



# Southern Gulf Islands Transportation Integration Plan



May 2022



## ACKNOWLEDGEMENTS

The Capital Regional District conducts its business within the traditional territories of over 20 First Nations, including Songhees, x̱w̱seps̱əm (Esquimalt), W̱JOḺE̱LP (Tsartlip), BO̱ḴE̱ĆEN (Pauquachin), S̱ṮÁUṮW (Tsawout), W̱SIKEM (Tseycum), MÁLEXE̱L (Malahat), Sc'ianew (Beecher Bay), T'Sou-ke, Pacheedaht and Pune'laxutth' (Penelakut). It recognizes the First Nations governments across this region, all of whom have a long-standing relationship with the land and waters from time immemorial that continues to this day.

## EXECUTIVE SUMMARY

The Southern Gulf Islands Transportation Integration Plan presents a business case for a new Capital Regional District (CRD) transportation service for the Southern Gulf Islands Electoral Area (SGI EA). An SGI transportation service would be guided by an SGI Transportation Commission made up of local representatives, similar to the model already successfully implemented to further sustainable transportation in the CRD's Salt Spring Island Electoral Area.



The primary objective of an SGI transportation service would be to provide financial and coordination support to the active transportation, community public transportation (such as community bus) and water-based mobility initiatives that have been—and would continue to be—led by local non-profit and private organizations on the islands. The CRD service would be targeted to fill the gaps in the existing local transportation framework by holding tenure and/or acting as the sponsoring local government when required for transportation infrastructure investment and funding applications to higher levels of government.

The role of the CRD transportation service would also be to encourage investment in active transportation road improvements and cycling infrastructure, provide integration of water and land public transportation systems, and facilitate partnerships between other agencies and community groups advancing transportation solutions in the region. Without establishing a transportation service for the SGI EA, the CRD does not have the authority or resources to support a locally controlled network of trails and cycling routes, public transit options, or support more effective inter-island travel. Legislative and legal restrictions prevent regional districts from cross-funding across services, so the CRD is currently unable to shift funding from other internal funding streams to support local transportation solutions on the islands.



### Transportation Service Concept Exploration and Development

The request to explore an SGI transportation service originated in May 2018 when the Southern Gulf Islands Community Economic Sustainability Commission (CESC) requested that the CRD establish a new transportation service for the SGI Electoral

Area. The CESC motion specified the service should be guided by a commission with representatives from Galiano Island, Mayne Island, Pender Islands, and Saturna Island with a mandate to oversee and coordinate the transportation initiatives relating to on-island and inter-island transportation, trails and bikeways and liaising with the SGI Harbours. The CRD Board endorsed the request and the CRD subsequently advanced a process to consider an integrated transportation service for the region.

As a result of this, in 2021, Watt Consulting was engaged to undertake a comprehensive SGI Transportation Integration Plan that included developing a business case for service model options and quantified costs, as well as a standalone Active Transportation Plan for SGI. The process was grounded in an in-depth community engagement and stakeholder consultation program that included spring and summer 2021 virtual workshops with Transportation Advisory Groups (TAGs) comprised of community transportation groups from each of the modes, outreach to area First Nations, interviews with agency stakeholders, and information provided to the community via the CRD website, posters, and a media release.

In late summer and early fall 2021, the project gathered further feedback from the public on transportation gaps and opportunities at community mapping events and a round of public online engagement that included interactive mapping, quick polls, a survey, and an ideas forum. A Frequently Asked Questions (FAQ) was sent to every SGI mailbox to encourage people to fill out the survey.



During the Round 1 engagement, 2.5k people visited the Get Involved (Bang the Table) virtual engagement site, and 695 surveys were submitted.

**Service Level Options**

In response to the feedback received from stakeholders and the community, Watt prepared a range of service level options that would be possible for the SGI. The service levels were guided by recognition that the SGI functions with strong volunteer economies and that there were many community-based transportation solutions that could become more viable with just a little more sustainable and predictable support.

The service options were put forward with the understanding that the SGI tax base alone would not be enough to afford the level of infrastructure required to achieve the ultimate desired transportation vision heard from the islanders. Therefore, the recommended approach builds off existing grassroots organizations and volunteer networks as much as possible. The suggested role for the CRD is not to become a

transportation service provider, but rather to leverage more significant infrastructure funds and to be an enabler, supporting coordination and contributing funding for integrated services to be provided by 3rd parties and community organizations.

Based on this approach, the project developed a sample range of service level options that would be possible for the SGI at four tax requisition levels:

- **Option A – Status Quo** – No increase in requisition. No change in service level;
- **Option B – Basic Level** – Would provide small grants to community bus and trail groups, with an annual budget of up to \$270,000;
- **Option C – Semi-Integrated Transportation System** – Would support active transportation and community buses, with only minor support for water-based modes, with an annual budget of up to \$450,000; and
- **Option D – Fully Integrated Transportation Service** – Would support all three modes with an annual budget of up to \$675,000.

Sample tax requisition amounts based on 2021 property assessments were also included with the service level options and ranged from \$7.49 per \$100,000 of assessed property value for Option B, to \$18.51 per \$100,000 for Option D. Updated figures based on 2022 property assessments have since **lowered** these projected amounts to instead range from \$5.50 per \$100,000 assessed value for Option B (or \$0.055 per \$1,000) to \$14.10 per \$100,000 for Option D (or \$0.141 per \$1,000).

Round 2 engagement took place in winter 2022 and sought feedback on the level of support for the various funding options (based on the original 2021 property assessment amounts shown) and the range of proposed transportation solutions. It involved an online survey and four virtual Q&A sessions (conducted over Zoom). An FAQ was sent to every SGI mailbox. This mail-out explained the proposals and encouraged people to fill out the survey and attend the virtual meetings.

### Southern Gulf Islands Transportation Integration Plan

Let's talk about improving transportation options on the Southern Gulf Islands.

[Get Involved](#)



During the Round 2 engagement, 1.5k people visited the [Get Involved \(Bang the Table\) site](#), and 365 surveys were submitted.

The Round 2 Engagement found that the majority of respondents (67%) supported a tax requisition to increase transportation solutions in the islands. Eighty-five percent of respondents to the survey indicated a desire for change from the current level of transportation service on the islands. “Option D - Fully Integrated Transportation Service” was the first preference for the highest number of participants (45%), and

“Option C - Semi-Integrated Transportation Service” was the second preference for most participants (50% of participants had it as their second choice).

In February 2022, the SGI Community Economic Sustainability Commission received the consultation results and passed a resolution recommending the CRD Board implement “Option D,” of the SGI Transportation Options.

### Recommendations and Next Steps

An integrated transportation system encompassing walking, cycling, public transportation, and water-based transportation would change the economic geography of the region and enable shared services and increased connections throughout the islands. Investment in active transportation and public transportation would improve safety, equity, and access among residents of all ages while also reducing greenhouse gas impacts from residents and visitors.

The prerequisite for the CRD to have a formal role in funding and supporting locally-led transportation initiatives in the Southern Gulf Islands is the creation of an SGI transportation service, which in turn can only be enabled through a Service Establishment Bylaw and voter assent process.

Should the CRD wish to pursue an SGI transportation service, recommended next steps would include:

- CRD Board consideration of a Service Establishment Bylaw and voter assent process.
- Preparing for a referendum in the 2022 General Election.
- Presentation of information on the service proposal in lead up to the referendum.



## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>APPENDICES .....</b>	<b>5</b>
<b>1.0 INTRODUCTION.....</b>	<b>6</b>
1.1 Project Evolution & Engagement Approach .....	7
<b>2.0 SGI TRANSPORTATION ISSUES AND OPPORTUNITIES .....</b>	<b>11</b>
2.1 Jurisdictional Issues and Opportunities.....	12
2.2 Public Feedback .....	13
2.3 First Nations, Transportation Group, and Stakeholder Feedback.....	15
<b>3.0 FEASIBLE TRANSPORTATION APPROACHES &amp; CRD ROLE.....</b>	<b>17</b>
3.1 SGI Transportation Service Findings & Recommended CRD Role.....	18
3.1.1 Key Conclusions – Overall Integration & CRD Role.....	18
3.1.2 Key Conclusions: Active Transportation .....	19
3.1.3 Key Conclusions: Public Transportation .....	20
3.1.4 Key Conclusions: Water-Based Transportation.....	21
<b>4.0 CREATING AN SGI TRANSPORTATION SERVICE .....</b>	<b>22</b>
4.1 Transportation Service Example Funding Levels and Options.....	23
4.1.1 Overview of Cost Assumptions.....	24
Option A – Status Quo .....	26
Option B – Basic Grants.....	27
Option C – Semi-Integrated Transportation System .....	29
Option D – Fully-Integrated Transportation System.....	32
4.2 Option Evaluation.....	35
4.3 Round 2 Engagement Results .....	37
<b>5.0 RECOMMENDED NEXT STEPS .....</b>	<b>39</b>
5.1 Suggested Path to Implementation – Year 1 .....	40
<b>6.0 CONCLUSIONS.....</b>	<b>41</b>

## APPENDICES

Appendix A: Public Engagement Summary

## 1.0 INTRODUCTION

The Capital Regional District (CRD) developed the Southern Gulf Islands (SGI) Transportation Integration Plan to understand the demand for, and propose future improvements to, mobility networks in the SGI Electoral Area, including walking, cycling, public transportation and passenger ferry services. Developed with the CRD and the community by Watt Consulting Group in partnership with Dreadnought Marine Consultants, this Plan presents a range of service models and estimated budget requirements to implement the vision of an integrated transportation service.

Building on past studies and community feedback, the purpose of the project was to assess how to most effectively move from ideas to action when it comes to transportation on and between the largest Southern Gulf Islands: Galiano, Mayne, Saturna, and North and South Pender Islands, with possible links to Sidney and Salt Spring Island.

This document summarizes the outcomes of the SGI Transportation Integration Plan project, with a focus on describing the potential role, attributes and scope of a CRD Southern Gulf Islands transportation service function should the CRD Board and the SGI electorate wish to move forward with establishing one through a Service Establishment



**A major barrier to funding ongoing transportation improvements in the SGI is the Electoral Area's lack of a formal transportation service function** through its governing Regional District, the CRD.

Unlike municipalities which have more flexibility in shifting their budget and service priorities, regional districts must formally define services. Without such a service, the area cannot access CRD funding towards local transportation projects or apply for larger provincial and federal transportation grants.

Bylaw and referendum. This plan also provides a high-level summary of the outcomes of engagement and analysis undertaken for the project and how they shaped the recommendations.

More detailed information on the engagement and outreach activities and their results are provided in Appendix A, as well as in the Southern Gulf Islands Active Transportation Plan that also resulted from this work.



