



TRANSPORTATION ADVISORY COMMITTEE

Thursday, July 16, 2020
SCRD Board Room, 1975 Field Road, Sechelt, B.C.

AGENDA

CALL TO ORDER: 3:00 p.m.

AGENDA

1. Adoption of Agenda

PETITIONS AND DELEGATIONS

MINUTES

2. Transportation Advisory Committee Meeting Minutes of January 16, 2020 - *receipt* Annex A
pp 1-5

BUSINESS ARISING FROM MINUTES AND UNFINISHED BUSINESS

REPORTS

3. Transit Schedule Options Fall 2020
General Manager, Infrastructure Services / Manager, Transit and Fleet Annex B
pp 6-11
4. Update on Youth Transit Pilot Program
General Manager, Infrastructure Services Verbal
5. Excerpt of transportation-related items from Q1- Quarterly Report presented at April 16, 2020 Infrastructure Services Committee meeting Annex C
pp 12-13
6. Excerpt of transportation-related items from Q2- Quarterly Report presented at July 16, 2020 Infrastructure Services Committee meeting Annex D
pp 14-15
7. Active Transportation Improvements, Active Transportation Event and Knotweed
Alun Woolliams, Transportation Choices Sunshine Coast Annex E
pp 16
8. Southern Sunshine Coast Ferry Advisory Report
Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee Annex F
pp 17-19

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|-----|--|--------|
| 9. | Advocacy to provincial and federal governments regarding BC Ferries support
Lori Pratt, SCRD Board Chair / Director Area B (Halfmoon Bay) | Verbal |
| 10. | Redrooffs Road Safety Concerns
Lori Pratt, SCRD Chair / Director Area B (Halfmoon Bay) | Verbal |
| 11. | Ruby Lake Boat Launch on Ramp Road
Sgt. Don Newman or Cpl. Phil Atoui | Verbal |

COMMUNICATIONS

- | | | |
|-----|---|---------------------|
| 12. | <u>Robin Merriott, Sunshine Coast Highway Society dated February 21, 2020</u>
Regarding Appointment to Transportation Advisory Committee | Annex G
pp 20 |
| 13. | <u>Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee</u>
Regarding March 23, 2020 COVID-19 Update from BC Ferries | Annex H
pp 21-22 |
| 14. | <u>Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee</u>
Regarding BC Ferries April 2020 Traffic Stats | Annex I
pp 23-26 |
| 15. | <u>Letter to Ministry of Transportation and Infrastructure dated May 27, 2020</u>
Regarding Flume Road Safety Concern | Annex J
pp 27-32 |
| 16. | <u>Elena Farmer, Ministry of Transportation and Infrastructure dated June 11, 2020</u>
Regarding Response to Flume Road Safety Concern | Annex K
pp 33-34 |
| 17. | <u>Letter to Ministry of Transportation and Infrastructure dated May 27, 2020</u>
Regarding Speed Limit Reduction in Woodcreek Park area | Annex L
pp 35-37 |
| 18. | <u>Elena Farmer, Ministry of Transportation and Infrastructure dated June 11, 2020</u>
Regarding Response to Woodcreek Park Safety Concern | Annex M
pp 38-39 |

NEW BUSINESS / ROUNDTABLE

ADJOURNMENT

NEXT MEETING October 15, 2020 at 3:00 p.m.

**SUNSHINE COAST REGIONAL DISTRICT
TRANSPORTATION ADVISORY COMMITTEE
January 16, 2020**

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 Director, Electoral Area A, Vice-Chair Director, Electoral Area B Director, Electoral Area F Director, District of Sechelt Director, District of Sechelt Director, Town of Gibsons Transportation Choices (TraC) Trustee, School District No. 46 BC Ferries Ministry of Transportation and Infrastructure Southern Sunshine Coast Ferry Advisory Committee	Donna McMahon Leonard Lee Lori Pratt Mark Hiltz Darnelda Siegers Alton Toth David Croal Alun Woolliams Sue Girard Robert Edwards Colin Midgley Diana Mumford
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ALSO PRESENT:

(Non-Voting)	Chief Administrative Officer Interim Chief Administrative Officer GM, Planning and Community Development GM, Infrastructure Services Manager, Planning & Development Manager, Transit and Fleet RCMP Staff Sergeant Capilano Highways Services, Manager Roads SCRD Administrative Assistant / Recorder Public Media	Dean McKinley Mark Brown Ian Hall Remko Rosenboom Dave Pady James Walton Poppy Hallam Tyler Lambert Tracy Ohlson 1 1
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CALL TO ORDER

2:52 p.m.

AGENDA

The agenda was adopted as amended to add to following items:

New Business:

- Meeting time of Transportation Advisory Committee

Business Arising from Minutes and Unfinished Business:

- Update on Park and Ride Options
- Update on Annual Project Plan meeting between SCRD and MOTI

MINUTES

Recommendation No. 1 *Transportation Advisory Committee Meeting Minutes of October 17, 2019*

The Transportation Advisory Committee recommended that the Transportation Advisory Committee meeting minutes of October 17, 2019 be received.

BUSINESS ARISING FROM MINUTES AND UNFINISHED BUSINESS

Recommendation No. 2 *Park and Ride Options*

The Transportation Advisory Committee recommended that SCRD staff work with other local governments on the Sunshine Coast to determine short-term park and ride locations.

Update on the Annual Project Plan meeting between SCRD and MOTI was discussed during the Roundtable.

REPORTS

The General Manager, Infrastructure Services and the General Manager, Planning and Community Development provided an update on the Highway 101 Corridor Review. Staff will bring the Corridor Review to the next Transportation Advisory Committee meeting for information.

Recommendation No. 3 *2019 Transit Fare Update*

The Transportation Advisory Committee recommended that the report titled 2019 Transit Fare Update be received.

Discussion included the following points:

- *Concerns on student only focus*
- *Expansion to routing and increased frequency*
- *Nominal fee option excluded in report*
- *Emission reduction strategies*
- *Incentives to get people on the bus*
- *Monthly pass pricing*

Recommendation No. 4 *Flume Road Safety Concern*

The Transportation Advisory Committee recommended that the report titled Flume Road Safety Concern be received.

Discussion included the following points:

- *Marlene Road option*
- *Bus impact on road deterioration*
- *Pedestrian controlled crossing on highway*

Recommendation No. 5 *Transportation-related items from Infrastructure Services Department Q4 – 2019 Quarterly Report*

The Transportation Advisory Committee recommended that the report titled Transportation-related items from Infrastructure Services Department Q4 – 2019 Quarterly Report be received.

Recommendation No. 6 *Proposed 2020 Association of Vancouver Island and Coastal Communities (AVICC) Resolutions*

The Transportation Advisory Committee recommended that the Proposed 2020 Association of Vancouver Island and Coastal Communities (AVICC) Resolutions circulated at the meeting be received;

AND THAT paragraph 3 of the AVICC Resolution on Abandoned Vehicles be amended to read:

THEREFORE BE IT RESOLVED that the Association of Vancouver Island and Coastal Communities (AVICC) urge the provincial government to provide additional funding resources to support rural RCMP detachments or the Ministry of Transportation and Infrastructure in responding to time consuming and costly removal *and disposal* of abandoned vehicles from rural roads, and to ensure that community safety concerns are prioritized and adequately attended to.

Discussion included the following points:

- *Funding options for towing*
- *Impound lot locations*
- *Options to hold registered owners accountable*

Recommendation No. 7 *2011 Integrated Transportation Study*

The Transportation Advisory Committee recommended that the 2011 Integrated Transportation Study be received.

Discussion included the following points:

- *Usefulness as a guiding document*
- *Diversifying focus group*
- *Updating 2011 Study with Regional Growth Strategy*

COMMUNICATIONS

Recommendation No. 8 *Correspondence from Southern Sunshine Coast Ferry Advisory Committee Record of Meeting November 5, 2019*

The Transportation Advisory Committee recommended that correspondence from Diana Mumford, Southern Sunshine Coast Ferry Advisory Committee regarding November 5, 2019 Ferry Advisory Committee Record of Meeting be received.

Discussion included the following points:

- *Medical assured boarding*
- *Knowledge gap in awareness of Travel Assistance Program (TAP)*
- *On-time performance improvement*

- *Accessibility and mobility on lower decks of BC Ferries*
- *Funding*
- *Capacity Issues*

Recommendation No. 9 *Correspondence from Minister of Transportation and Infrastructure*

The Transportation Advisory Committee recommended that correspondence from Honourable Minister Trevena dated November 18, 2019 regarding Active Transportation be received.

NEW BUSINESS

Recommendation No. 10 *Transportation Advisory Committee Meeting Time*

The Transportation Advisory Committee recommended that the Transportation Advisory Committee meeting time be changed to begin at 3:00 p.m.

ROUNDTABLE

Committee members provided roundtable updates as follows:

Colin Midgley (MOTI) – Noted that all available resources including additional hired equipment were in full force during the recent snow storms.

Alun Woolliams (TraC) – Indicated that planning has begun on Active Transportation Month (April) and that feedback or ideas can be forward to Mark Lebell.

Director Pratt (Halfmoon Bay) – Thanked Capilano Highways, Ministry of Transportation and Highways and BC Transit for their hard work during the recent snow storms.

Director Tize (Roberts Creek) – Also thanked Capilano Highways and Ministry of Transportation and Highways for their coordination and noted the icy conditions on Lower Road.

Director Hiltz (West Howe Sound) – Noted Granthams residents are looking for an update on the Modified Drainage Study.

Director McMahon (Elphinstone) – Directors Hiltz and McMahon met with Michael Braun, Operations Manager, Ministry of Transportation and Infrastructure. The budget for line painting with the focus on collection roads was discussed. Mr. Braun has agreed to a quarterly check in with Rural Directors and to come to an information session for the SCRD Board. She noted that a 2018 Qathet Regional District Stormwater Management Study is available online and would like one completed for the SCRD.

Director Toth (District of Sechelt) – Noted the metal plate installation at Wharf and Sunshine Coast Highway.

Staff Sgt. Poppy Hallam (RCMP) – Noted traffic statistics are down, the push for increased traffic enforcement continues and she supports line painting.

Director Siegers (District of Sechelt) – Noted the crosswalk accident at Teredo and Trail Avenue was the third accident in this location in the past few years.

Director Croal (Town of Gibsons) – Noted that the Sunshine Coast roads were in better condition during the snow storm than North Vancouver and West Vancouver.

ADJOURNMENT

4:25 p.m.

Committee Chair

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Infrastructure Services Committee – July 16, 2020

AUTHOR: Remko Rosenboom, General Manager, Infrastructure Services
James Walton, Manager, Transit and Fleet

SUBJECT: **TRANSIT SCHEDULE OPTIONS FALL 2020**

RECOMMENDATION(S)

THAT the report titled Transit Schedule Options Fall 2020 be received;

AND THAT staff request BC Transit to incorporate the balance of the SCRD Local Transit Fund in the upcoming amendment to the 2020-2021 Annual Operation Agreement;

AND THAT staff are directed to work with BC Transit on the development and implementation of a September-December 2020 conventional transit schedule based on approximately 80% of the originally budgeted amount of service hours.

