have strong active transportation networks—especially in more densely populated areas—many regions and municipalities have limited active transportation infrastructure, and need support from the Province and other partners to improve it. By **expanding the existing provincial grant program to include all forms of active transportation and to support planning and infrastructure**, the Province will provide local governments and Indigenous communities with more of the resources that they need to make safe and complete active transportation networks and connections. We will also **work with communities to develop safe infrastructure on local roadways through programs like the Community Safety Enhancement Program**.

To help address the limited active transportation infrastructure that exists in many of British Columbia's rural and Indigenous communities, the Ministry of Transportation and Infrastructure will **seek increased funding to support expanded provincial grant programs** specific to these communities. Working with Indigenous leadership to create more safe and integrated transportation infrastructure in their communities, in particular, is one way in which our Province is working toward reconciliation and equity.

The Community Safety Enhancement Program, operated by the Ministry of Transportation and Infrastructure, aims to make small improvements to infrastructure that make big differences in communities. This includes highway rest areas, better road lines or reflectors, clearer signage, lighting, and other initiatives that support active transportation users.



BikeBC is a provincial cost-sharing program that provides local governments up to 75 percent of total eligible costs for cycling infrastructure projects. Applications for funding are evaluated based on how well the projects would improve safety for cyclists. To date, BikeBC has funded more than 100 projects across B.C. In the future, BikeBC will become more inclusive of all types of active transportation, and may include funding for planning, design, education and encouragement for active transportation in addition to infrastructure.

A new stream of BikeBC will be dedicated to supporting active transportation projects in Indigenous communities.



Initiative 2

INVEST IN BUILDING ACTIVE TRANSPORTATION NETWORKS AND CONNECTIONS

We know that, for many British Columbians, traveling between communities is just as important as traveling within them. The provincial road system is a crucial connection for active transportation users—especially in more rural areas. In many cases, our highways are not seen as safe or accessible for active transportation users. To address this, **as provincial highways are developed, improved or reconfigured, active transportation will be integrated in their design and construction.** This will ensure that provincial highways—especially those in and around communities—support and encourage active transportation. It will also support B.C.'s active transportation tourism sector by providing easier and safer ways to move around our province.

The Ministry of Transportation and Infrastructure will work with municipalities to make sure that these developments align with their active transportation planning. Recognizing the importance of infrastructure maintenance to active transportation, we are committed to **conducting enhanced road shoulder cleaning on provincial roads**—removing debris and snow—to support safe travel by active transportation users.

Connections with public transit are essential for an integrated active transportation network. Being able to store a bike at a station allows more people to begin and end their trips with active transportation without relying on cars or trucks. The Province will **continue improving connections and facilities at transit hubs and stops** with programs like the Transit Minor Betterments Program, which sees the Province working with local governments, Indigenous communities, TransLink, BC Transit and BC Ferries to make a wide range of improvements to transit infrastructure. These include installing bike racks and creating or improving safety and accessibility features like sidewalks, shelters and wheelchair ramps.

The Province will also support seamless connections for active transportation users by **encouraging the development of end-of-trip facilities and other supportive infrastructure at transfer points**, such as provincially owned buildings, transit stations, ferry terminals and airports. This will allow British Columbians to make more long-distance or long-term trips, knowing that they will be able to safely store their equipment.

Active transportation infrastructure is accommodated in highway improvement projects wherever feasible. Some examples of this are:

- A grade-separated multi-use path over Highway 1, as part of the McKenzie Interchange project in Victoria
- Active transportation improvements at the Lower Lynn project in North Vancouver, which incorporated two new pedestrian tunnels, improved bike paths, sidewalks and multi-use paths, and new pedestrian and cycling signage

Improvements like these, which make active transportation safer and more accessible for a wider range of people, are being included in projects in every region of British Columbia.

Initiative 3

ESTABLISH PARTNERSHIPS AMONG ALL LEVELS OF GOVERNMENT TO PLAN FOR AND IDENTIFY ACTIVE TRANSPORTATION INVESTMENT OPPORTUNITIES

British Columbia is a geographically and demographically diverse province. Every community has unique opportunities and challenges when it comes to improving their active transportation networks. We will **provide planning and design support to ensure that community planning addresses active transportation constraints and opportunities**. Working with communities, the Province will help to identify active transportation priorities and ensure that what is being done integrates well with existing infrastructure both within and between communities. In addition to pursuing additional provincial funding, we will **explore ways to leverage federal funding for active transportation**.