**SGI Transportation Integration Plan – Project Objectives & Deliverables:**

- **Developing and costing out transportation service options** that are practical, feasible and right-sized to meet the needs for each community and inter-island connection.
- **Undertaking community mapping and engagement** to capture existing and proposed trails envisioned by stakeholder organizations and community members, determining community needs and future priorities, and refining recommendations.
- **Outlining the action steps and recommendations** for how a CRD transportation service could be structured to enable the creation, phasing and integration of land-based public transportation, inter-island water passenger service, and supporting active transportation improvements on each of the Southern Gulf Islands.
- **Understanding the CRD’s role** in supporting identified community needs and integrated transportation going forward.

**1.1 Project Evolution & Engagement Approach**

The request to explore an SGI transportation service originated in May 2018 when the Southern Gulf Islands Community Economic Sustainability Commission (CESC) requested that the CRD establish a new transportation service for the SGI Electoral Area. The CESC motion specified the service should be guided by a commission with representatives from Galiano Island, Mayne Island, North and South Pender Islands, and Saturna Island, with a mandate to oversee and coordinate the transportation initiatives relating to on-island and inter-island transportation, trails and bikeways and liaising with the SGI Harbours.

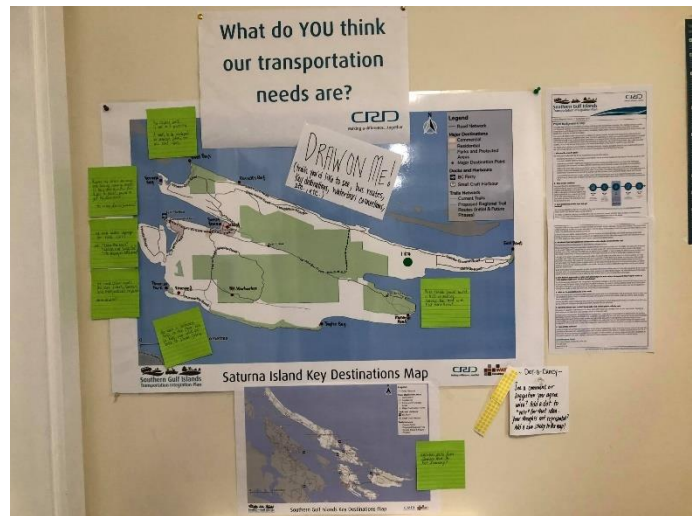
The CRD Board endorsed the request and the CRD subsequently advanced a process to consider an integrated transportation service for the region. Subsequently in 2021, Watt Consulting was engaged to undertake the SGI Transportation Integration Plan.

**Project Timeline**



The project’s process was grounded in an in-depth community engagement and stakeholder consultation program:

- Targeted Outreach** took place in spring 2021 and involved virtual workshops with Transportation Advisory Groups (TAGs) that included community organization representatives for each of the three modes: active transportation (trail societies, walking, cycling), public transportation / community bus, and water-based transportation. This phase also included outreach to area First Nations, interviews with stakeholder organizations, and information provided to the community via the CRD website, posters, and a media release.
- Community mapping events** were held at tables at farmers markets and other community events during late August and early September to gather public feedback on transportation gaps and opportunities.
- Round 1 engagement** took place in fall 2021 and invited the public to provide feedback on transportation gaps and opportunities using the CRD’s digital engagement platform which included interactive mapping, quick polls, a survey, and an ideas forum. A Frequently Asked Questions (FAQ) was sent to every SGI mailbox to encourage people to fill out the survey.
- Round 2 engagement** took place in winter 2022. It presented potential transportation solutions developed based on Round 1 engagement results and sought feedback on the level of support for the various options and funding levels. It involved an online survey and four virtual Q&A sessions (conducted over Zoom), as well as anFAQ sent to every SGI mailbox. The mail out explained the proposals and encouraged people to fill out the survey and attend the virtual meetings.



**Community Involvement by the Numbers:**

- ROUND 1** – 2,500 project page visits, 695 surveys
- ROUND 2** – 1,500 project page visits, 365 surveys, 43 Q&A participants

In tandem with the above engagement, the project process also included:

- **Review of past community and transportation plans** to ensure that the project built from previous community direction and analysis.
- **Analysis and development of mode-specific options** guided by the specific conditions of the Southern Gulf Islands and the input of local transportation providers, as well as the best practices and similar past projects in other Canadian island and rural communities.

## Project Involvement

**First Nations:** WSÁNEĆ Leadership Council, Penelakut Tribe

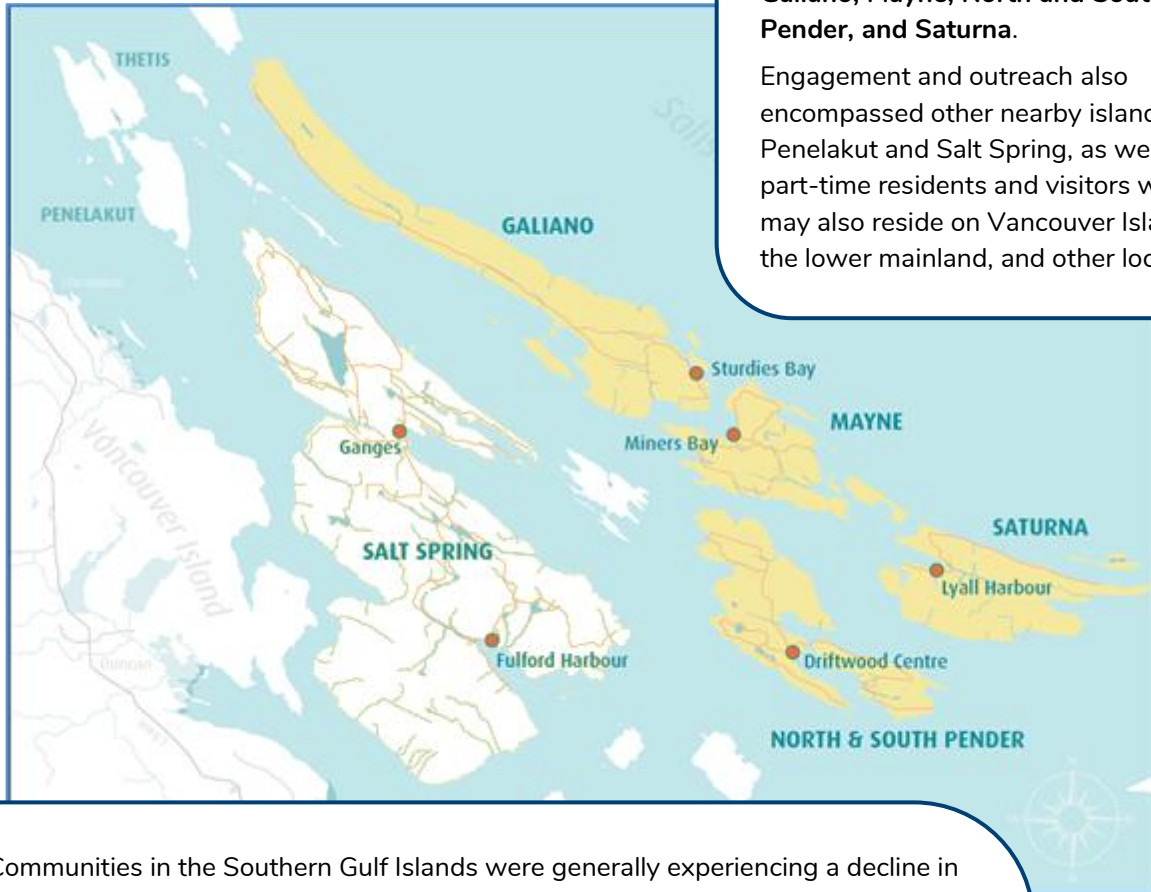
### Transportation Advisory Group Participating Organizations:

General (Across all Modes)	Active Transportation	Public Transportation	Water Transportation
<ul style="list-style-type: none"> <li>• Community Economic Sustainability Commission</li> <li>• Southern Gulf Islands Tourism Partnership</li> <li>• Experience the Gulf Islands</li> <li>• Southern Gulf Islands Community Resource Centre</li> <li>• CRD Liaisons + Senior Transportation Planner</li> <li>• Cycling advocates</li> <li>• Other community organizations</li> </ul>	<ul style="list-style-type: none"> <li>• Galiano Trails Society</li> <li>• Mayne Island Pathways</li> <li>• Moving Around Pender</li> <li>• SGI Parks and Recreation Commissions</li> <li>• Gulf Islands Trails Society</li> </ul>	<ul style="list-style-type: none"> <li>• Mayne Island Bus Society</li> <li>• Saturna Shuttle</li> <li>• Moving Around Pender</li> <li>• Galiano Bus Society</li> <li>• Gertie/ BC Community Bus Coalition</li> </ul>	<ul style="list-style-type: none"> <li>• Penelakut Tribes</li> <li>• Coast Salish Peoples of Galiano Society</li> <li>• Southern Gulf Islands Harbour Commission</li> <li>• Ferry Advisory Committee</li> <li>• Water taxi providers</li> <li>• SGITP Water taxi pilot</li> <li>• Salish Sea Inter-Island Transportation Society</li> </ul>

### Other Organizations Interviewed:

<ul style="list-style-type: none"> <li>• Internal CRD departments (Regional Planning, Regional Parks and Trails, SGI Harbours, Real Estate, Salt Spring Island Transportation Service, etc.)</li> <li>• Islands Trust</li> </ul>	<ul style="list-style-type: none"> <li>• School District 64 Administration</li> <li>• SD 64 School Trustees + PAC</li> <li>• BC Ferries</li> <li>• BC Transit</li> </ul>	<ul style="list-style-type: none"> <li>• Ministry of Transportation and Infrastructure</li> <li>• Emcon</li> <li>• Parks Canada</li> </ul>
--	--	--

## Southern Gulf Islands Project Context and Demographics



This project focused on the five largest islands within the SGI Electoral Area: **Galiano, Mayne, North and South Pender, and Saturna.**

Engagement and outreach also encompassed other nearby islands like Penelakut and Salt Spring, as well as part-time residents and visitors who may also reside on Vancouver Island, the lower mainland, and other locations.

- Communities in the Southern Gulf Islands were generally experiencing a decline in population from 2016 to 2011 (-2.8%). This trend has now reversed with an almost 30% increase in population in the SGI EA based on initial information from the 2021 census.
- The Southern Gulf Islands' population is older than average. In 2021, the median age was 62 years for the Electoral Area, compared to 43 years in all of BC.
- The summer population is also impacted by part-time residents returning to their summer homes as well as visitors travelling to resorts, hotels, and campgrounds and marine traffic arriving by personal boat.
- While summer population figures are not available, it is estimated that during that period the population of Galiano and Saturna both increase about 2-3 times, and the population of Mayne, North Pender and South Pender increase about 2 times.
- The population is mostly concentrated on: North and South Pender Islands, in the areas of Magic Lake and Trincomali; Galiano Island, in the areas of Sturdies Bay, the South End, and Montague Harbour; Mayne Island, in the areas of Dinner Bay/Spinnaker, Miners Bay, Georgina Point and Bennett Bay; and Saturna Island around Lyall Harbour.