BACKGROUND

At the June 11, 2020 Board meeting the Board adopted the following recommendation:

235/20 **Recommendation No. 3** *Transit Service Levels as a Result of COVID-10*

THAT Sunshine Coast Transit system continue the current Saturday schedule with adjustments as required to meet the June 3, 2020 BC Ferries schedule changes;

AND THAT staff report to the July 2020 Infrastructure Services Committee meeting with an update on ridership and options for service to commence in September 2020.

The purpose of this report is to provide the requested information and to seek direction on the service level to be provided for conventional transit in the period from September to December 2020

DISCUSSION*Status of Current Service*

In response to the decreased ridership due to the COVID-19 Pandemic the amount of service hours has been at approximately 70% of the regular amount for the period between April 6 and Jun 26, 2020. Since June 26, 2020 this is approximately 80% and the current schedule is designed such that this will continue until September 7, 2020.

The transit schedule itself has changed several times over the last two months in response to changes to the ferry schedule. The often short notice from BC Ferries on these schedule changes has resulted in complaints from transit riders as staff were not able to change our schedule and operations quickly enough to ensure a smooth transition for passengers between the ferry and our transit system at all times. Due to a good team effort by SCRD and BC transit staff, the amount of complaints has been kept to a minimum.

Besides complaints from local passengers on the alignment with the ferry schedule, most complaints were regarding passengers' perception of a lack of physical distancing on the buses or request for more service at certain times of the day. Staff have actively monitored the number of pass-ups and actual ridership and considered these dates while creating updated schedules.

Drivers are required to pass-up passengers if the maximum capacity in their bus has been reached. In April and May the maximum capacity limit was set at 40% of the maximum capacity (seating and standing) and was increased to approximately 50% on July 1, 2020. For most buses this is 100% of the seating capacity. Passengers are strongly encouraged to wear face masks while using transit.

Compared to pre-COVID-19 levels, the ridership initially dropped to approximately 25% and has since increased to approximately 40%-45%.

Staff are hopeful that the current amount of service hours and capacity limit per bus will be sufficient to transport most passengers without significant delays or pass-ups during the months of July and August. The success rate of doing so is dependent on the amount of ferry related ridership (local and off-coast).

Financial Implications

The presented financial implications are based on a high level analysis by BC Transit and SCRD staff, undertaken for the purpose of this report. The Q2 variance report which will be presented at the July 23, 2020 Corporate and Administrative Services Committee and the report on an amendment to the Annual Operating Agreement is anticipated to be sent to the SCRD for approval in September 2020. This will include more detailed insight into the actual and forecasted financial implications.

The financial implications of the current situation can be divided into four components:

1. Cleaning costs

The costs associated with the additional daily cleaning of all buses (conventional and HandyDart) currently in service is approximately \$135,000 (labour and supplies) for the period between April and December 31, 2020. There is no confirmation by BC transit whether these costs will be reimbursed in whole or in part.

2. Lost revenue

Between April 6 and June, no fares were collected and the ridership has been low since mid-March. The revenue for the conventional transit over this period April-June was approximately 35% of the budgeted amount of approximately \$60,000 per month. This is estimated to be at approximately 45% for the months of July and August.

For the HandyDart service, this drop in revenue is estimated to be approximately 60% of the budgeted \$1,000 per month.

3. Reduction in service hours

Since April 6, the amount of service hours for conventional transit has been reduced and the need for the HandyDart service has also decreased. Until September 7, 2020 this is

expected to result in a total of service hour reduction of approximately 3500 hours. Based on the Shared Service Model arrangements, the SCRD is responsible for 53.3% of the driver wages for conventional transit and 33.3% of those for the HandyDart service. For the period between April 6 and September 7, 2020 this is projected to result in cost savings of approximately \$70,000.

4. BC Transit mitigation measures

BC Transit announced on June 22, 2020 that all transit operators will not have to pay any lease fees for their fleet for the period from July to December 2020. For the SCRD, this amounts to a cost reduction of \$269,900.

BC Transit will also allow the SCRD to use a reserve fund (Local Transit Fund) dedicated for the SCRD to offset any expenditures. The reserve fund has a balance of \$27,500. BC Transit requires the SCRD to confirm in July whether it wants to make use of this option as this would be included in the amendment to the 2020-2021 Annual Operating Agreement that is scheduled to be sent to the SCRD in September 2020. Staff recommend to make use of this option.

Due to the service level reductions since early April, BC Transit has incurred less operational costs related to our transit system. Instead of transferring this into a reserve fund to be used in future, BC Transit will use the funds to offset expenditures in the amendment to the Annual Operating Agreement. Staff have received no indication from BC Transit of the magnitude of these costs.

Staff are also aware that BC Transit is requesting financial support from the Province of BC and the Federal government to provide more support to transit operators like the SCRD.

Service Level Options for September – December 2020

BC Transit anticipates that without a significant second “wave” of COVID-19 infections, ridership could increase up to 55% of normal ridership for that time of year. In the case of a second “wave” of approximately two months, ridership is expected to drop back to the same level as it was in April 2020, approximately 25% of normal ridership.

Staff and BC Transit suggest the Board consider the following two options:

Option 1: Maintain an approximately 80% or regular amount of service hours (recommended).

Option 2: Return to full regular amount of service hours.

BC transit anticipates that the actual ridership would not differ significantly between the two options.

Financial implications

Compared to the 2020 budget the outlook of the variance until the December 31, 2020 for the two options listed above are presented in the tables below.

The revenue outlook is based on a scenario with and without a second “wave” of COVID-19 infection and associated significant initial drop and slow growth in ridership and revenue for a period of three to four months.

Option 1: Return to regular service

Component	Outlook	Anticipated Variance at year-end 2020	
		Without second “wave”	With second “wave”
BC Transit mitigation measures	<ul style="list-style-type: none"> - BC Transit Lease Holiday - Local Transit Fund - Potential support from Province of BC and Federal Government - 2020-2021 Operational underspending funds 	\$269,900 \$20,625 TBD TBD	\$269,900 \$20,625 TBD TBD
Reduction in Service Hours	Approximately 3500 hours until early September and 2200 if second “wave”	\$76,000	\$125,000
Less:			
Cleaning	Maintain current level of cleaning	(\$135,000)	(\$135,000)
Revenue Loss	Up to 55% of budgeted amount depending on second “wave” or not	(\$300,000)	(\$385,000)
Total (Deficit)		(\$68,475)	(\$104,475)

Option 2: Continue with current service level (80%)

Component	Outlook	Anticipated Variance at year-end 2020	
		Without second “wave”	With second “wave”
BC Transit mitigation measures	<ul style="list-style-type: none"> - BC Transit Lease Holiday - Local Transit Fund - Potential support from Province of BC and Federal Government - 2020-2021 Operational underspending funds 	\$269,900 \$20,625 TBD TBD	\$269,900 \$20,625 TBD TBD
Reduction in Service Hours	Approximately 5500 hours until end of year and 700 if second “wave”	\$121,000	\$136,000
Less:			
Cleaning	Maintain current level of cleaning	(\$135,000)	(\$135,000)
Revenue Loss	Up to 55% of budgeted amount depending on second “wave” or not	(\$300,000)	(\$385,000)
Total (Deficit)		(\$23,475)	(\$93,475)

Staff will continue to work with BC Transit on ways to create additional cost savings to the year-end deficit.

The Public Transit [310] service has approximately \$205,000 in uncommitted operational reserves as an option to mitigate the potential 2020 year-end deficits.

Given that the COVID-19 Pandemic is expected to continue well into 2021, it is reasonable to expect that the additional costs and the reduced revenues as a result of this pandemic will continue in 2021. Staff suggest to consider this when assessing the potential year-end deficits for 2020.

Analysis

Based on the ridership projection and the capacity limits on the buses, staff are confident that with maintaining the amount of service hours at the current 80% would provide an appropriate amount of service to the community. Staff expect that such service levels would result in a limited amount of pass-ups due to buses being at capacity or below what is common for July or August.

Returning to the regular amount of service hours would of course further enhance the service to the community, while it is not expected to increase ridership.

Staff, therefore, recommend to maintain the current 80% of regular amount of service hours (Option1), as it is expected to provide an adequate service to the community while limiting the financial risk to the SCRD.

Timeline and Next steps

Based on the direction by the Board, staff will work with BC Transit to develop and implement a schedule for the period September to December 2020.

BC Transit is expected to send an amended Annual Operating Agreement for their fiscal year April 1, 2020 - March 31, 2021) that addresses the budget implications of the COVID-19 pandemic. Staff will review this document and present it to the Board at a September or October Committee meeting.

STRATEGIC PLAN AND RELATED POLICIES

This report aligns with the Boards Financial Sustainability Policy.

CONCLUSION

The COVID-19 Pandemic has resulted in extra costs and reduced revenues associated with the transit system. Reductions in service hours and several measures by BC Transit are helping to reduce the magnitude of the overall financial impact. Function [310] Public Transit is anticipated to have a deficit at the end of 2020. The magnitude of this deficit is primarily depended on 1) receiving additional financial support from BC transit, 2) the amount of service hours during the September - December 2020 period, and 3) if a second “wave” of COVID-19 infections would significantly reduce ridership and revenue.

Based on the ridership projections and the capacity limits on the buses, staff are confident that maintaining the amount of service hours at the current 80% would provide an appropriate amount of service to the community, while limiting the financial risk to the SCRD.

Staff recommend to maintain the current 80% of regular amount of service hours (Option 1) as it is expected to provide an adequate service to the community while limiting the financial risk to the SCRD.