Trails and bridges are key components of active transportation networks around the province—especially in rural areas of B.C. The Province will undertake a process to **enhance rail trails and bridge connections and improve access to trails on private land**. This approach focuses on improving routes that are already enjoyed by British Columbians. Trails have the added benefit of often being completely separated from motor vehicles, and in many cases allow people to enjoy British Columbia's natural beauty. By improving the infrastructure along these trails and ensuring that proper access agreements are in place for private land, we will ensure that trails are safe and accessible for everyone—no matter what age or level of ability

In addition to improving end-of-trip facilities at transit stops and hubs, the Province will **convene discussions with local governments, Indigenous communities and transit providers to continue to improve the integration of transit with active transportation networks**. These discussions will ensure the traveling public is able to complete a trip using active transportation and connections with public transit and is able to travel with equipment such as bicycles, scooters or wheelchairs.

SONGHEES WHEELNESS PROGRAM

In partnership with the Capital Regional District and funded by BC Healthy Communities, the goal of this program was to encourage and support Songhees community members to bike more often, or to try it for the first time for transportation, recreation and fun.

The Songhees Wheelness initiative included a variety of ways to support and engage members with biking opportunities:

- A bike share program was established that provided access to adult, youth and electric bikes;
- Youth programs that provided skills training, mountain biking, a mobile pump track, BMX and a bike trade-in program, and;
- For elders and members with mobility issues, there was a cycle rickshaw to help support them to also enjoy rides.

The program has been very successful, and has provided a foundation to continue to promote biking for recreation and active transportation.



3 Working together and planning for active transportation

POLICY AND PLANNING SHOULD ENABLE THE DEVELOPMENT OF INTEGRATED, COMPREHENSIVE ACTIVE TRANSPORTATION NETWORKS

Many of British Columbia's transportation policies and plans were developed with a focus on motor vehicles. As participation in active transportation continues to grow, updates to existing policies will be required to better meet the needs of British Columbians who walk, cycle and roll. The Province is committed to ensuring that policies and plans support strong, safe and integrated active transportation networks.

Initiative 1

SUPPORT CHANGES IN POLICY AND LEGISLATION THAT PROMOTE ACTIVE TRANSPORTATION

Policies and legislation set by the Province will play a big role in whether or how communities and individuals use active transportation. There's a lot that can be done to make British Columbians increase their active transportation use and to encourage others to start adopting it.

Within the next year, we will update the Ministry of Transportation and Infrastructure's cycling policy to become an active transportation policy. Although cycling is one of the most popular types of active transportation, provincial policies must be broadened to be inclusive of other types of active transportation, such as walking, rollerblading, skateboarding, or wheelchair use. We will **review legislative, regulatory and policy frameworks—including the *Motor Vehicle Act*—to acknowledge all road users and emerging active transportation modes.** This reflects government's commitment to a more comprehensive approach to transportation policy and will be an opportunity to update provincial laws to be more inclusive of new technologies like e-bikes.

Travelling safely using active transportation is the responsibility of both the users themselves, and drivers. Whether you're walking, cycling or driving, it's important for everyone to know how to safely share our roads. To support this, **the Ministry of Transportation and Infrastructure will work with ICBC to review and assess the appropriateness of driver education content that includes rights and responsibilities of all road users.**



Recognizing that for some municipalities, the biggest barrier to encouraging active transportation in a community can be a lack of infrastructure—and can require additional funding. To help address this, **potential mechanisms for local government funding for active transportation will be identified**, including building local government capacity to use Development Cost Charges for infrastructure that supports active transportation. Identifying new funding sources for municipalities will help communities independently pursue the active transportation priorities that are specific to their needs, while the policies, plans and guidelines the Province is establishing will ensure that active transportation approaches are consistent throughout B.C.

We will also support opportunities to include active transportation infrastructure in new construction is important to shift attitudes and increase use. To support the broad, sustainable growth of active transportation, a coordinated approach in new construction practices is required. Given this, we will also **support opportunities to include active transportation infrastructure in new construction.** This will help to ensure that British Columbians can expect similar kinds of infrastructure wherever they travel in our province.