## 2.0 SGI TRANSPORTATION ISSUES AND OPPORTUNITIES

Based on the engagement and research outlined in Section 1.1, clear themes emerged in terms of transportation issues and opportunities in the Southern Gulf Islands. The following summarizes the key findings based on what was found through the analysis and jurisdictional research, heard from the public, and then what was heard from First Nations, existing local transportation organizations and stakeholder organizations. Please also see **Appendix A – What We Heard Reports** for the detailed outcomes from the two rounds of public engagement.



### Desire for Improved Transportation Safety, Connection, Equity

Overall, the theme heard repeatedly from the public and stakeholders was that there was a need to improve alternate transportation options on the Southern Gulf Islands, particularly due to the perception of a lack of safety for users of the hilly, winding and narrow road network. The need for improved transportation alternatives stemmed from the desire by respondents to:

- Be better connected to major origins and destinations on the islands.
- Have alternatives to motor vehicles.
- Provide seniors and low-income populations better travel options.
- Be more cohesive and comprehensive in the availability of transportation choices.
- Better enable kids the ability to travel safely and independently.
- Be more sustainable and better stewards for the environment.

### SGI Issues and Opportunities – Summary of Key Themes:

JURISDICTIONAL	FROM THE PUBLIC	FROM STAKEHOLDERS
<ul style="list-style-type: none"> <li>• Lack of an existing transportation service function for the SGI means that the CRD cannot allocate funding to local transportation projects, leverage and receive transportation funding grants from other levels of government, or hold land tenure or licenses of occupation required for larger infrastructure initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>• Low satisfaction levels with the different transportation modes.</li> <li>• Overall desire to improve transportation options and many ideas on how to do so.</li> <li>• Range of perspectives on level of appropriate financial support to improve this but majority willing to pay more.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing local transportation groups know their communities and can make things work effectively.</li> <li>• Biggest challenges for these groups are lack of dependable ongoing funding and lack of access to major grants (due to no sponsoring municipality.)</li> <li>• Openness to further exploring partnerships.</li> </ul>

## 2.1 Jurisdictional Issues and Opportunities

In addition to being an unincorporated Electoral Area within the Capital Regional District, jurisdiction within the SGI is relatively complex, with the Islands Trust providing local land use planning services and broader oversight to foster the preservation and protection of the Trust Area, the Ministry of Transportation and Infrastructure (MoTI) responsible for road maintenance and improvements, BC Ferries providing ferry service, and School District 64 overseeing schools, including running a water taxi service to connect grade 8-12 SGI students to schools on North Pender Island and Salt Spring Island.

The SGI EA does not currently have a transportation service function within the CRD, unlike other regional district electoral areas with a formal transportation service function such as the CRD's Salt Spring Island's Electoral Area and the Regional District of Nanaimo's Gabriola Island (Electoral Area B). This lack of a formal transportation service has meant that the CRD has not been able to provide operational funding or support on the islands for initiatives like cycling improvements and public transportation.

On the one hand, this lack of CRD transportation jurisdiction has resulted in an extremely diverse collection of local volunteer-supported non-profit groups (trail societies, community bus organizations, etc.) and private water-taxi operators who are all contributing towards mobility in different ways. (See Section 2.3 Stakeholder Feedback). However, the downsides to this multiplicity and lack of formal governmental jurisdiction are that:

- **The local transportation organizations do not have reliable and predictable funding sources** to support their work in an ongoing way, which means that projects and their resulting services may be sporadic. In the past the CRD has channeled one-time grants-in-aid towards local groups like the community bus societies, but this funding cannot be used for operational expenses, is project based and amounts are limited.
- **Transportation improvements are slower to achieve than in other similar B.C. rural communities** since the SGI are not able to access large provincial and federal funding streams for active transportation and public transportation, due to the lack of a formally-designated sponsoring local government.
- **Initiatives may not necessarily be coordinated** or serve broader community transportation goals since projects are guided by individual island groups that may have less capacity to coordinate on an ongoing basis between the islands and/or between the different modes of transportation.

### Without an SGI Transportation Service Function, the CRD Cannot:

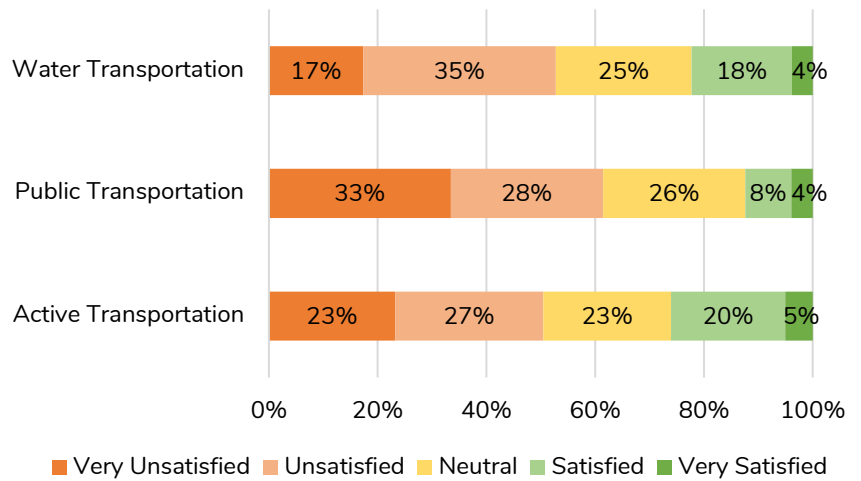
- Fund or support local transportation projects (CRD Regional Parks & Trails projects may still move forward but on regional rather than local timelines; local Parks & Recreation trails may not serve interconnected transportation goals)
- Secure grants from other sources
- Hold Licenses of Occupation on Ministry of Transportation & Infrastructure roads for roadside paths

## 2.2 Public Feedback

The initial rounds of public engagement were focused on understanding the “**what, why and how**” of the transportation issues and opportunities on all four islands and included Community Mapping events and Round 1 online engagement tools (survey, interactive mapping tool and quick polls). These initial rounds of engagement informed the identification of transportation issues and opportunities, with key findings as follows:

- There are low satisfaction levels for transportation modes on the islands, with 50-61% of respondents either very unsatisfied or unsatisfied.
- **Improving public transportation** ranked as highest overall mobility priority, especially for seniors and people who are unable to walk or cycle. There is a desire for year-round community bus service complemented by car stops, ridesharing, and taxi service.
- **Walking and cycling** were close as second priorities. Improving available infrastructure and connections for these are the active transportation priorities, with safety being a main concern.
- **Water transportation services** should connect with other modes and need to be affordable. They should also align with school extra-curricular schedules and allow for day trips.

**Round 1 Public Survey Results –  
Level of Satisfaction by Transportation Mode**



### Top Priorities for Transportation Improvement

1. **Improve public transportation options** available on each island, such as community bus, shuttles, taxis or Car Stop programs to complement transit. } Highest Priority
2. **Improve pedestrian trails and walking routes** connecting community destinations. } Next Highest Priorities (All with Similar Rankings)
3. **Improve water transportation between islands**, such as small passenger ferry services to complement BC Ferries. } Next Highest Priorities (All with Similar Rankings)
4. **Improve cycling routes** between community destinations. } Next Highest Priorities (All with Similar Rankings)
5. **Better coordinate transportation services** and schedules between islands. } Next Highest Priorities (All with Similar Rankings)
6. **Improve signage and information** to communicate transportation options. } Lowest Priority

### Round 1 Public Survey Results – Top Three Improvement Priorities by Mode Based on Responses Across All Islands



1. Community Bus service that operates year-round at commuter times plus other times of day.
2. Taxi or ride-hailing options.
3. Shuttle services to transport residents and visitors to special events.



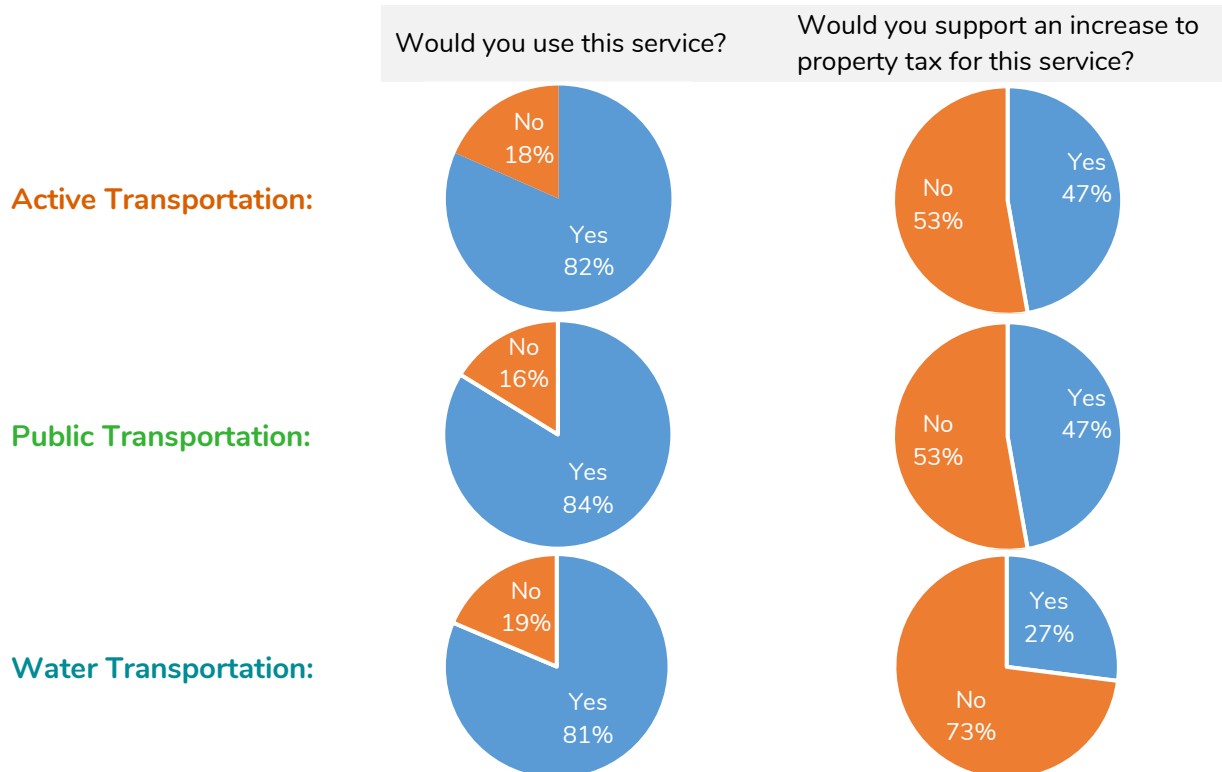
1. Create more space for safe walking and cycling on existing roadways.
2. Develop new off-road trails for walking and cycling that connect key destinations.
3. Improve the accessibility of existing trails for bikes, people using wheelchairs, strollers, etc.