Reviewed by:			
Manager		CFO/Finance	X- T. Perreault X- B. Wing
GM		Legislative	
CAO	X – D. McKinley	Other	

Transit and Fleet Maintenance [310, 312]

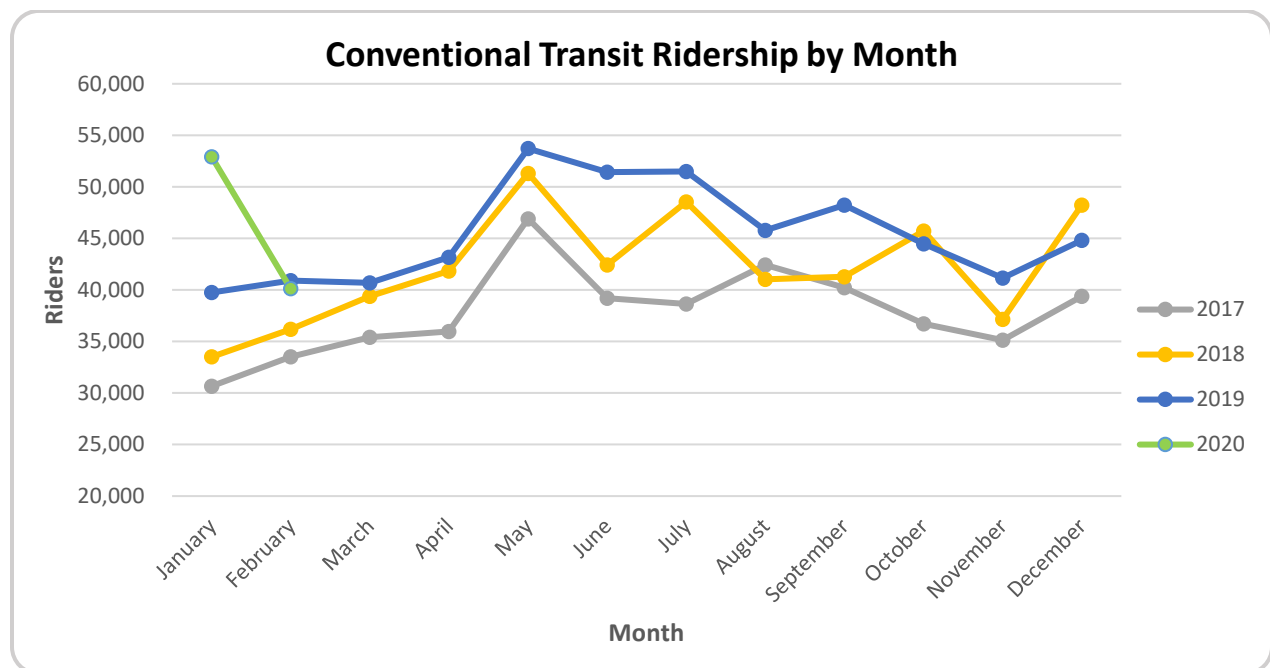
In contrast to most BC Transit systems, the SCRCD functions as both the Local Government partner and the service contractor in relationship with BC Transit. This provides a clearer picture of costs than would otherwise be the case.

PROJECTS

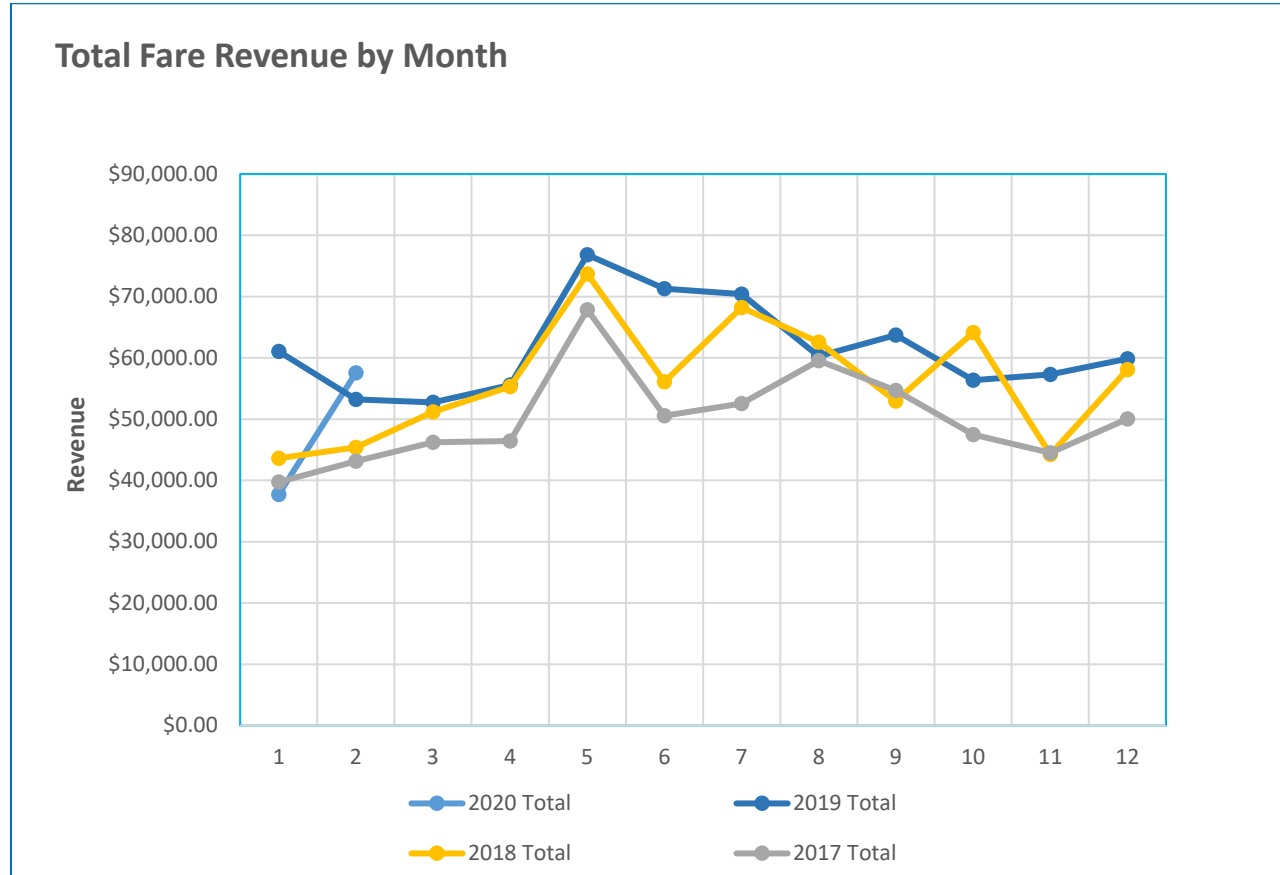
Transit

Transit ticket sales have shown a slight increase throughout the winter months with a marginal increase from winter of 2019. However, there was a drop in ridership in January due to inclement weather. Monthly pass sales continue to increase indicating transit riders' commitment to using transit. Conventional transit ridership has risen with winter 2020 outperforming winter 2019 numbers.

The implementation of additional recovery time and scheduling have contributed to an improvement in on-time performance results.



*Includes all data received from BC Transit to date



The Manager of Transit and Fleet is working on implementing the new fare structure set for July 1, 2020 and will lead the review of the Custom transit service and the development of a bus shelter program.

Fleet

The replacement of the entire motor of eight Nova buses has started, taking several weeks per bus to complete. To date three replacements have been completed with another five buses scheduled for over the next few months.

All SCRD and Pender Harbour fire department trucks were received and serviced.

Transit and Fleet Maintenance [310, 312]

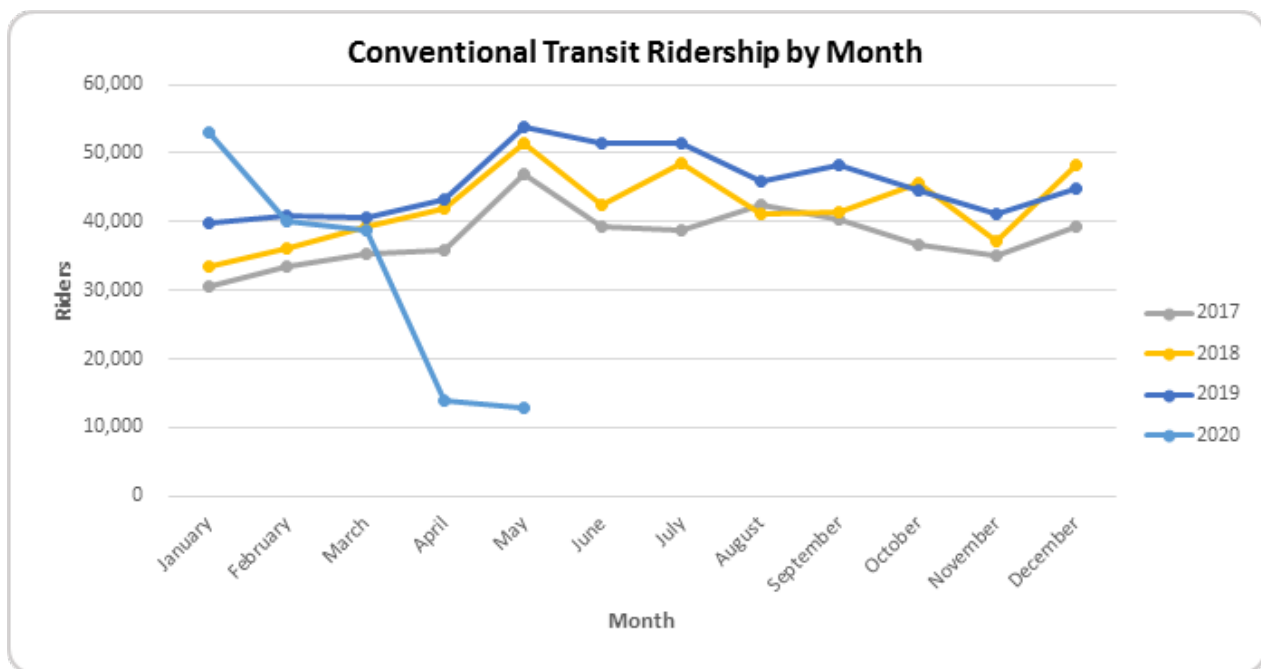
In contrast to most BC Transit systems, the SCR D functions as both the Local Government partner and the service contractor in relationship with BC Transit. This provides a clearer picture of costs than would otherwise be the case.