Initiative 2

STRENGTHEN PLANNING AND DEVELOPMENT FOR ACTIVE TRANSPORTATION

British Columbians from all regions of our province, and from many different backgrounds, use and enjoy active transportation. That said, the percentage of trips that are made using active transportation is currently quite low compared to the use of public transit and motor vehicles. Also, active transportation isn't equally popular with or accessible to everyone. To address this, the Province will **support research to identify and reduce the barriers to participation in active transportation for people of all ages and abilities, with a focus on underrepresented populations.**

The need to have information and resources available in a single, accessible place was also identified as an important part of encouraging active transportation use. To support gathering data and information, the Ministry of Transportation and Infrastructure will **establish an avenue to promote partnerships and will create a website and resource hub to share research, tools and best practices.**

We will encourage communities, non-profits, health partners and educational institutions to share data with the Province, and to conduct research and data collection to track increase in mode shift. This information will be used to better inform planning for active transportation safety. By conducting new research and supporting data-sharing and consolidation, the Province will be able to identify priorities and make evidence-based decisions that will improve safety for all road users. We will also be able to use this data to track our progress as we work toward making British Columbia's roads safer.

Initiative 3

ESTABLISH COMMON PLANNING AND DESIGN GUIDELINES FOR ACTIVE TRANSPORTATION

Currently, British Columbia does not have consistent province-wide standards for active transportation infrastructure. Some communities have extensive networks of sidewalks and separated bike lanes, while others have only narrow road shoulders. Active transportation infrastructure in various communities, or even within communities, may be of different widths or provide varying levels of protection. To help address this, the Province will **encourage the use of the newly developed B.C. Active Transportation Design Guide by all levels of government** for infrastructure planning and construction.

This guide details universal design principles for active transportation infrastructure that will enable British Columbians of all ages and abilities to use active transportation safely and efficiently, no matter where they live. Although the Province may not be directly involved in building all infrastructure in all communities, these guidelines will support other levels of government in ensuring that what they build is consistent with other areas of B.C. and meets the needs of their communities.

A complete streets approach supports strong, safe active transportation networks. Complete streets are streets that work for everyone—not just drivers going from point A to point B, but pedestrians and cyclists as well. Complete streets need to be accessible to people of all ages and abilities, and work well not only for commuting but also shopping or recreation. Although not every street is or necessarily needs to be a complete street, our goal is to make more of British Columbia's streets like this.



Initiative 4

SUPPORT LOCAL AND REGIONAL NETWORK PLANNING TO CONNECT COMMUNITIES AND ADVANCE ACTIVE TRANSPORTATION

Knowing that you are able to safely and efficiently travel between towns, cities and regions is key for any type of transportation. Currently, the amount and type of active transportation infrastructure (like bike lanes and sidewalks) is inconsistent across B.C. The type of infrastructure can change when crossing a border between towns or cities—a separated bike lane may transition into a narrow road shoulder, for example. Maintenance standards may also vary between communities, with differing practices for clearing snow or debris and maintaining infrastructure. We also need to make sure that people know how to use both new and existing routes, with clear wayfinding plans and signage (like directional signs or route markers). In some cases, making people aware of existing active transportation infrastructure is just as important as building new infrastructure.

To address these issues, the Province will **work with local governments and Indigenous communities to develop and support multimodal connections and provide clear and consistent signage to help people find their way around.**

The importance of community and regional planning on effective transportation networks is essential. We will provide **support for municipal planning to connect local and regional active transportation infrastructure with provincial infrastructure**, such as highways, and will **encourage local and regional governments to take consistent approaches to active transportation planning through Official Community Plan development, by-laws and policies.**

By working alongside other levels of government and coordinating province-wide initiatives, the Province will support the growth of consistent and safe infrastructure in all areas of B.C. This will ensure that British Columbians can be confident in using active transportation for all types of trips and will be able to expect similar active transportation networks wherever they go in our province.

TRACKING OUR PROGRESS

Our Strategy will be included in the Ministry's Integrated Transportation and Development Framework to ensure active transportation concepts and opportunities are part of the planning and implementation of transportation programs, policies and infrastructure projects across B.C. A comprehensive strategy will directly support several key cross-government priorities: CleanBC, GBA+, improving provincial health outcomes, the Poverty Reduction Strategy, supporting healthy families and connecting British Columbians to their communities.

In order to measure active transportation mode share, the Province will be conducting research to better understand current active transportation use in B.C. communities. With this baseline, we'll be able to track our progress toward our goal.

Reducing greenhouse gas emissions is a priority laid out in the Government Strategy Plan and *Move. Commute. Connect.* supports the Province's commitments to transition to lower-emitting transportation modes and invest in supporting infrastructure.

The Province will work with municipalities, community organizations and other partners to develop detailed implementation plans for these initiatives and actions. Baselines will be established to report on progress toward achieving the targets set in these documents.



BRITISH
COLUMBIA

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