1. Connect docks with public transit.
2. Passenger fare that costs \$25 or less each way.
3. A schedule that fills gaps in current service schedules (BC Ferries and school water taxis).

### Round 1 Public Quick Poll Results – Likely Use of Transportation Improvements and Support to Fund It

There was strong agreement among online Quick Poll respondents on the need for transportation improvements and likelihood that they would use it, but less agreement on willingness to pay more property tax to fund the improvements. However, it should be noted that the Quick Poll questions around taxation did not state the funding amount, meaning that for active transportation and public transportation, **nearly half of respondents (47%) said that they were willing to pay more property tax to fund those improvements without even knowing at that time how much it would be.**







## 2.3 First Nations, Transportation Group, and Stakeholder Feedback

In addition to echoing many of the themes heard in the jurisdictional analysis and public feedback, the conversations with local transportation groups, First Nations and Stakeholders also informed the SGI issues and opportunities, which are summarized here by mode. See also the technical summaries in **Appendices B-D** for further information.

### Summary of Local Transportation Group, First Nations and Stakeholder Feedback

Transportation Mode	Feedback Highlights
<p><b>Active Transportation</b></p> 	<ul style="list-style-type: none"> <li>• There are many groups already involved with trail network development and there is a strong belief that this work is most effectively done at grassroots level. However, key gaps identified include:               <ul style="list-style-type: none"> <li>○ Lack of ongoing and predictable funding sources.</li> <li>○ Many trails have more of a recreational focus and may not necessarily connect key destinations as transportation corridors or be accessible to bicycles, people using wheelchairs, strollers, etc.</li> </ul> </li> <li>• Gulf Islands Trail Society is a multi-island organization that can potentially be an integrating forum across multiple trail societies.</li> <li>• BC Parks and Parks Canada also have multiple other decision-making factors when it comes to trail development, particularly the priorities of Indigenous cultural preservation and ecological preservation.</li> <li>• The existing road network does connect major destinations but there is often little space on road shoulders for pedestrians and cyclists. Development of roadside trails in the SGI is complex due to placement of the roadway in existing rights-of-way, topography, water management and jurisdictional control by the Ministry of Transportation &amp; Infrastructure (MoTI). Developing roadside pedestrian and cycling trails requires coordination with other agencies like MoTI, acquiring License of Occupations in the Road Right of Way, and undertaking technical engineered plans to ensure drainage, maintenance standards and safety requirements are met.</li> <li>• There is strong sensitivity on the islands to “over-building” pedestrian and cycling trails: there is a desire for active transportation infrastructure to reflect the rural character.</li> </ul>
<p><b>Public Transportation</b></p> 	<ul style="list-style-type: none"> <li>• Each of the islands has previously had community bus or community transportation systems, with Saturna Island’s still operating and Mayne Island’s recently re-initiated. While a volunteer-based, on-demand model seems to work on Saturna, the challenges noted by community bus societies in the region included:               <ul style="list-style-type: none"> <li>○ Lack of ongoing and predictable funding sources has affected the sustainability of services from year to year.</li> <li>○ Reliance primarily on volunteers for operation also impacts when and how often services can operate.</li> <li>○ Community bus operators have missed out on the ability to access federal capital funding towards vehicle purchase due to lack of a sponsoring local government.</li> </ul> </li> </ul>

- New “digital on-demand” transit service models—serving customers when and where they need a trip--provides a way to improve the efficient operation of public transportation services on many of the islands, rather than by operating on a fixed route and schedule. However, implementing the customer app and dispatch system that can best meet that need would be cost-prohibitive to do on an island-by-island basis.
- Community bus society representatives expressed interest in potentially working together to share costs and expertise that could be common to all, such as vehicle procurement, administration, integrated marketing, etc.
- Connecting public transportation infrastructure is still lacking at many key destinations, particularly at BC Ferries and CRD docks and sheltered waiting areas in village centres.
- Car stops could still be a feasible way to augment the reach of public transportation services but its level of return in a “post-COVID” world is unknown.

## Water-Based Transportation



- Regularly scheduled service for passengers is provided by BC Ferries to each of the Southern Gulf Islands but schedules and service levels do not easily enable travel between the SGI or between SGI and Salt Spring Island, particularly for same-day-return trips.
- Passenger only water taxi service to the Gulf Islands is currently provided by several smaller seasonal operators and two year-round private vessel operators.
  - Gulf Island Water Taxi is one of these operators and is based out of Salt Spring Island. In addition to charter services, they currently hold the School District 64 contract to transport students between islands to attend school.
- In 2021, the Southern Gulf Islands Tourism Partnership’s AquaLink pilot project operated every Saturday and Sunday in September through to October 10, with one scheduled run in the morning and one scheduled run in the afternoon/evening.
  - Operated by Gulf Islands Water Taxi, the service was funded through grants obtained by the Southern Gulf Islands Tourism Partnership, and it featured a new online booking, scheduling and payment system which integrated these business functions.
  - Currently the AquaLink project continues to operate trips Monday – Thursday using any spare capacity on the school bus runs.
- The annual, volunteer-run, Tour des Isles event provides a demonstration of what an interconnected water taxi and public transportation system could look like.
- Interest in potential partnerships around water transportation were expressed by several entities in this project, including members of Penelakut Tribe and private operators.
- Water-based connections have different feasibility requirements depending on distance and season. For instance, the relatively short and protected connection between Galiano and Mayne Islands is more feasible to operate with smaller boats than the longer connection between the Southern Gulf Islands and Salt Spring Island and Sidney, where bigger enclosed boats are required for distance and year-round operation.
- Some desired water-based connections also cross regional district boundaries, such as between Galiano Island, Penelakut Island, and landings within the Cowichan Valley Regional District at Chemainus or Crofton.

### 3.0 FEASIBLE TRANSPORTATION APPROACHES & CRD ROLE

Based on—and in tandem with—the feedback summarized in **Section 2.0**, the project analyzed potential transportation improvements and feasible supporting service and governance approaches by mode. The results of this analysis were discussed and refined with the respective Transportation Advisory Group for each mode. Opportunities for synergies and increased integration between modes were also considered.

In turn, the analysis of these service approaches informed the recommended role of a CRD transportation service function outlined in the following **Section 3.1** and presented in the example service options in **Section 4.0**. Section 3.1 also provides a high-level summary of the analysis findings and technical background work that were undertaken by mode to summarize and explore the following:

- Active Transportation** - Existing plans and groups involved with Active Transportation in the SGI, key issues and opportunities related to Active Transportation, best practices, and suggested priorities. Key findings from this work were also summarized in the [Southern Gulf Islands Active Transportation Plan](#).
- Public Transportation** - Existing and past groups involved in community bus operations within the SGI, types of community transportation services that would be feasible in the islands (such as fixed route shuttles, on demand services, etc.), and operating and governance models. This analysis also explored the potential feasibility for operating public transportation in the SGI as a BC Transit cost-shared service.
- Water Transportation** - Existing and potential water-taxi operators in the islands, regulatory frameworks, and potential partnerships (such as with area First Nations and School District 64). The analysis also explored service levels and cost and capacity tradeoffs between operating passenger ferry transportation on a seasonal basis (when it is more feasible to use smaller boats), versus year-round operation when larger boats are required due to weather.



### 3.1 SGI Transportation Service Findings & Recommended CRD Role

The following outlines the key findings and conclusions from the analysis, including a recommended role for the CRD in supporting transportation in the SGI, as well as governance and operating models and service design considerations. These conclusions informed the CRD integrated transportation service options presented in **Section 4.0**.



#### 3.1.1 Key Conclusions – Overall Transportation Integration & CRD Role

- **Recommended Transportation Service Function and CRD Role:** There are potential activities that the CRD would be best-positioned to undertake to support improved transportation options in the SGI. These would require the establishment of a transportation service. These activities primarily relate to supporting funding and coordination across modes and jurisdictions, including:
  - **Provision of funding grants** to local SGI transportation organizations delivering services.
  - **Leveraging infrastructure funding** from other levels of government, and development of partnerships with the School District, BC Ferries and MoTI for coordinated improvements to existing and proposed services.
  - **The ability to hold Licenses of Occupation** (which cannot be held by non-profits) in the provincial road Right of Way that are needed for roadside trails, as well as the ability to provide support for the technical engineering and coordination required by MoTI.
  - **The ability to hold others forms of tenure (land ownership)** as required to support the development of trails or infrastructure.
  - **Support for foundational improvements** that cut across modes of travel and which may be less financially feasible for individual organizations to undertake on their own, including:
    - **Support for marketing and customer communications** across travel modes and islands, such as a website portal.
    - **Trip scheduling, dispatch and customer booking technology** that could be used by community bus organizations on each of the islands plus private water taxi operators, to show available trips or coordinate on-demand service.
    - **Intermodal infrastructure investment** that facilitates connection to and between modes, including bus shelters, bike racks, and wayfinding signage, as well as land-side improvements for connection to active transportation and public transportation at CRD docks, and support for similar coordination with BC Ferries at their terminals.
- **Governance:** It is important that any CRD transportation service function created for the SGI be guided by a **Transportation Commission** made up of local representatives each island and each transportation mode, to ensure that local priorities and opportunities are reflected in its decisions. A similar model exists for Salt Spring Island. The Commission may also itself seek formalized guidance from groups representing each island's interests more broadly, or input from transportation providers for each mode in the way of advisory committees or stakeholder groups.
  - The SGI Transportation Service will also benefit from formalized partnerships with other agencies to achieve economies of scale through shared service models. For example, there was discussion of the opportunities that may exist through collaboration with Penelakut Tribe which has commuter traffic between the islands, or the School District 64 with its contract for daily water taxi service.

- The islands may benefit other **coordinating umbrella entities** for each mode that would span the islands (for example, as exists with the Gulf Islands Trail Society). The Commission could support non-profit organizations to facilitate common functions – for example, the public transportation operators may find an economy of scale if they collaborated on vehicle procurement, administrative and record keeping functions, customer information, etc.).
- **Timing and Phasing** - It would be possible to develop active transportation, public transportation, and water-based transportation networks individually and gradually as funds are available and the coordination between the modes can be designed after they are operational. However, a more holistic approach would be to plan all modes simultaneously and implement them all in a phased and cohesive manner, to ensure that coordination between modes is present from the start of service.