PROJECTS

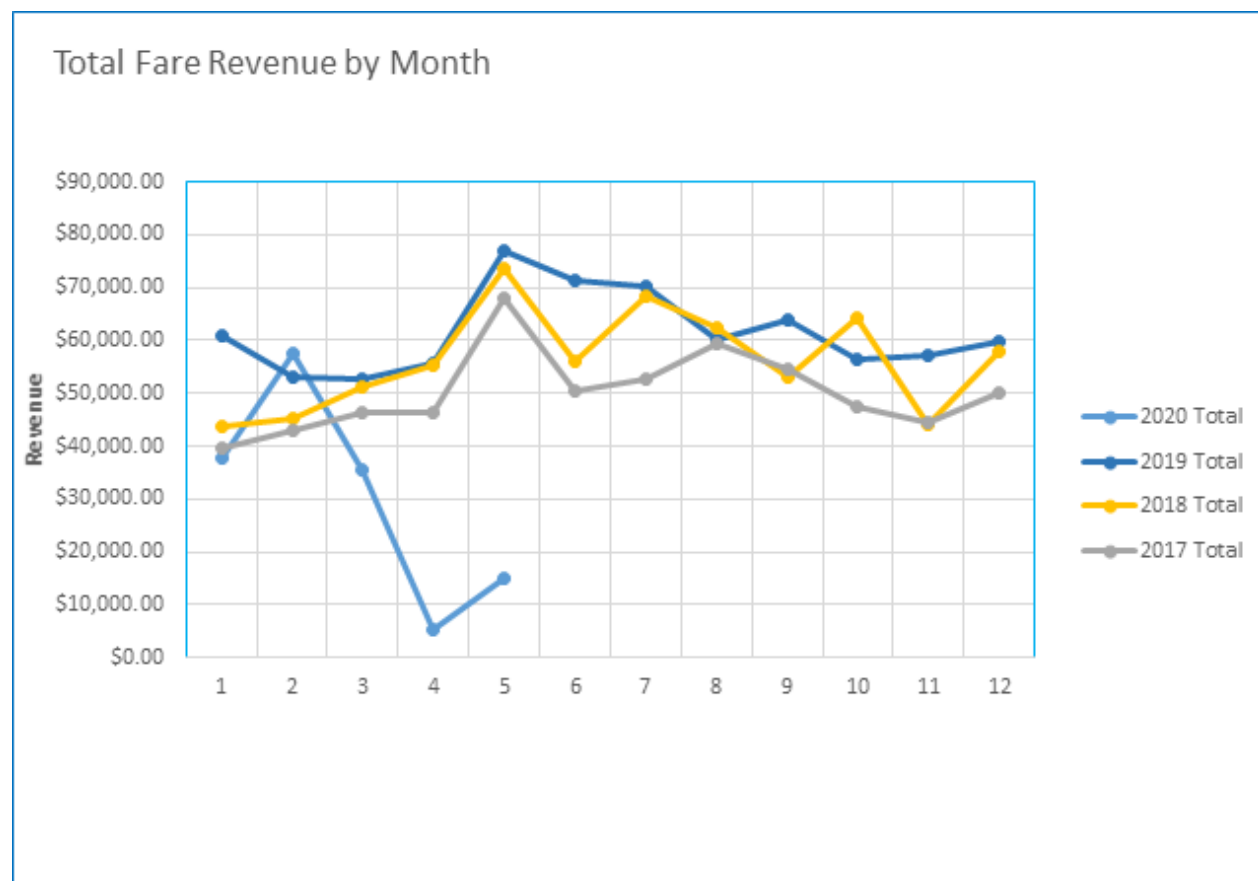
Transit

Due to COVID-19, fare collection ceased on March 20 and resumed June 1. The implementation of rear bus loading began on March 20, with physical distancing and limited passenger capacity to half seat occupancy beginning March 27. On June 1, 2020, passenger capacity was increased to 50% of total capacity and on July 1, 2020 to approximately 67% (full seating capacity).

For the month of June, staff received 18 calls for more service, 4 calls regarding pass ups and 5 calls regarding masks and social distancing.



*Includes all data received from BC Transit to date



*Includes all data received from BC Transit to date

The new fare structure and the DayPASS on board was implemented on July 1st.

The rerouting of the northbound bus from Flume Road to Marlene Road began service on June 14 to align with an ad hoc schedule change due to COVID-19.

Fleet

The replacement of the entire motor of eight Nova buses has started, taking several weeks per bus to complete. To date five replacements have been completed with another three buses scheduled for over the next few months.

All SCRD and Pender Harbour fire department trucks have either been services or are scheduled to be services in the next few weeks.



TraC Agenda Items for July 16th 2020

Active Transportation Improvements Report

TraC surveyed the community to find out which locations for cyclists and pedestrians on the Sunshine Coast are the greatest priority for improvement and will provide a brief report on the results.

Active Transportation Event

Update on TraC's plans for an active transportation event this fall.

Knotweed

Knotweed stands on Highway 101, and other roads, currently obstruct sections of paved shoulder / bicycle lane creating a hazard to cyclists traveling these routes. Many of these stands on Hwy 101 are in areas with poor sight-lines and no room to pass without entering the travel lane.

There is currently no signage warning cyclists of the obstruction caused by the Knotweed or warning motorists to expect cyclists in the travel lane. We encourage the relevant agencies to develop interim solutions that ensure the safety of all road users while the eradication process takes place .

We understand the management of this invasive species is complicated and would like to understand how this is being managed.

Southern Sunshine Coast Ferry Advisory Committee

For meeting July 16, 2020, 3:00 p.m.
SCRD Transportation Committee

Background of BC Ferries

Corporate Profile

BC Ferries is one of the largest ferry operators in the world, providing year-round vehicle and passenger service on [25 routes to 47 terminals](#), with a [fleet of 35 vessels](#). We are an essential transportation link that connects coastal communities and facilitates the movement of people, goods and services.

- In April 2003, BC Ferries was transformed from a Crown corporation into an independent, commercial organization under the Company Act. BC Ferries is governed by an independent Board of Directors appointed by the B.C. Ferry Authority.
- The provincial government passed the Coastal Ferry Act in 2003, which established the BC Ferries Commissioner as an independent commercial regulator. It also enabled the Government to enter into the Coastal Ferries Services Contract with BC Ferries as a vehicle to implement Government transportation policy around service levels and fares and allows cross subsidization between routes. The Contract is divided into four-year performance terms.
- The purpose of the new structure was to separate the operation of the company from the establishment of ferry policy; that is, to ensure government has the full ability to establish policy but not to affect the day-to-day operation of the company.

Governance

[B.C. Ferry Authority](#) is a no-share-capital corporation created under the *Coastal Ferry Act (British Columbia)*. It is the owner of the single issued voting share of British Columbia Ferry Services Inc. ("BC Ferries"), a Company incorporated in British Columbia, which is subject to the *Business Corporations Act (British Columbia)*.

BC Ferries' routes and service levels are defined in the Coastal Ferry Services Contract between the Province of British Columbia and BC Ferries. The contract, originally signed in 2003, is a binding 60-year agreement that is reviewed and updated at regular intervals (performance terms).

Information taken from BC Ferries website: https://www.bcferrries.com/about/More_Information.html

- BC Ferries is the 'contractor' for Coastal Ferry Service in B.C.
- BC Ferries is essentially a fixed cost business, whether the ferry is empty or full, fuel, labour and other operating costs are generally the same
- Last year, BC Ferries' revenue was derived through:
 - 69% farebox
 - 6% catering (restaurants, gift shops) (approximately \$90 million annually)
 - 22% Provincial Government through Coastal Ferry Services Contract Services Fee
 - 3% Federal Government
- BC Ferries funds required capital investments by issuing bonds, and relies on earnings each year to support these borrowings
- This year, farebox revenue and earnings are significantly reduced due to lower travel demand caused by COVID-19

Southern Sunshine Coast Ferry Advisory Committee

- BC Ferries offers ferry service under a service contract with the Province of BC. Through this contract, the government pays BC Ferries a defined annual service fee in return for making specified numbers of ferry sailings on specified routes, with a maximum total value of about \$194 million per year.
- The routes between Vancouver Island and the Lower Mainland along with the route between the Lower Mainland and the Sunshine Coast are self-supporting and receive no service fee from provincial taxpayer funds.
- Route 3 was classified as a Major route in the Service Contract in April 2012 and has not received the Service Fee since 2013
- There was a downturn in traffic in 2008 that resulted in the Province reducing core service levels to save costs in 2014. At that time, traffic dropped 5% over 12 weeks – current downturn is much more acute.
- At the height of the COVID pandemic, BC Ferries lost 80% of traffic in twelve days, and all catering and retail was closed. Losing \$1.5 million per day in revenue, with cost cuts and sailing reductions, brought it down to \$1.2-\$1.3 million. It is currently about \$750,000 a day
- An amendment to the Service Contract with the Province resulted in reduced sailing frequency on Majors and Northern routes at beginning of COVID, but a 90 day notice period was required for reductions in “discretionary sailings” on thirteen minor routes, which amounts to approximately 1500 sailings per year over contract. This meant BCF could not reduce service on any of the inter-island routes with discretionary sailings until mid-June.
- In mid-June, the Province provided BC Ferries with \$180,000 to essentially maintain the “discretionary sailings” on thirteen routes for 80 days until September
- Discretionary sailings are those provided by BC Ferries above contract with Government (https://www.bcferrries.com/about/More_Information.html#governance)
- For Route 3, BC Ferries is contracted (July 2, 2019) to provide minimum round trips per day:
 - Peak: 8 (7 on Tuesday & Wednesday, 9 on Friday & Sunday, and 8 on Labour Day Sunday)
 - Off Peak: 7 (6 on Sunday)
- At peak of COVID, sailings on Route 3 were reduced to six, with cancellation of the mid-day sailing as well as the last one of the day
- With the return of some sailings between Horseshoe Bay and Nanaimo on June 3rd, BC Ferries adjusted the Route 3 schedule, with the daily last sailings at least one hour earlier than previously provided.
- There was immediate and extensive advocacy on the Sunshine Coast from many groups, including local governments, this Ferry Advisory Committee, local Chambers of Commerce etc. for a correction to the last sailing time. Within two days, another sailing was added at the end of day.
- Route 3 continues to have a faster improvement in returning ferry traffic than other routes, however, traffic is still approximately 30% lower than the same time last year.
- BC Ferries is monitoring and assessing the traffic and adding ferry service, where possible, if they have crew and ships, and the round trip sailing will not cost BCF (must break even)
- In spring, when BC Ferries would have usually hired seasonal staff to support increased sailing levels in the summer, they could not due to COVID-19. Now BC Ferries must work with the available crew, and if BC Ferries doesn't have the correct number to meet regulations, then they cannot offer the full level of increased sailings.

Southern Sunshine Coast Ferry Advisory Committee

Below are schedule changes over the last three months on route 3

Langdale Departures					Horseshoe Bay Departures				
April - June	June 3 – June 4	June 5 - June 24	Jun 25-29 Jul 2-6	July 2 - Sept 7	April - June	June 3- June 4	Jun 5- Jun 24	Jun 25-29 Jul 2-6	July 2 - Sept 7
6:20	6:20	6:20	6:20	6:20	7:30	7:20	7:20	7:20	7:30
8:40	8:20	8:20	8:20	8:40	9:45	9:20	9:20	9:20	9:50
10:50	10:20	10:20	10:20	11:00	11:55	11:20	11:20	11:20	12:10
cancelled	cancelled	cancelled	12:20	1:15	cancelled	cancelled	cancelled	2:20	2:25
3:15	2:30	2:30	2:30	3:35	4:20	3:30	3:30	3:30	3:15 (Fri, Sun)
				4:20 (Fri, Sun)					4:45
5:25	4:30	4:30	4:30	5:55	6:35	5:30	5:30	5:30	5:30 (Fri, Sun)
7:40	6:30	6:30	6:30	6:40 (Fri, Sun)	8:45	7:25	7:25	7:25	7:05
cancelled	cancelled	8:20 (not Sat.)	8:20 (not Sat.)	8:15	cancelled	cancelled	9:15 (not Sat.)	9:15 (not Sat.)	9:25
				10:30					11:30

- BC Ferries continues to lose significant amounts of revenue every day, and to keep the sailings running, is now using funds intended for capital investments to fund daily operations.
- All non-essential capital investments are under review. For Route 3, these include:
 - Langdale Terminal upgrades
 - Horseshoe Bay Terminal upgrades
 - New vessels to replace the C-Class ships (and associated potential for year-round dedicated supplemental vessel for Route 3)

Vital Transportation Link (B.C. Ferries service) concerns:

- The ferry system is anticipated to lose \$200M this year in farebox and ancillary revenue due to the COVID-19 pandemic. Despite all the outpouring of support funding from both the Federal and Provincial governments for a multitude of entities, BC Ferries does not qualify for any programs at this time.