### 3.1.2 Key Conclusions: Active Transportation

- **Operating Model:** As outlined in the Overall Transportation Integration section above, the active transportation focus for the CRD should be on supporting local SGI organizations and other third parties who would deliver walking and cycling connections where they meet transportation objectives. Depending on funding levels, the range of suggested activities within this role includes:
  - **Annual active transportation grant program** available to local SGI organizations to support the development and maintenance of walking and cycling connections, such as supporting coordination costs and purchase of materials. Criteria for such a grant program would be typically determined by the proposed Transportation Commission but project criteria would ideally prioritize [a] trails or paths that have a transportation objective in connecting key community destinations, and [b] connections that are accessible to both pedestrians and bicycles / other wheeled devices.
  - **Supporting more complex and multi-jurisdictional projects** by leveraging grant funding from other levels of government, holding tenure and Licenses of Occupation as required, coordinating with MoTI and their road maintenance provider to facilitate projects and planning, providing support for technical elements (engineering review of designs, archaeological assessments), and providing project management support.
  - **Providing funding and support towards active transportation infrastructure and information**, such as funding and tenure for the placement of bike racks and maintaining current trail information on the CRD's publicly accessible regional mapping GIS tool.
  - **Organizing an annual trail network coordination event** (potentially in partnership with the Gulf Islands Trails Society) to bring together the multiple organizations working on issues related to the development of trails and pathways within the SGI. Ideally held in the fall when groups are preparing for the busy spring season of construction and maintenance, such an event could involve not only local trail societies, CRD SGI Electoral Area and Regional Trails staff, representatives from the Parks and Recreation Commissions, and the new Transportation Commission, but also Parks Canada and BC Parks staff and potentially also representatives from the Ministry of Transportation and Infrastructure or their maintenance provider staff.



### 3.1.3 Key Conclusions: Public Transportation

- **Operating Models:** A range of operating models were explored, including [1] a BC Transit model, [2] operation by community bus societies with a greater proportion of paid staff and coordination between them, and [3] status quo delivery by individual community bus societies continuing to operate on a primarily a volunteer-basis. Option 2 or 3 are recommended depending on funding availability, with Option 2 offering the most functional sustainability and local economic benefits.
  - A BC Transit model is **not** recommended for the SGI for the following reasons:
    - It would be more significantly more expensive, even with opportunity for provincial cost-sharing. This is due to vehicle type, requirements for a ratio of spare vehicles, maintenance requirements, staff compensation considerations, and decreased revenue opportunities.
    - BC Transit does not currently allow charter services to be delivered with its vehicles.
    - Under BC Transit, operation of services would likely be grouped together, meaning a single entity would likely be procured to operate all SGI services, which would mean potentially less ability to retain local control and economic development benefits from the operation.
- **Service Type and Levels** – Given the range of population sizes, geographic shapes and road network types on the islands, there is also a corresponding range of potential service levels and types of services to be offered. For instance, fully on-demand passenger transportation has been working well on Saturna Island (which has a lower density population distributed across the island) while the long narrow form of Galiano makes fixed route transit more viable.
  - Future SGI public transportation service models should consider a range of service types, depending on the island and season. In particular, if technology were provided to support it, digital on-demand transit, operating during trip windows oriented to key ferry times, would likely offer the most efficient operation and highest ridership.
  - Depending on funding levels, the recommended priority order for service is:
    - Seasonal services with a focus on the period between the last week of June and Labour Day.
    - Services during the spring/fall shoulder seasons and winter focused on meeting morning and afternoon peak ferry times and school boat runs.
    - Additional midday services, particularly on Fridays and weekends.
  - Complementing public transportation, car stop programs should be maintained/restarted after the pandemic, and other ride hailing, ride sharing and taxi services can also be considered.
- **Vehicle Type** – Smaller vehicles are preferred. While in some cases cars may be viable, minivans and smaller buses with a capacity of 7-15 passengers would likely offer the most flexibility and cost-efficiency.
  - There are significant federal funding programs now available to support procurement of electric vehicles for transit systems, as well as the associated charging infrastructure. However, these programs are only available in partnership with a supporting local government; for the CRD to be a sponsoring partner it needs a dedicated SGI service to be established.



### 3.1.4 Key Conclusions: Water-Based Transportation

- **Operating Models and CRD Role:** Some of the considerations around water transportation include its cost, regulatory requirements, and operating conditions. In general, water transportation is the most expensive service to operate. For instance:
  - Smaller boats that are viable for fair weather and for year-round operation in more protected routes (such as between Galiano and Mayne) have an operating cost per hour of service that is 3-4 times that of typical community bus services.
  - Larger vessels required for year-round operation on more open routes such as connection to Salt Spring Island, and that remain reliable during more severe weather, have an operating cost per hour of service that is 7-10 times that of typical community bus services.

Because of the higher cost and regulatory complexity, it is not recommended that the CRD operate or solely contract inter-island water taxi services at this time. Instead, it is recommended that the focus of any CRD involvement in water-based transportation be focused on facilitating partnership development, as well as supporting the implementation of supporting infrastructure and technologies that can make provision of water-taxi services by private operators more viable and connected, for example:

- Support for marketing and customer communications, such as an SGI integrated transportation website that includes water taxi information.
  - Trip scheduling, dispatch and customer booking technology that could be used by private water taxi operators to show available trips or coordinate on-demand service, such as that developed for the AquaLink project.
  - Land-side infrastructure improvements at docks to enable coordination between modes, such as wayfinding signage, bike racks and benches/shelters for connecting public transportation.
- **Service Levels:** For the purposes of this study, sample service levels and routes were explored to identify potential operational costs for service providers to better serve the SGI and understand the economy of scale and the funding gap between user fares and operation costs to meet desired interisland connections. Based on previous surveys, workshops and more recent stakeholder and public engagement, service preferences cited by both residents and businesses relate largely to the gaps in the existing BC Ferries service.
    - Similar, to the priorities outlined for public transportation, there is a mix of different travel needs and priorities for year-round resident and businesses. Key service priorities relate to building onto the Monday to Thursday commuter connections already taking place between SGI and Salt Spring Islands, and enhancing SGI inter-island connections seasonally and then year-round.

## 4.0 CREATING AN SGI TRANSPORTATION SERVICE

Based on the community feedback described in **Section 2.0**, and building from the analysis and recommendations for a CRD role outlined in **Section 3.0**, this Transportation Integration Plan supports the creation of a new CRD transportation service function for the Southern Gulf Islands Electoral Area.



Similar to the model already successfully implemented to further sustainable transportation in the CRD's Salt Spring Island Electoral Area, an SGI transportation service would be guided by an SGI Transportation Commission made up of local representatives.

The primary objective of an SGI transportation service would be to provide financial and coordination support to the active transportation, public transportation, and water-based mobility initiatives that have been—and would continue to be—led by local non-profit and private organizations on the islands. The CRD service would be targeted to fill the gaps in the existing local transportation framework by holding tenure and/or acting as the sponsoring local government when required for transportation infrastructure investment and funding applications to higher levels of government.

The role of the CRD transportation service would also be to encourage investment in active transportation road improvements and cycling infrastructure, provide integration of water and land public transportation systems, and facilitate partnerships between other agencies and community groups advancing transportation solutions in the region.

### With a formal Southern Gulf Islands transportation service, the CRD can:

- Establish a Transportation Commission with representation from each island, which could:
  - Set budgets to fund locally-based priorities.
  - Provide funding to local groups (eg. trail societies and community bus societies) to deliver transportation services / improvements.
  - Provide funding towards partnerships for inter-island connections.
- Support the development of integrated transportation services.
- Provide staff support to seek larger federal and provincial grants.
- Hold Licenses of Occupation and coordinate with other entities to develop roadside paths.
- Support the implementation of technology and infrastructure that can be shared across local service providers, islands and modes.



## 4.1 Transportation Service Example Funding Levels and Options

While a portion of funding for a Southern Gulf Islands transportation service function may come from user fares, partnerships, and other funding sources it can leverage, if it is approved by Southern Gulf Islands voters in a referendum the service’s ongoing funding would also come from property taxes up to a maximum limit.

The level of property tax limit approved determines the level of service and the potential scope of what an SGI transportation service could offer.

### Service Establishment Bylaw Process

Establishing a formal Regional District transportation service function for the Southern Gulf Islands Electoral Area would require a service establishment bylaw be approved by the CRD Board, and the electorate in a referendum, which could coincide with the October 2022 general elections.

This section presents four examples of service options (Options A-D) and funding levels to meet the range of transportation needs identified by the community.

- **The example options are based on information provided by SGI community organizations** including trail and bus societies, costing analysis and best practices from other communities, as well as the results of round 1 engagement. See also **Section 4.1.1 Overview of Cost Assumptions** for further information.
- **The options presented here have been refined based on feedback from the community** in the second round of engagement held in January–February 2022. These current options present the same upper limit maximum tax requisition with those presented for engagement, but the allocations between modes have been adjusted to reflect feedback (see also **Section 4.3**).

**Ultimately if an SGI transportation service was established, the funding priorities would be determined by the Commission of local representatives, within its annual budget. Therefore, the options are only examples of the level of service that could be supported with various amounts of funding.** The Commission would have the ability (and responsibility) to allocate funding based on local priorities and the merit of grant applications by service providers. This also means that they would be able to “mix and match” elements of service options, including adjusting allocations between islands and between modes, to best meet the needs of each specific island and the integrated transportation network as a whole.

### Taxation and Funding Implications

In addition to calculating the cost of each example option based on the level of service provided, the following tables also show the property tax implication for each, based on the 2022 assessed values of properties in the SGI.

The amount per property would vary depending on the property’s value. For this reason, a cost per \$100,000 and per \$1,000 of assessed value is also shown.

### 4.1.1 Overview of Cost Assumptions

The sample options draw from a wide range of cost inputs, including information from existing service providers, cost details from similar communities, and current CRD financial information and practices. Developing cost estimates was a high-level process for many of the elements due to the following:

- **Ultimately it would be an SGI Transportation Commission that would determine the recommended mix of modes, services and funding levels** (within a total potential requisition amount) if an SGI transportation service is established. The allocation amounts shown reflect feedback and priorities heard through this process. The sample amounts also strive to keep the service levels and cost totals reasonable, within an amount that would be feasible within the population levels, community context, and tax base.
- **Each of the five largest SGI islands has different population levels, needs and capacities between them.** This means that the Commission may adjust funding levels per mode on an island-by-island basis. It also means that cost projections by island and mode are impacted by unknowns, such as the level of volunteer effort that would likely continue to support operation of some of the modes, as well as the degree to which some of the various transportation-related organizations may partner together to share costs, where practical.

A fundamental proposed role for the CRD in an SGI transportation service is to use grants to fund local transportation service providers. These non-profit operators will have varying budgets that reflect their operational and capital needs, depending on the proportion of continued volunteer support (particularly in the case of public transportation), as well as sharing of some of the common cost elements between islands / modes, grant funding, other local fundraising, and revenue sources such as fares, charters, donations in kind, etc.) Grant funding will be application based and the Commission will have criteria to ensure equitable funding is allocated to ensure service needs are met, as demonstrated by the applicant's proposal and as appropriate for the demand and population of each island.