Tracy Ohlson

Subject: FW: [Sent to board@scrd.ca] Transportation Advisory Committee

From: Lori Pratt

Sent: Friday, February 21, 2020 10:58 AM

To: info@sunshinecoasthighway.ca; Board Chair

Subject: Re: [Sent to board@scrd.ca] Transportation Advisory Committee

Hello Robin,

Thank you for your email.

I will bring your request to our next TAC meeting.

The meetings are Public, and you are more than welcome to attend.

Warm regards,
Lori

Lori Pratt

Director Area B - Halfmoon Bay & Chair

Sunshine Coast Regional District

Direct: 604-740-2370

1975 Field Road, Sechelt, BC V0N 3A1 604-885-6800

www.scrd.ca

From: info@sunshinecoasthighway.ca <info@sunshinecoasthighway.ca>

Sent: Friday, February 21, 2020 10:55:14 AM

To: Board Chair

Subject: [Sent to board@scrd.ca] Transportation Advisory Committee

As we are now an established highway society with interest in all aspects of transportation on the Sunshine Coast we respectfully ask to have one of our members appointed to the Transportation Advisory Committee. We look forward to having input on projects such as the delayed corridor study.

Thank you for your consideration

Robin Merriott - Sunshine Coast Highway Society

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Tracy Ohlson

Subject: FW: Monday, Mar 23 COVID-19 update

From: Diana Mumford <mumford@telus.net>
Sent: Monday, March 23, 2020 8:27 PM
To: Subject: FW: Monday, Mar 23 COVID-19 update

FYI

From: Guenette, Darin <Darin.Guenette@bcferries.com>
Sent: March 23, 2020 7:52 PM
Subject: Monday, Mar 23 COVID-19 update

Hello all,

Material bits of info that you may wish to have related to our COVID-19 responses/communications, etc.

1. At this time, we don't have any plans to reduce service on FAC routes. However, we are looking at contingency options if/when it is determined to reduce service (Commissioner, Ministry, etc) and/or we get to a point where we are unable to crew our vessels to the minimum crewing levels due to illness.
2. We are posting a travel advisory with new/stronger messaging around: encouraging essential traffic only, follow social/physical distancing recommendations, please only e-payments (credit/debit) only...unless cash is your only option. This advisory will be accessible on a yellow tab found at the top of our homepage: bcferries.com...likely within a day or so.
3. We are also working at posting links to the various community postings, calling on non-resident/non-essential customers not to come to their community, in the "Information and Resources" section of our COVID-19 page (see: https://www.bcferries.com/about/projects/covid-19.html?utm_campaign=COVID-19&utm_medium=web&utm_source=bcfhome). I suspect this will be live in the next day or so...and I'll try and let you know.

On the ferries/at terminals.

- We are working at getting new signage up (bright colours to stand out from our regular 'BCF blue-and-white' standard) in applicable places; they will be focussed on reminders around: social/physical distancing, staying in vehicles, no cash payments, etc. This should also take a couple of days or so.
- We have now completely stopped food/beverage and baggage services on all routes except the Northern routes (due to time of sailings), including pre-packaged foods that we were still offering. There is a para on this in the current Travel Advisory tab.
- Some lounge areas are being closed on ships, with a focus on keeping enough space open to allow distancing, while allowing us to not contaminate other lounges. Employees on board have top level cleaning supplies to fight viruses, etc.
- Traffic yesterday was down approximately 65+% (passengers)/55+% (vehicles) down across all inter-island routes in our network. It was down on the Major routes (between V.Island/Sunshine Coast and Metro Vcr) closer to 80% (pass) and 65% (veh). These are all compared to the same time in 2019.

Regards,

Darin Guenette
 Strategy & Community Engagement
British Columbia Ferry Services Inc.
 500-1321 Blanshard Street, Victoria, BC, V8W 0B7
T: 250-978-2385 **C:** 250-213-9253 **Toll free:** 1-877-978-2385

Darin.guenette@bcferries.com

bcferries.com | Facebook | Twitter

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STTR 190
Fiscal Year: 2021
Source: F_Sailing_Event

Traffic Statistics System
Total Vehicle and Passenger Counts by Route for April 2020

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Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
01	SWB	21,036	79,422	-73.51	21,036	79,422	-73.51	980,364	32,306	236,523	-86.34	32,306	236,523	-86.34	3,039,698
	TSA	20,461	80,328	-74.53	20,461	80,328	-74.53	1,003,220	31,208	237,369	-86.85	31,208	237,369	-86.85	3,084,536
		41,497	159,750	-74.02	41,497	159,750	-74.02	1,983,584	63,514	473,892	-86.60	63,514	473,892	-86.60	6,124,234
02	DEP	1,152	46,969	-97.55	1,152	46,969	-97.55	612,092	1,904	124,517	-98.47	1,904	124,517	-98.47	1,670,630
	HSB	1,414	47,256	-97.01	1,414	47,256	-97.01	599,023	2,210	125,253	-98.24	2,210	125,253	-98.24	1,627,521
		2,566	94,225	-97.28	2,566	94,225	-97.28	1,211,115	4,114	249,770	-98.35	4,114	249,770	-98.35	3,298,151
03	HSB	19,369	46,767	-58.58	19,369	46,767	-58.58	576,331	30,259	104,291	-70.99	30,259	104,291	-70.99	1,325,906
	LANG	19,038	47,256	-59.71	19,038	47,256	-59.71	583,201	29,025	101,554	-71.42	29,025	101,554	-71.42	1,305,196
		38,407	94,023	-59.15	38,407	94,023	-59.15	1,159,532	59,284	205,845	-71.20	59,284	205,845	-71.20	2,631,102
04	SWB	5,300	14,185	-62.64	5,300	14,185	-62.64	166,439	7,744	28,115	-72.46	7,744	28,115	-72.46	339,237
	FULF	5,214	13,874	-62.42	5,214	13,874	-62.42	163,244	7,851	26,814	-70.72	7,851	26,814	-70.72	323,194
		10,514	28,059	-62.53	10,514	28,059	-62.53	329,683	15,595	54,929	-71.61	15,595	54,929	-71.61	662,431
05	SWB	4,745	11,261	-57.86	4,745	11,261	-57.86	131,233	6,712	20,144	-66.68	6,712	20,144	-66.68	241,455
	LONG	1			1			41	1	0	0.00	1	0	0.00	98
	OB	2,661	5,975	-55.46	2,661	5,975	-55.46	69,865	3,882	10,661	-63.59	3,882	10,661	-63.59	130,191
	SAT	592	1,356	-56.34	592	1,356	-56.34	16,721	812	2,660	-69.47	812	2,660	-69.47	33,654
	STB	863	1,975	-56.30	863	1,975	-56.30	23,726	1,202	3,363	-64.26	1,202	3,363	-64.26	41,611
	VB	1,176	2,602	-54.80	1,176	2,602	-54.80	29,998	1,750	4,581	-61.80	1,750	4,581	-61.80	54,210
		10,038	23,169	-56.67	10,038	23,169	-56.67	271,584	14,359	41,409	-65.32	14,359	41,409	-65.32	501,219
06	CROF	4,743	10,309	-53.99	4,743	10,309	-53.99	121,052	7,098	20,057	-64.61	7,098	20,057	-64.61	243,630
	VESB	4,645	10,360	-55.16	4,645	10,360	-55.16	122,584	7,032	19,083	-63.15	7,032	19,083	-63.15	236,170
		9,388	20,669	-54.58	9,388	20,669	-54.58	243,636	14,130	39,140	-63.90	14,130	39,140	-63.90	479,800
07	EARL	2,831	7,198	-60.67	2,831	7,198	-60.67	96,327	4,200	12,610	-66.69	4,200	12,610	-66.69	176,494
	SALB	2,786	7,155	-61.06	2,786	7,155	-61.06	95,684	3,997	12,997	-69.25	3,997	12,997	-69.25	185,039
		5,617	14,353	-60.87	5,617	14,353	-60.87	192,011	8,197	25,607	-67.99	8,197	25,607	-67.99	361,533
08	HSB	12,092	23,182	-47.84	12,092	23,182	-47.84	269,082	17,922	53,574	-66.55	17,922	53,574	-66.55	635,805



STTR 190
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Source: F_Sailing_Event

Traffic Statistics System
Total Vehicle and Passenger Counts by Route for April 2020

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Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
08	SNUG	12,106	23,446	-48.37	12,106	23,446	-48.37	271,754	17,965	54,393	-66.97	17,965	54,393	-66.97	645,617
		24,198	46,628	-48.10	24,198	46,628	-48.10	540,836	35,887	107,967	-66.76	35,887	107,967	-66.76	1,281,422
09	TSA	2,208	6,881	-67.91	2,208	6,881	-67.91	99,077	3,750	18,529	-79.76	3,750	18,529	-79.76	278,805
	LONG	241	2,794	-91.37	241	2,794	-91.37	42,712	373	6,634	-94.38	373	6,634	-94.38	111,053
	OB	137	1,543	-91.12	137	1,543	-91.12	18,664	214	3,665	-94.16	214	3,665	-94.16	43,958
	STB	944	1,890	-50.05	944	1,890	-50.05	26,744	1,621	5,267	-69.22	1,621	5,267	-69.22	77,141
	VB	510	1,503	-66.07	510	1,503	-66.07	19,736	725	3,892	-81.37	725	3,892	-81.37	54,094
		4,040	14,611	-72.35	4,040	14,611	-72.35	206,933	6,683	37,987	-82.41	6,683	37,987	-82.41	565,051
10	BEAR	161	318	-49.37	161	318	-49.37	7,360	180	895	-79.89	180	895	-79.89	21,335
	MCLB	98	140	-30.00	98	140	-30.00	2,008	93	461	-79.83	93	461	-79.83	6,373
	KLEM	13	23	-43.48	13	23	-43.48	295	8	190	-95.79	8	190	-95.79	2,109
	PR	61	196	-68.88	61	196	-68.88	5,453	98	458	-78.60	98	458	-78.60	15,931
		333	677	-50.81	333	677	-50.81	15,116	379	2,004	-81.09	379	2,004	-81.09	45,748
11	PR	219	691	-68.31	219	691	-68.31	10,149	217	1,397	-84.47	217	1,397	-84.47	23,907
	SKID	187	662	-71.75	187	662	-71.75	9,701	183	1,378	-86.72	183	1,378	-86.72	23,163
		406	1,353	-69.99	406	1,353	-69.99	19,850	400	2,775	-85.59	400	2,775	-85.59	47,070
12	BREN	103	4,879	-97.89	103	4,879	-97.89	52,512	152	9,120	-98.33	152	9,120	-98.33	102,566
	MB	104	4,190	-97.52	104	4,190	-97.52	48,050	163	8,045	-97.97	163	8,045	-97.97	96,308
		207	9,069	-97.72	207	9,069	-97.72	100,562	315	17,165	-98.16	315	17,165	-98.16	198,874
13	LANG								1,551	3,651	-57.52	1,551	3,651	-57.52	43,905
									1,551	3,651	-57.52	1,551	3,651	-57.52	43,905
17	POWR	2,431	6,945	-65.00	2,431	6,945	-65.00	86,631	3,664	15,140	-75.80	3,664	15,140	-75.80	197,597
	LR	2,492	7,063	-64.72	2,492	7,063	-64.72	87,699	3,746	15,395	-75.67	3,746	15,395	-75.67	199,213
	TEX							87							148
		4,923	14,008	-64.86	4,923	14,008	-64.86	174,417	7,410	30,535	-75.73	7,410	30,535	-75.73	396,958
18	POWR	2,760	3,847	-28.26	2,760	3,847	-28.26	48,544	4,088	6,703	-39.01	4,088	6,703	-39.01	88,410