The approximate amount shown per island are rough estimates, but also grounded in real numbers based on the operational budgets of existing service providers; **the distribution by mode and island would ultimately be made by a Transportation Commission**, which would have the discretion to award according to the need advanced by the community groups in order to meet the objective of an integrated, effective transportation network.

**The sample options in the following section provide details on service levels by mode. However, general assumptions by mode across the options are as follows:**

- **General:** Operating and capital costs were based on 2021/22 actuals or budgets where they were available, with estimates from previous years adjusted for inflation.
- **Local Governance:** Staff costs related to supporting an SGI Transportation Commission (administration, grant support, record keeping, correspondence) are included in the CRD Staffing and Coordination lines for options.
- **Active Transportation:**
  - Amounts shown are a notional level for potential grant amounts to help offset the cost of materials, volunteer appreciation, and administrative / insurance costs for trail society projects, based on the feedback from the primarily volunteer-run societies on some of their key needs.
  - Grant amounts shown **do not include** the significant amounts that are available for active transportation infrastructure through federal and provincial funding programs. (See **Section 7.2 – Funding** in the [SGI Active Transportation Plan](#) for a list). These larger senior government amounts would be **in addition to what is shown** and the SGI would have the ability to access these if it had a transportation service through the CRD and therefore a sponsoring local government and the staff to apply for and help manage those projects.









## Overview of Cost Assumptions, Continued

- **Public Transportation:**
  - Operating costs reflect a range of operating models and service types, that span from an average of \$45 per hour of service (for services operated primarily by volunteers) to \$70 per hour of service (for those primarily operated by paid staff). The hours of service per year varies by option and the service levels per island would depend on the operating model. Operating costs include wages and benefits or honourariums for driving, dispatch and administrative staff (as applicable), insurance, maintenance, fuel, tires, cleaning and administrative supplies, and an amount towards office space / vehicle storage.
  - Capital costs assume two vehicles per island (one in service, plus one spare) using vans (in the low estimates) or a mix of vans and minibuses in the high estimates. For purposes of comparing across options, an amortized lease amount per vehicle was used with the assumption that half of the vehicles would be new and half would be used. (Therefore, capital costs may be less in cases where existing purchased community bus vehicles are used or private volunteer vehicles operate the service).
  - A 5% contingency amount, 6% CRD administration amount and notional amounts for marketing and coordination were also included in public transportation estimates.
  - Costs shown are net of revenues and assume amounts for passenger fares and charters to offset costs. The average passenger fare assumes option of discounted travel for regular users (such as tickets), plus also that some services may continue to be on a by-donation basis. Revenue was adjusted by option and operating model to reflect likely ridership based on past performance and peer B.C. communities. It is assumed that some level of fundraising and/or sharing of space and administrative functions would still take place in order to operate service as cost-effectively as possible.
  - Evaluation of a BC Transit model also took into account the vehicle requirements and lease fees, average operating costs, BC Transit administrative costs and potential cost sharing for that type of service. It is not shown in the options here as it cost more and was less feasible. (See **Section 3.1.3**)
- **Water Transportation:** Evaluation of water transportation services, models and costs (outlined in Appendix D) took into account different regulatory requirements, boat size and operating costs depending on route and time of year. Given that costs per hour of service are high (ranging from approximately \$200 - \$500 per hour depending on size of boat), the options focus on contributions towards partnerships and providing contributions towards foundational improvements that would help all private water taxi operators (trip booking software, dockside improvements, etc.)
- **Supporting Infrastructure and Maintenance:** Includes a notional amount. At lower ends, budget reflects information from CRD on typical insurance and maintenance amounts for what is shown, while higher amounts reflect a small annual budget towards minor infrastructure improvements such as bike racks, dockside amenities, etc.
- **Coordinating and Marketing Tools:** Includes amounts for CRD contribution to these items, such as to an on-island organization(s) that may develop and provide these services or internally.
- **CRD Staffing and Coordination:** Includes wages and benefits amounts for additional CRD staff to support the transportation service function (who could be based on the islands). FTE and job classification details are outlined in each option, with classifications reflecting current pay scales and estimates depending on years of service / experience. A 6% administration fee is also included in the amount shown (as required by CRD) to reflect organizational overhead costs beyond staff hired to support the service (needed for allocations to Finance, IT, Human Resources, etc.)
- **Annual Funding Levels / Costs:** Reflects 2022 SGI property assessments and approximate annual property tax impacts per \$100,000 (or per \$1,000) assessed value. See also note on bottom of page 23.

### Option A – Status Quo (no additional costs)

This option reflects the current state today. Local SGI transportation organizations operate on their own and seek donations, grants, and other revenues as they can as there is no ability for the CRD to provide service or funding to them. The CRD does not have staff or budgets to access larger provincial and federal funding grant programs on behalf of the SGI transportation societies and there is no specific transportation decision-making structure for the electoral area.

There is no funding available from the CRD for supporting infrastructure, maintenance, or marketing and coordinating tools. There is no coordination for integrated transportation options and no staff support.

Mode	Funding Allocation	Example Service Levels
 Local Governance	n/a	<b>No specific transportation decision-making structure.</b>
 Active Transportation	\$0	<b>Ad hoc grants only;</b> depends on each island’s trail organization(s) to raise funds, seek grants, and build/maintain/operate trails, get insurance, hold tenure where possible.
 Public Transportation	\$0	<b>Ad hoc grants only;</b> depends on each island’s community bus society to raise funds, seek grants, own/maintain vehicles, meet regulatory requirements, and operate service.
 Water Transportation	\$0	<b>No change.</b> Water connection would still depend on BC Ferries or unsubsidized, uncoordinated private water taxi operators.
 Supporting Infrastructure & Maintenance	\$0	<b>No additional funding from CRD</b>
 Coordination and Marketing Tools	\$0	<b>None</b> other than what individual organizations create.
 CRD Staffing & Coordination	\$0	<b>No change.</b> CRD does not fund or support transportation in the SGI. No coordination for integrated transportation options. No ability for CRD to apply for transportation grant funding from other levels of government. No staff support, or engineering or planning expertise.
 Annual Funding Level & Cost	\$0	<b>No change</b> to transportation-related property taxes (stays zero)

## Option B – Basic Grants



(at a maximum requisition<sup>1</sup> up to ~\$270,000 annually)

This option creates a very basic transportation service for the SGI and establishes a Transportation Commission made up of local representatives. The Commission would set priorities and therefore the annual budget funding levels between the three modes and would fine-tune allocation between islands based on their specific needs.

The most limited and lowest cost of the three funded options, this example focuses on providing small grants to existing transportation groups. As part of these grants, some limited funding would be available to local trail societies and community bus societies. The amount for community bus societies would allow public transportation service to operate a few days a week, primarily in summer high season, with most staff volunteers.

Water travel opportunities would primarily be provided by BC Ferries, unless a private operator saw the potential for additional water taxi services. There would be limited funding available for supporting measures like infrastructure, marketing, and communications. This option includes provision for a part-time (0.5 to 0.8 FTE) CRD coordinator role to support the Commission, assist with the grant program functions, and would be able to apply for some external grants on behalf of the SGI EA.

Option B – Basic Grants – Example Attributes by Mode

Mode	Example Funding Allocation	Example Service Levels
 <b>Local Governance</b>	Costs are included in CRD staffing & coordination item.	<ul style="list-style-type: none"> <li>• <b>Establishes SGI Transportation Commission</b> with SGI volunteer commissioners to advise on local priorities, guide planning and decision making, and make recommendations for an annual budget.</li> <li>• <b>Part-time staff support</b> for the Commission and to administer internal and external grant programs.</li> </ul>
 <b>Active Transportation</b>	+/- \$32,000* * Suggested allocations to travel modes are subject to Commission priorities	<ul style="list-style-type: none"> <li>• <b>Could support small annual CRD grants</b> to local trail societies to help offset costs of materials and coordination for active transportation trails. Roadside trails would be funded through third party grants; see next bullet.</li> <li>• <b>Funds staff to support application for 3rd party grants to fund construction of roadside trails</b>, plus manage any tenure held by CRD.</li> <li>• <b>If requested, CRD could hold tenure</b> (such as Licenses of Occupation in the public road Right of Way) but would not operate or maintain trails. Trails societies would continue this function as now.</li> </ul>

\* Suggested allocations between travel modes are subject to Commission priorities

<sup>1</sup> **Important Note on Maximum Requisition:** The CRD would not collect the maximum requisition for many years – initially the service would be funded by a fraction of the maximum allowed by the bylaw and as stated here. The budget/requisition amount would increase according to inflation, and ultimately, the service priorities and budget allocated will be proposed by the Commission for approval by the CRD Board and may change from year to year.

Option B – Basic Grants – Example Attributes by Mode		
Mode	Example Funding Allocation	Example Service Levels
<b>Public Transportation</b>	+/- \$141,000*	<ul style="list-style-type: none"> <li>• <b>Could support annual CRD grants</b> to local community bus societies towards operations costs such as maintenance and insurance. (Total amount would depend on Commission priorities, would likely vary by island and amount shown is net of any revenues).</li> <li>• <b>Funding level likely means:</b> <ul style="list-style-type: none"> <li>○ Operated by combination of volunteers and some paid staff.</li> <li>○ Likely more limited and seasonal operation.</li> </ul> </li> <li>• <b>The community bus societies would own and maintain their own vehicles.</b> CRD wouldn't operate services but could apply for grants to purchase vehicles, then lease them to providers).</li> <li>• <b>Provision for modest car stop program support</b> (signage, promotion) in tandem with community bus grant program.</li> </ul>
<b>Water Transportation</b>	\$0*	<ul style="list-style-type: none"> <li>• <b>No change, except for coordinating tools (see below).</b> Water connection would still depend on BC Ferries or unsubsidized, uncoordinated private water taxi operators.</li> </ul>
<b>Supporting Infrastructure &amp; Maintenance</b>	+/- \$6,000*	<ul style="list-style-type: none"> <li>• <b>Small annual (capital reserve) fund</b> to support targeted infrastructure improvements and maintenance, such as <b>bike racks, benches, and bus stop signage.</b></li> <li>• <b>CRD able to fund and own assets</b> (such as buses, benches, etc.) and secure use of road right-of-way where needed.</li> </ul>
<b>Coordination and Marketing Tools</b>	+/- \$10,000*	<p><b>Funding for coordinating tools, such as:</b></p> <ul style="list-style-type: none"> <li>• <b>Consolidated SGI transportation website</b> hub with links to 3<sup>rd</sup> party schedules.</li> <li>• <b>Contribution towards land/water transportation trip-booking system</b> supporting bus and water taxi operators.</li> </ul>
<b>CRD Staffing &amp; Coordination</b>	+/- \$81,000	<ul style="list-style-type: none"> <li>• <b>Modest CRD administration and coordination role</b> (0.5 – 0.8 FTE), including administering capital/operating grants to non-profits and Commission support.</li> <li>• <b>Owning assets and holding tenure</b> when required by other levels of government.</li> <li>• <b>Securing infrastructure funding</b> from senior governments</li> <li>• <b>Limited partnership development</b> and integrated planning.</li> </ul> <p><b>Staffing estimates include provision for</b> 0.8 FTE (J15 position) Administrator to help develop and administer local grant program, support Commission, and support funding applications to other levels of government, licenses of occupation, etc.</p>
<b>Annual Funding Level &amp; Cost</b>	Maximum of \$270,000	<ul style="list-style-type: none"> <li>• At maximum requisition, property tax impacts of up to approx. \$39 per year for the average homeowner, or up to \$5.50 per \$100,000 assessed property value \$0.06 per \$1,000).</li> </ul>


\* Suggested allocations between travel modes are subject to Commission priorities.