STTR 190
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Source: F_Sailing_Event

Traffic Statistics System
Total Vehicle and Passenger Counts by Route for April 2020

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Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
18	TEX	2,733	3,803	-28.14	2,733	3,803	-28.14	47,967	4,107	6,457	-36.39	4,107	6,457	-36.39	83,504
		5,493	7,650	-28.20	5,493	7,650	-28.20	96,511	8,195	13,160	-37.73	8,195	13,160	-37.73	171,914
19	NANH	8,251	16,057	-48.61	8,251	16,057	-48.61	186,384	12,749	34,612	-63.17	12,749	34,612	-63.17	403,935
	GAB	8,379	16,190	-48.25	8,379	16,190	-48.25	188,292	12,782	34,982	-63.46	12,782	34,982	-63.46	401,972
		16,630	32,247	-48.43	16,630	32,247	-48.43	374,676	25,531	69,594	-63.31	25,531	69,594	-63.31	805,907
20	CHEM	2,283	3,812	-40.11	2,283	3,812	-40.11	47,106	4,677	11,360	-58.83	4,677	11,360	-58.83	134,156
	THET	1,337	2,525	-47.05	1,337	2,525	-47.05	29,923	2,060	5,555	-62.92	2,060	5,555	-62.92	66,662
	PENL	934	1,347	-30.66	934	1,347	-30.66	17,437	2,570	5,710	-54.99	2,570	5,710	-54.99	65,906
		4,554	7,684	-40.73	4,554	7,684	-40.73	94,466	9,307	22,625	-58.86	9,307	22,625	-58.86	266,724
21	BUCK	5,783	11,250	-48.60	5,783	11,250	-48.60	146,032	8,419	20,178	-58.28	8,419	20,178	-58.28	276,721
	DENW	5,734	11,230	-48.94	5,734	11,230	-48.94	145,722	8,320	19,672	-57.71	8,320	19,672	-57.71	266,116
		11,517	22,480	-48.77	11,517	22,480	-48.77	291,754	16,739	39,850	-57.99	16,739	39,850	-57.99	542,837
22	DENE	1,620	4,343	-62.70	1,620	4,343	-62.70	62,735	2,348	7,885	-70.22	2,348	7,885	-70.22	126,285
	HORN	1,612	4,322	-62.70	1,612	4,322	-62.70	62,732	2,289	7,852	-70.85	2,289	7,852	-70.85	126,807
		3,232	8,665	-62.70	3,232	8,665	-62.70	125,467	4,637	15,737	-70.53	4,637	15,737	-70.53	253,092
23	CR	9,480	16,588	-42.85	9,480	16,588	-42.85	202,553	14,921	34,490	-56.74	14,921	34,490	-56.74	439,817
	QCOV	9,637	16,820	-42.71	9,637	16,820	-42.71	207,467	14,871	34,394	-56.76	14,871	34,394	-56.76	431,239
		19,117	33,408	-42.78	19,117	33,408	-42.78	410,020	29,792	68,884	-56.75	29,792	68,884	-56.75	871,056
24	HERB	1,198	2,523	-52.52	1,198	2,523	-52.52	32,178	1,864	4,373	-57.37	1,864	4,373	-57.37	60,551
	WHAL	1,225	2,437	-49.73	1,225	2,437	-49.73	31,948	1,935	4,096	-52.76	1,935	4,096	-52.76	59,140
		2,423	4,960	-51.15	2,423	4,960	-51.15	64,126	3,799	8,469	-55.14	3,799	8,469	-55.14	119,691
25	ALRT	785	2,195	-64.24	785	2,195	-64.24	27,922	1,255	5,291	-76.28	1,255	5,291	-76.28	68,565
	SOIN	1,018	1,830	-44.37	1,018	1,830	-44.37	23,135	1,474	4,335	-66.00	1,474	4,335	-66.00	55,462
	PMCN	1,721	3,790	-54.59	1,721	3,790	-54.59	47,460	2,617	9,595	-72.73	2,617	9,595	-72.73	119,872
		3,524	7,815	-54.91	3,524	7,815	-54.91	98,517	5,346	19,221	-72.19	5,346	19,221	-72.19	243,899
26	ALIF	917	2,042	-55.09	917	2,042	-55.09	25,165	1,331	3,952	-66.32	1,331	3,952	-66.32	51,694



STTR 190
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Traffic Statistics System
Total Vehicle and Passenger Counts by Route for April 2020

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Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
26	SKID	899	2,101	-57.21	899	2,101	-57.21	25,215	1,335	4,032	-66.89	1,335	4,032	-66.89	52,642
		1,816	4,143	-56.17	1,816	4,143	-56.17	50,380	2,666	7,984	-66.61	2,666	7,984	-66.61	104,336
28	BEAR							1,109							2,821
	MCLB	5	23	-78.26	5	23	-78.26	203	7	35	-80.00	7	35	-80.00	529
	OF	4	9	-55.56	4	9	-55.56	134	5	15	-66.67	5	15	-66.67	260
	SHWR	7	8	-12.50	7	8	-12.50	114	3	22	-86.36	3	22	-86.36	277
	BECO	11	24	-54.17	11	24	-54.17	1,431	14	34	-58.82	14	34	-58.82	3,698
		27	64	-57.81	27	64	-57.81	2,991	29	106	-72.64	29	106	-72.64	7,585
30	DUKE	20,087	30,082	-33.23	20,087	30,082	-33.23	366,816	28,908	63,075	-54.17	28,908	63,075	-54.17	816,488
	TSA	20,587	30,622	-32.77	20,587	30,622	-32.77	376,316	29,921	64,347	-53.50	29,921	64,347	-53.50	836,313
		40,674	60,704	-33.00	40,674	60,704	-33.00	743,132	58,829	127,422	-53.83	58,829	127,422	-53.83	1,652,801
		261,141	710,414	-63.24	261,141	710,414	-63.24	8,800,899	396,688	1,685,728	-76.47	396,688	1,685,728	-76.47	21,677,340

Sunshine Coast Regional District

1975 Field Road
Sechelt, British Columbia
Canada V0N 3A1

P 604.885.6800
F 604.885.7909
Toll free 1.800.687.5753

info@scrd.ca
www.scrd.ca



May 27, 2020

Via email: Elena.Farmer@gov.bc.ca

Ministry of Transportation and Infrastructure
Lower Mainland District Office
Suite 310 – 1500 Woolridge Street
Coquitlam, BC
V3K 0B8

Attention: Elena Farmer, Associate District Manager

Re: Flume Road Safety Concern

In September 2019, BC Transit staff conducted a Safety Study as a result of safety concerns from BC Transit staff and SCRD transit drivers. The safety concern was regarding buses taking a left from Flume Road onto Highway 101. It was concluded that there is a significant risk of a bus being involved in a motor vehicle accident which could harm the bus drivers, passengers, other vehicle operators and damage assets.

This risk is due to the steep slope of Flume Road as buses are not able to pull onto the highway in an appropriate amount of time, resulting in the risk of an accident with highway traffic. It takes a bus approximately eight seconds at full throttle to begin the left turn from Flume Road and pull into the lane of travel. It takes an additional two seconds to enter and stop in a bus stop immediately after the turn is complete. At the same time, it takes approximately 10 seconds for vehicles travelling at 80 km/h to reach the middle of the intersection after first coming into the field of view of the bus operators.

SCRD staff identified three different short-term options to address this safety concern (see Figure 1):

Option 1 - Reroute the buses to go up Roberts Creek Road in the northbound direction bypassing Beach Ave and Flume Road and take a left onto highway 101 from the Roberts Creek Road and Highway 101 intersection.

Option 2 - Reroute the buses to go up Marlene Road from Beach Ave in the northbound direction bypassing Flume Road and take a left onto Highway 101 from Marlene Road.

Option 3 - Reroute the buses to go up Marlene Road from Beach Ave, turn right on Kraus Road, turn left onto Roberts Creek Road and take a left onto Highway 101 from the Roberts Creek Road and Highway 101 intersection. In all three options buses travelling in the southbound direction would continue on the current route utilizing Flume Road and Beach Ave.

Sunshine Coast Regional District

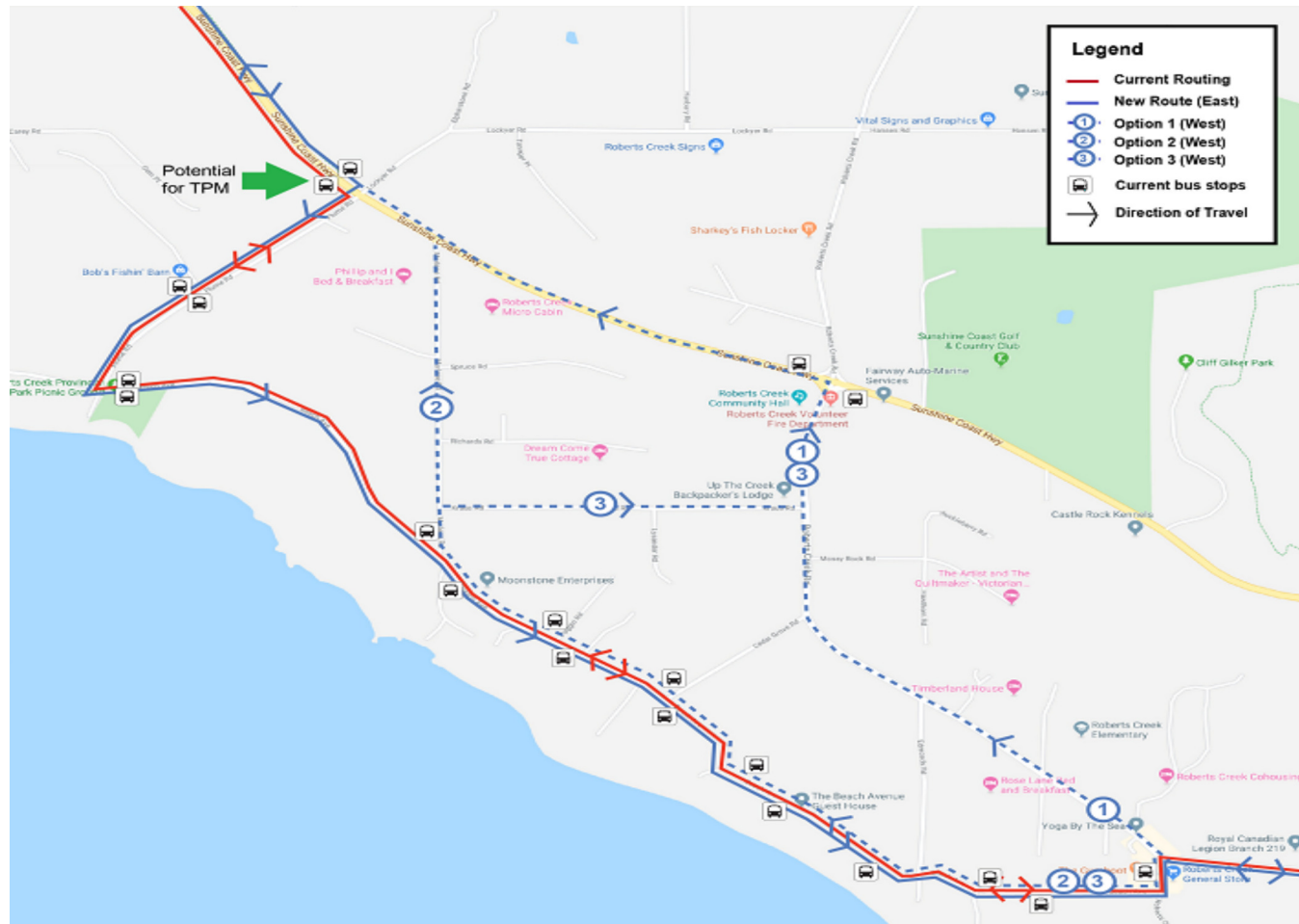
1975 Field Road
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www.scrd.ca



Figure 1. Map showing new route options



At its March 25, 2020 Board Meeting, the following recommendation was adopted:

037/20 (in part) **Recommendation No. 4** *Flume Road Safety Concern*

THAT conventional Transit Service be rerouted up Marlene Road from Beach Avenue in the northbound direction bypassing Flume Road and taking a left onto Highway 101 from Marlene Road beginning in May 2020;

AND FURTHER THAT staff work with BC Transit and the Ministry of Transportation and Infrastructure on the implementation of long-term safety improvements at the Flume Road/Highway 101 crossing and short-term safety improvements to Marlene Road.

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The new routing will impact a number of residents and a letter and Petition dated February 21, 2020 from the residents of the Ikelon Trailer Court is attached for your consideration. The residents are requesting a pedestrian crossing or traffic light at Flume Road.

With respect to the long-term solutions, we request that a controlled pedestrian crossing with flashing lights, bus activated light or alternative safety options at Flume Road and Highway 101 be implemented to address this safety concern. The crossing could be tripped by two vehicle detection loops on Flume Road and could only be enabled by a bus waiting.

The SCRD and BC Transit would welcome the opportunity to discuss long-term solutions to improve the safety for bus drivers, passengers, other vehicle operators and reduce the damage to assets at this location, I can be contacted at remko.rosenboom@scrd.ca or 604-885-6810 to discuss this matter further.

Sincerely,

SUNSHINE COAST REGIONAL DISTRICT

A handwritten signature in black ink, appearing to read "Remko", with a long, sweeping horizontal stroke extending to the right.

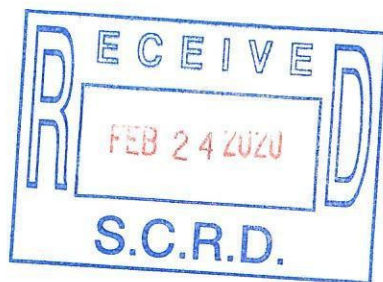
Remko Rosenboom
General Manager, Infrastructure Services

cc: Rob Ringma, Senior Manager Government Relations, BC Transit

To: Andreas Tize
Area D Representative
SCRD Board

Janet Walters
Box 35
Roberts Creek, BC V0N 2W0

CC: Lori Pratt, Chair, SCRD Board
Nicholas Simons, MLA



21 Feb 2020.

Dear Andreas,

Please find enclosed a petition from the Flume Road residents objecting to the proposed change to the uphill section of the #1 transit bus route.

The proposed change would pose a significant safety risk to transit riders, most especially to young mothers with children, children travelling alone, and seniors. At the moment, these riders can safely get off the bus on Flume Road and walk home. If the bus route changes to Marlene, then Flume Road riders will have to either get off on Marlene and walk a long way to Flume (impossible for many seniors and probably undesirable for children travelling alone) or get off the bus on the highway and cross it at their peril. As you know, there is no crossing on the highway at Flume, and if it is a dangerous intersection for a bus then it is an exceedingly dangerous intersection for pedestrians! At night time, it is precarious. You may remember the elderly woman who was killed crossing the highway in Gibsons after getting off the bus near Wood Creek Park a few years ago.

These safety concerns are very grave. I would request that you and other representatives please walk this area of the bus route yourself, both as it is now, and again after dark using the proposed change to Marlene. The residents of Roberts Creek deserve to be able to use the transit system safely, and this is clearly not safe.

As well as the Flume Road residents, the proposed change will present further hardship to the Roberts Creek residents west of Marlene Road who will have to walk even further for a bus. In addition, the geography of this area is very steep – the proposed change will likely make it impossible for seniors and others with reduced mobility to walk up to the bus on the highway or to the bus on Marlene. As you may know, the Ikelon Trailer Court on Flume has many elderly residents who would not be able to access the bus if the route changes.

Finally, there have not been any collisions involving the bus at the intersection of Flume and the highway. It is no less safe for the bus than for any other vehicle. If safety is the primary concern then a pedestrian crossing and a traffic light would seem to be a far better solution.

In closing you will see from the petition that there is considerable opposition to the proposed move from people who will be directly affected. As our representative we hope that you will respond to our concerns and make yourself personally aware of the pedestrian safety issues, and geography and walking distances involved in the proposed change, and advocate for keeping transit safe and accessible in this area for all.

Your sincerely,



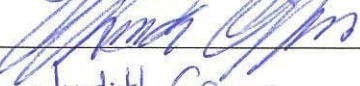




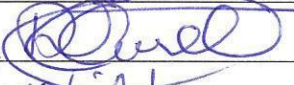
Handwritten signature of Janet Walters in blue ink.

Janet Walters
(604) 885-6051

Petition regarding cancellation of uphill transit service on Flume Road, Roberts Creek

We, the undersigned are residents of Ikelon Trailer Court, 1123 Flume Road, Roberts Creek and other Flume Road residents. Approximately 50 people live in the trailer court, most of whom are senior citizens. We are regular transit users and depend on this service. We object to the decision to stop the uphill transit service on Flume Road. This move will place the residents of Flume Road in danger, because they will either have to get off the bus on Marlene Road, and scramble through the bushes to Flume Rd., or get off the bus on the highway ^{CROSSING} and walk down Flume Road in the dark, which is both unsafe, and too far for people with reduced mobility. This move will cause great hardship to people with limited mobility and limited income. We will not be able to use the bus at night, and many people will not be able to use it at all. This will greatly affect our quality of life and independence. We submit that a better solution would be a traffic light at the top of Flume Road which would increase safety for the bus and everyone else.

Print name	Sign	Address
JANET WALTERS	J Walters	#7, 1123, Flume Rd.
DOUG ROATHY	Doug Roathy	#5, 1123-Flume Rd.
ADA ROATHY	Ada Roathy	#5, 1123-FLUME RD
MARIA ZAKINS	M Zakins	4A, 1123 Flume Rd.
KYNDRA WHITE	K White	2-1123 Flume Rd
JANIS VIFFANY	Janis Viffany	#31- 1123 " "
DIANE MCINTOSH	Diane McIntosh	#30 - 1123 Flume Rd.
HEATHER ROWLAND	Heather Rowland	#29 - 1123 Flume Rd.
JOHN LLOYD	John Lloyd	1071 Flume RD
KEN VINE	Ken Vine	1123 - FLUME RD -
SALLY DOLPHIN	Sally Dolphin	#1125 - 1123 FLUME RD
REBEKAH CRIBBS	Rebekah Cribbs	22-1123 FLUME ROAD
BORA MILETIC	Bora Miletic	19-1123 FLUME

PRINT NAME	Sign	Address
PAT RANDALL		#17 1123 Flume Rd.
ZOE HILLS		#15 - 1123 Flume Rd.
AMANDA OFFERS		#13- 1123 FLUME RD
Judith Grievie	Judith Grievie	#11 - 1123 Flume Rd.
Rick Bruner	Rick Bruner	#9 - FLUME Rd. - 1123
Kythrinedugan	Kathy Dugan	#9 FLUME Rd. - 1123
MYKOLA LAPKA		#10 FLUME RD - 1123
GEORGE COMBAS		28 FLUME RD 1123
HEATHER WENZEL	Heather Wenzel	#12 - 1123 FLUME RD
S.A. MAGUIRE	S.A. Maguire	154 - 1123 Flume Rd.
D. ROSS		14 - 1123 Flume Rd
K. YOUNG		17A - 1123 Flume Rd.
G. TILLEY	G. Tilley	17A - 1123 Flume Rd.
JOE GREENAWAY	Joe Greenaway	18 - 1123 FLUME RD
N. GREENAWAY	N. Greenaway	18 - 1123 FLUME RD
Susan Davidson	Susan Davidson	20 - 1123 Flume Rd.
Richard Catll		" " " "
Linda Child	Linda Child	23 - 1123 Flume Rd.
MEL MCKENZIE	Mel McKenzie	1154 FLUMER RD VON-202
HELENE MCKENZIE	Heleene McKenzie	1154 FLUME RD
Adelphi	Gladys Cawthra	1154 Flume Rd.
BRIAN WILSON	Brian Wilson	#6 - 1123 FLUME RD.