### Option C – Semi-Integrated Transportation System (at a maximum requisition<sup>1</sup> of up to ~\$450,000 annually)

In comparison to Option B, this option provides more enhanced funding to local transportation organizations and coordination support from CRD staff. Like Option B, it establishes a Transportation Commission made up of local representatives to set annual priorities and budget funding levels between modes and islands.






However, it also increases funding to augment service levels, particularly for community buses which would then be able to operate across more days and months of the year and with a higher proportion of paid staff (which in turn supports local employment in the islands). This option also provides additional support for leveraging larger funding grant programs from other levels of government, as well as increased marketing and communications tools and strategic planning to support the development of an integrated transportation network.

Water travel would still be primarily provided by BC Ferries and private water taxi operators, but this option would have a small amount of capacity to support developing water transportation partnerships. This option includes provision for one full-time (1.0 FTE) CRD coordinator / planner role to support the Commission and provide more fulsome support towards funding programs to local transportation groups, external grant applications, partnership development, service promotion and strategic planning.

Option C – Semi-Integrated Transportation System – Example Attributes by Mode		
Mode	Funding Allocation	Example Service Levels
 <b>Local Governance</b>	Costs are included in CRD staffing & coordination item.	<ul style="list-style-type: none"> <li>• <b>Establishes SGI Transportation Commission</b> with SGI volunteer commissioners to advise on local priorities, guide planning and decision making, and make recommendations for an annual budget.</li> <li>• <b>Full-time staff support</b> for the Commission and for strategic integrated transportation planning and to administer internal and external grant programs.</li> </ul>

<sup>1</sup> **Important Note on Maximum Requisition:** The CRD would not collect the maximum requisition for many years – initially the service would be funded by a fraction of the maximum allowed by the bylaw and as stated here. The budget/requisition amount would increase according to inflation, and ultimately, the service priorities and budget allocated will be proposed by the Commission for approval by the CRD Board and may change from year to year.



**Option C – Semi-Integrated Transportation System – Example Attributes by Mode**

Mode	Funding Allocation	Example Service Levels
 <p><b>Active Transportation</b></p>	<p>+/- \$60,000*</p>	<ul style="list-style-type: none"> <li>• <b>Could create more robust CRD grants</b> to local trail societies to help offset costs of materials and coordination for active transportation trails. Roadside trails would be funded through third party grants.</li> <li>• <b>Funds staff to support application for 3rd party grants to fund construction of roadside trails</b>, plus manage any tenure held by CRD and assist in coordinating between groups.</li> <li>• <b>If requested, CRD could hold tenure</b> (such as Licenses of Occupation in the public road Right of Way) but would not operate or maintain trails. Trails societies would continue this function as now.</li> </ul>
 <p><b>Public Transportation</b></p>	<p>+/- \$243,000*</p>	<ul style="list-style-type: none"> <li>• <b>Could support annual CRD funding</b> to community bus societies for more regular service. (Total amount would depend on Commission priorities and amount would likely vary by island depending on travel need, operating model and service levels; amount shown is net of revenue from fares, charters, fundraising).</li> <li>• <b>Funding level likely means:</b> <ul style="list-style-type: none"> <li>○ Greater proportion of paid coordinator and driving staff</li> <li>○ More days and months of service than Option B</li> </ul> </li> <li>• <b>The community bus societies would own and maintain their own vehicles.</b> CRD could apply for grants to purchase and own vehicles, then lease them to service providers.</li> <li>• <b>Provision for funding support and regional coordination</b> for car stop programs + car share, etc.</li> </ul>
 <p><b>Water Transportation</b></p>	<p>+/- \$10,000*</p>	<ul style="list-style-type: none"> <li>• <b>Funding available to convene partnerships</b> aimed at supporting regular scheduled water taxi services, but likely cannot fund service without other budget trade-offs.</li> <li>• <b>Coordinating tools (see below).</b></li> </ul>
 <p><b>Supporting Infrastructure &amp; Maintenance</b></p>	<p>+/- \$6,000*</p>	<ul style="list-style-type: none"> <li>• <b>Small annual (capital reserve) fund</b> to support targeted infrastructure improvements and maintenance to better connect modes, such as <b>bike racks, benches, and bus stop signage.</b></li> <li>• <b>CRD able to fund and own assets</b> (such as buses, benches, etc.) and secure use of road right-of-way where needed.</li> </ul>
 <p><b>Coordination and Marketing Tools</b></p>	<p>+/- \$15,000*</p>	<p><b>Funding for coordinating tools, such as:</b></p> <ul style="list-style-type: none"> <li>• <b>Support for consolidated SGI transportation communications and marketing</b>, online information, promoting car shares, etc.</li> <li>• <b>Contribution towards land/water transportation trip-booking system</b> that can be used by bus and water taxi operators.</li> </ul>

\* Suggested allocations between travel modes are subject to Commission priorities.



**Option C – Semi-Integrated Transportation System – Example Attributes by Mode**

Mode	Funding Allocation	Example Service Levels
 <p><b>CRD Staffing &amp; Coordination</b></p>	<p>+/- \$116,000</p>	<ul style="list-style-type: none"> <li>• <b>More substantive CRD administrative and support role</b> (1.0 FTE total), including grant and contract management, administration, work planning and Commission support.</li> <li>• <b>Owning assets and holding tenure</b> when required by other levels of government, including technical requirements (geological studies, archeological studies, etc.).</li> <li>• <b>Securing infrastructure funding</b> from senior governments.</li> <li>• <b>Partnership development</b>, such as water taxi</li> <li>• <b>Strategic planning and coordination</b> to implement an integrated transportation system, with enhanced ability for it to function and be communicated as a regional network.</li> </ul> <p><b>Staffing estimates include provision for</b> 1.0 FTE (J17 position) Analyst to give professional level service such as managing licenses of occupation, roadside trail project management, and strategic planning, funding applications to other levels of government, and local grant programs. Would also support Commission and manage records and correspondence.</p>
 <p><b>Annual Funding Level &amp; Cost</b></p>	<p>Maximum of \$450,000</p>	<ul style="list-style-type: none"> <li>• At maximum requisition levels, property tax impacts of up to approx. \$65 per year for the average homeowner, or \$9.17 per \$100,000 assessed property value (\$0.09 per \$1,000)</li> </ul>

\* Suggested allocations between travel modes are subject to Commission priorities.

**Why Are Staff Needed for the Transportation Service?**


- Providing CRD service requires staff to **manage, coordinate, and administer** the various functions expected of the service. Staff would provide a range of expertise, including writing tenders, procurement, contract management, grant writing and administration, engineering review, negotiating Licenses of Occupation, integrated scheduling, etc. that are specialized skills that the volunteer commissions may not have, or if they do, could be taken off their plates.
- **Staffing in the right places and times in turn can better enable precious volunteer capacity to be used where it is the most valuable**, such as by providing staff support to volunteer Transportation Commission members or specialized grant and procurement support to help get transportation societies the resources they need.
- **Having a staff role can provide the continuity of knowledge and relationships** to support long term priorities and project success, especially more complex ones that may involve multiple organizations. This helps projects move forward in a more timely way, and assists local groups with more effectively connecting into and benefiting from other resources and capacity available through the CRD.

## Option D – Fully-Integrated Transportation System (at a maximum requisition<sup>1</sup> of up to ~\$675,000 annually)

This option provides the highest level of funding towards SGI transportation services. However, to be clear, the example service levels are still modest as they try to maintain funding at a level that reflects the nature of the islands as smaller, more rural communities and also the fact that many residents are on fixed incomes and may have less capacity to pay more. This option’s example service levels provide a fulsome starting point for an integrated transportation network that leverages funding from other levels of government, while also still building off of the islands’ volunteer capacity and community connectedness to deliver services as cost-efficiently as possible.





Like Options B and C, it establishes a Transportation Commission made up of local representatives to set annual priorities and budget funding levels between modes and islands. However, at this level community bus operations would likely be able to operate year-round and primarily with paid staff. This option also provides for the ability to not only convene water transportation partnership discussions but also potentially to contribute to water transportation service partnerships.

This option includes provision for up to 1.5 FTE positions, including a full-time administrator / planner role, a part-time coordinator, and engineering/ professional contract expertise to support development of roadside trails with MoTI. The coordinator and administrator roles would support the Commission and provide more fulsome support towards funding programs to local transportation groups, external grant program applications, partnership development and strategic planning, including support for year-round operation of community bus services.




Option D – Fully-Integrated Transportation System – Example Attributes by Mode		
Mode	Funding Allocation	Example Service Levels
 <p>Local Governance</p>	<p>Costs are included in CRD staffing &amp; coordination item.</p>	<ul style="list-style-type: none"> <li>• <b>Establishes SGI Transportation Commission</b> with SGI volunteer commissioners to advise on local priorities, guide planning and decision making, and make recommendations for an annual budget.</li> <li>• <b>Full time staff support</b> for the Commission and for strategic integrated transportation planning and to administer internal and external grant programs.</li> </ul>

<sup>1</sup> **Important Note on Maximum Requisition:** The CRD would not collect the maximum requisition for many years – initially the service would be funded by a fraction of the maximum allowed by the bylaw and as stated here. The budget/requisition amount would increase according to inflation, and ultimately, the service priorities and budget allocated will be proposed by the Commission for approval by the CRD Board and may change from year to year.