June 11, 2020

Sunshine Coast Regional District
1975 Field Road
Sechelt, BC V0N 3A1

Via email: Remko.Rosenboom@scrd.ca

Dear Mr. Rosenboom,

Re: Flume Road Safety Concern

Thank you for your letter dated May 27th, 2020 regarding the intersection of Highway 101 at Flume Road.

The ministry is aware of the safety concerns raised by BC Transit staff and Sunshine Coast Regional District (SCRD) transit drivers related to larger transit vehicles making the left turn movement from Flume Road to northbound Highway 101. We acknowledge that to address this concern, the SCRD Board has adopted the recommendation to reroute the buses to go up Marlene Road from Beach Avenue in the northbound direction bypassing Flume Road and take a left onto Highway 101 from Marlene Road. As well, to work with the ministry and BC Transit to implement safety improvement at the Flume Road/Highway 101 intersection.

The ministry is open to discussing potential safety improvements at the Flume Road/Highway 101 intersection. However, it should be noted that the ministry is currently engaged in a couple of activities that may impact the type and warrant for improvements of the Highway 101 and Flume Road intersection.

The first is the ministry's Highway 101 corridor study. As you are aware, the ministry has engaged the SCRD on this study which looked at safety and operations of the corridor from the Langdale Ferry Terminal to Redroofs Road north of Sechelt. Ministry staff are currently reviewing the final report and the various improvement options that were identified. Once this review is complete, the ministry will present the results to SCRD staff.

The second is that the ministry will be undertaking a more thorough review of the intersection of Oceanview Drive and Highway 101. This review, being completed at the request of the SCRD, will focus on pedestrian movements to determine if any further safety improvements are warranted.

If you have any further questions, please do not hesitate to reach out to our Operations Manager, Michael Braun. Michael can be reached by email at Michael.Braun@gov.bc.ca or by phone at (604) 398-5677.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Farmer', with a stylized flourish extending to the right.

Elena Farmer
Associate District Manager, Lower Mainland District
Ministry of Transportation and Infrastructure

Sunshine Coast Regional District

1975 Field Road
Sechelt, British Columbia
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May 27, 2020

Ministry of Transportation and Infrastructure
Lower Mainland District Office
Suite 310 – 1500 Woolridge Street
Coquitlam, BC
V3K 0B8

Via email: Elena.Farmer@gov.bc.ca

Dear Ms. Farmer:

Re: Speed Reduction on Sunshine Coast Highway – Woodcreek Park Area

Please be advised that the SCRD Board adopted the following Resolution at the October 10, 2019 Regular Board meeting:

242/19 (part) That a letter be sent to the Ministry of Transportation and Infrastructure requesting that the speed limit for the portion of the Sunshine Coast Highway near the Woodcreek Park area be reduced to 60 kilometers per hour.

I write to you further to Minister Trevena's letter dated October 22, 2019 to explore potential safety measures for Woodcreek Park, specifically the reduction in the speed limit along this corridor to 60 km per hour.

I have attached a corridor map of the Woodcreek Park area along the Sunshine Coast Highway (from Henry Road to Conrad Road) for your reference and note the following relevant information:

Factor	Hwy Part A Highway 101 between Henry Road and Lower Rd intersections	Hwy Part B Equivalent distance (1.6km) west of Lower Rd intersection to Conrad Rd
1. Number of parcels accessible only from Hwy 101	309	55
2. Number of civic addresses on parcels	328	62
3. Number of bus stops	4	7
4. Number of side road intersections	8 (including Henry, Highland and Lower Rd)	4 (including Conrad Rd and not including Highland and Lower Rd.)

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The SCRD Board is extremely concerned about the road safety on this stretch of road given the significant number of intersections with side roads and parcel residents in the vicinity of this highway. The number of close calls and actual accidents, including several resulting in a loss of life over the last decade, are considered substantial and support these concerns.

At a staff level these concerns were raised with Ministry staff as part of the process to develop the Highway 101 Corridor Study Problem Definition Report of which the SCRD Board is eager to hear the findings.

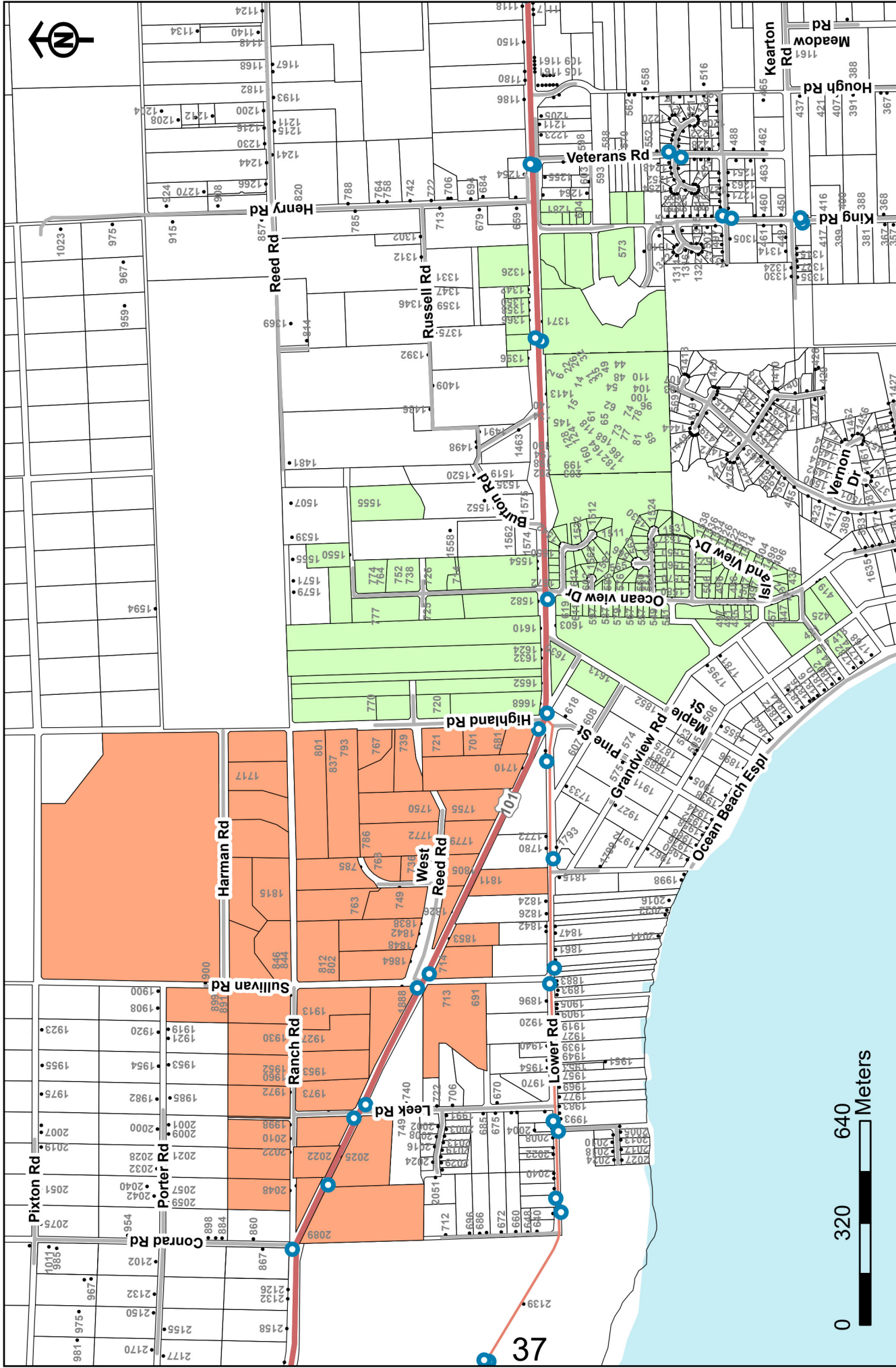
I can be contacted at remko.rosenboom@scrd.ca or 604-885-6810 to discuss this matter further.

Sincerely,

SUNSHINE COAST REGIONAL DISTRICT

A handwritten signature in black ink, appearing to read "Remko Rosenboom", written over a horizontal line.

Remko Rosenboom
General Manager, Infrastructure Services



Parcels accessible only from Hwy 101 - Henry Rd to Conrad Rd

This information has been compiled by the Sunshine Coast Regional District (SCRD) using data derived from a number of sources with varying levels of accuracy. The SCR D disclaims all responsibility for the accuracy or completeness of this information.

Date: 10/16/2019

- Highway
- Arterial; Collector
- Local Road
- BC Transit Bus Stops
- Parcels
- Hwy Part A - Henry Rd to Lower Rd
- Hwy Part B - Lower Rd to Conrad Rd



June 11, 2020

Sunshine Coast Regional District
1975 Field Road
Sechelt, BC V0N 3A1

Via email: Remko.Rosenboom@scrd.ca

Dear Mr. Rosenboom,

Re: Request for Speed Reduction Highway 101 between Henry Road and Lower Road

Thank you for your letter dated May 27th, 2020. I appreciate the concerns that you have raised regarding Highway 101 between Henry Road and Lower Road – the Woodcreek Park area. I can assure you that safety is the Ministry of Transportation and Infrastructure (the Ministry) number one priority, and I am happy to respond to the Sunshine Coast Regional District (SCRD) request to lower the speed limit through this area.

Generally, most motorists drive in a manner that is safe and prudent. Only a small minority will drive in a reckless manner. Many studies have shown that motorists will continue to drive at a speed that they feel is safe for the given roadway characteristics regardless of the posted speed limit, and this stretch of Highway 101 is straight and has good horizontal and vertical sight distances.

It is important to note that when professional engineers are establishing speed limits, they look to establish the speed limit as close to what 85% of motorists travel. Speed limits are adjusted according to factors such as safety history, highway curves and sight lines, traffic volumes, adjacent land use and consistency of speed limits along a stretch of highway. Setting appropriate speed limits increases compliance and reduces differences in speeds between vehicles, which improves safety and reduces collisions.

I also recognize the large number of parcels that access on to Highway 101; however, the number of access points on Highway 101 between Henry Road and Lower Road is significant less than the 309 quoted in your letter. Most of these properties access the highway at an intersection or an access point appropriate for the class of highway. Furthermore, as development in the area continues, the Ministry will look for opportunities to limit access directly on to the highway.

Finally, as you note, the Ministry has engaged with the SCRD on the Highway 101 corridor study, which looked at safety and operations of the corridor from the Langdale Ferry Terminal to Redroofs Road north of Sechelt. Ministry staff are currently reviewing the final report. Once this review is complete, the Ministry will present the results to regional district staff.

If you have any further questions, please do not hesitate to reach out to our Operations Manager, Michael Braun. Michael can be reached by email at Michael.Braun@gov.bc.ca or by phone at (604) 398-5677.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Farmer', with a stylized, flowing script.

Elena Farmer
Associate District Manager, Lower Mainland District
Ministry of Transportation and Infrastructure