**Option D – Fully-Integrated Transportation System – Example Attributes by Mode**

Mode	Funding Allocation	Example Service Levels
 <p><b>Active Transportation</b></p>	<p>+/- \$124,000*</p>	<ul style="list-style-type: none"> <li>• <b>Could create CRD grants</b> to local trail societies to help offset costs of materials and coordination for active transportation trails. Roadside trails would be funded through third party grants; see next bullet.</li> <li>• <b>Funds increased staff to support application for 3rd party grants to fund construction of roadside trails</b>, plus provide engineering expertise to facilitate their planning and construction, manage any tenure held by CRD and assist in coordinating between groups.</li> <li>• <b>CRD could hold tenure</b> (such as Licenses of Occupation in the public road Right of Way) and work with trails societies to support continued operation and maintenance of trails.</li> </ul>
 <p><b>Public Transportation</b></p>	<p>+/- \$294,000*</p>	<ul style="list-style-type: none"> <li>• <b>Could support annual CRD funding</b> to local community bus societies towards year-round service. (Total amount would depend on Commission priorities and be allocated as part of an application process. Grant requests by the different bus societies would be based on operating models and service levels; estimates shown are net of any revenues from fares, charters, fundraising).</li> <li>• <b>Funding level likely means:</b> <ul style="list-style-type: none"> <li>○ Greater proportion of paid coordinator and driving staff</li> <li>○ Year-round operation with more days and months of service than Option C. For instance, service seven days a week in the summer and 3-6 days per week rest of the year depending on service levels per day.</li> </ul> </li> <li>• <b>The community bus societies would own and maintain their own vehicles.</b> CRD could apply for grants to purchase and own vehicles, then lease them to service providers (but CRD would not operate the bus services).</li> <li>• <b>Funding support and regional coordination</b> for car stop programs + car share, etc.</li> </ul>
 <p><b>Water Transportation</b></p>	<p>+/- \$57,000*</p>	<ul style="list-style-type: none"> <li>• <b>Convenes and supports a financial contribution</b> towards partnerships for seasonal and potentially year-round water taxi services.</li> <li>• <b>Coordinating tools (see below).</b></li> </ul>
 <p><b>Supporting Infrastructure &amp; Maintenance</b></p>	<p>+/- \$16,000*</p>	<ul style="list-style-type: none"> <li>• <b>More robust annual (capital reserve) fund</b> to support targeted infrastructure improvements and maintenance to better connect modes, such as bike racks, benches, and bus stop signage <b>plus dockside improvements.</b></li> <li>• <b>CRD able to fund and own assets</b> (such as buses, benches, etc.) and secure use of road right-of-way where needed.</li> </ul>

\* Suggested allocations between travel modes are subject to Commission priorities.

Option D – Fully-Integrated Transportation System – Example Attributes by Mode		
Mode	Funding Allocation	Example Service Levels
 <p><b>Coordination and Marketing Tools</b></p>	+/- \$15,000*	<p><b>Funding for coordinating tools, such as:</b></p> <ul style="list-style-type: none"> <li>• <b>Support for consolidated SGI transportation communications and marketing</b>, online information, promoting car shares, eBike, etc.</li> <li>• <b>Contribution towards land/water transportation trip-booking system</b> that can be used by multiple bus and water taxi operators.</li> </ul>
 <p><b>CRD Staffing &amp; Coordination</b></p>	+/- \$169,000	<ul style="list-style-type: none"> <li>• <b>As outlined in Option C</b> with additional assistance required to manage/coordinate community bus and integrated network in year-round operation, enhanced water taxi operation, PLUS access to enhanced technical support for the transportation service, such as engineering for development of roadside improvements.</li> </ul> <p><b>Staffing estimates include provision for:</b></p> <ul style="list-style-type: none"> <li>○ 1.0 FTE (J17 position) Analyst to give professional level service such as managing licenses of occupation, roadside trail project management, and support strategic planning, funding applications, marketing, and local grant programs.</li> <li>○ 0.5 FTE (J12 position) Administrative support to manage records, correspondence, Commission support.</li> </ul>
 <p><b>Cost</b></p>	Maximum of \$675,000	<ul style="list-style-type: none"> <li>• At maximum requisition levels, property tax impacts of up to approximately \$98 per year for the average homeowner, or \$14.10 per \$100,000 assessed property value (\$0.14 per \$1,000)</li> </ul>

\* Suggested allocations between travel modes are subject to Commission priorities.

### Why an Integrated Approach to Transportation Matters

**Resilience and Choice:** Seamless multimodal connectivity gives people diversity of options and the ability to choose a mode that suits their needs, financial capacity and physical abilities.

**Using Resources More Effectively:** An integrated network can fine tune its offerings based on distance and demand, and use its budget to support the transportation needs of a wider section of the community.

**Equity and inclusivity:** An integrated transportation system develops a number of different modes in a community at the same time, thereby balancing out the needs of the various users.



## 4.2 Option Evaluation

A high-level evaluation of these options was carried out based on how much each option contributed to the priorities identified in the first round of engagement. When collated across all modes, these priorities are to:

- Better connect to major origins and destinations on the islands.
- Improve safety of roadside conditions for pedestrians and cyclists.
- Reduce the need to drive for everyone as well as provide better travel options for youth, seniors and lower-income populations.
- Reduce greenhouse gas emissions and environmental impact.
- Increase the cohesiveness of transportation options to better facilitate connection and economic development on and between islands.

The development of options and their evaluation also took into account community members who expressed a reluctance to see an increase in taxes to support improved services, as well as strong community feedback on ensuring local control, continued support of grassroots organizations and that solutions are right-sized and specific to the unique character and opportunities of the islands.

While Option A – Status Quo does not have any tax impacts on the community, it also does nothing to improve transportation options on the islands.

The other options respond to the improvements requested by the community in varying degrees. They:

- **Fund grants to local trail societies** to help them more easily plan for and build walking and cycling routes connecting key community destinations.
- **Provide stable funding to island community bus societies** to help them continue operations, provide service across more times of the year, and be able to financially support a larger share of their drivers.
- **Create coordinating tools that support multiple types of travel**, including a website for integrated SGI transportation showing travel options and trip booking software.
- **CRD sponsorship and staff support to access even more funding for projects in the SGI through provincial and federal programs**, such as funding for roadside trails and to offset the cost of public transportation vans.
- **Other CRD support as needed** to help local organizations make transportation happen, such as developing partnerships, holding the Licenses of Occupation required to develop roadside trails, maintaining insurance, and leasing or owning land and vehicles if required and a local organization is not able to do so.

The graphic below summarizes the example service options and how they compare against each other. Based on the evaluation above, Option C and D meet all the priorities identified by the community.

Of those two options, Option D has the higher cost, but it is also better able to meet the key community priorities of supporting improvements to roadside trail safety, enabling year-round access to community bus services, and beginning to support inter-island water transportation in a limited way through partnerships. At the same time, Option D also strives to balance providing a sustainable and appropriate starting point for an integrated transportation network with the need to be as cost-effective as possible.

### Summary of Transportation Service Example Options

Option Attributes by Mode	Option A – Status Quo	Option B – Basic Grants & Support	Option C – Semi-Integrated Transportation System	Option D – Fully Integrated Transportation System
Decision-Making Structure (Governance)				
Active Transportation				
Public Transportation				
Water Transportation				
Supporting Infrastructure and Maintenance				
Coordination and Marketing Tools				
CRD Staffing & Coordination				
Costs				

Ranges from = No Change to = Substantial Change / Improvement

### 4.3 Round 2 Engagement Results

Round 2 engagement took place in winter 2022 and sought feedback on the level of support for the four service options (Options A to D) described in **Section 4.0**.

Engagement involved an online survey and four virtual Q&A sessions (conducted over Zoom). An FAQ was sent to every SGI mailbox. This mail-out explained the proposals and encouraged people to fill out the survey and attend the virtual meetings.

During the Round 2 engagement, 1.5k people visited the Get Involved (Bang the Table) site, and 365 surveys were submitted.

**The Round 2 Engagement found that the majority of people (67%) supported a tax requisition to increase transportation solutions in the islands.**

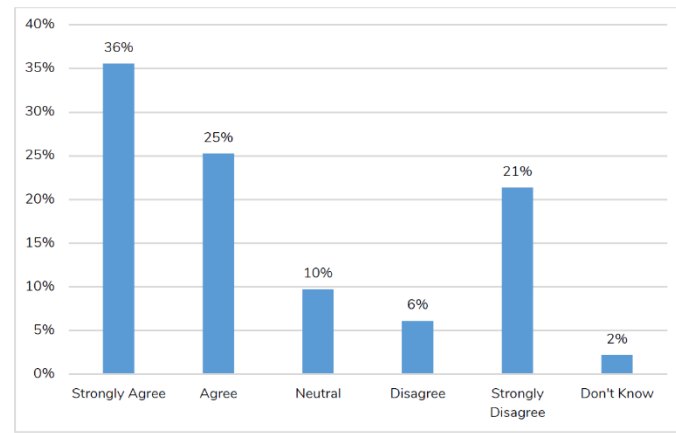
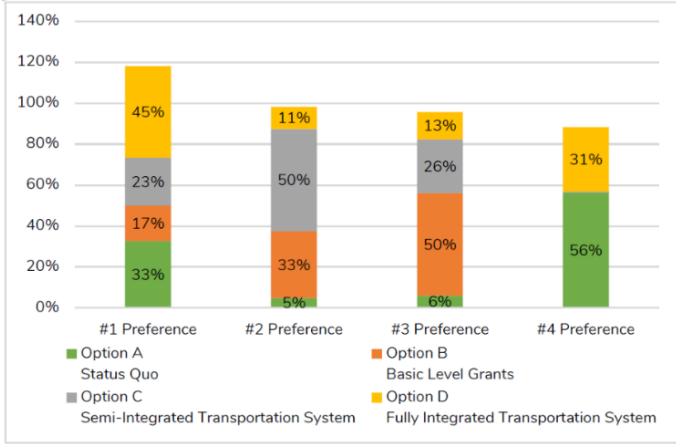
**Eighty-five percent of respondents to the survey indicated a desire for change from the current level of transportation service on the islands.**

The “Option D - Fully Integrated Transportation Service” was the first preference for the highest number of participants (45%), and “Option C - Semi-Integrated Transportation Service” was the second preference for most participants (50% of participants had it as their second choice).

Respondents were also asked whether they agree or disagree with bringing a proposed Service Establishment Bylaw forward to a referendum. Respondents either strongly agree (36%) or agree (25%). About a quarter of respondents strongly disagree (21%) or disagree (6%).

Service Options A through D presented in this report are nearly identical to those presented for Round 2 engagement and had identical upper limit totals for each. However, the final versions of the Options presented in this document have had minor adjustments to the allocations between modes within each option to reflect feedback heard during engagement.

Likewise, the estimated cost per \$100,000 assessed value presented during engagement was actually higher than in the final version in this report because the engagement figures were based on the previous 2021 assessed values for the SGI.



In additional comments respondents indicated reasons for why they were for or against moving the establishment of a SGI Transportation Service Establishment Bylaw to a referendum, and these are captured in the box below:

**Round 2 Public Survey Results – Reasons Given For and Against Moving to Referendum**

**Why to support a Referendum**

- Better safety for pedestrians and cyclists
- The need for alternatives to private vehicles, especially when considering environmental impacts and an aging population that is unable to drive
- Better connections between communities
- Independence for youth and seniors
- Value in having a single coordinating body

**Why not to support a Referendum**

- Affordability and tax impacts
- Concerns about the transportation service function being process and staff heavy
- Concerns about CRD ability to implement the plan efficiently and effectively
- No need for change

From the results, the desire for change from the status quo seemed to be top of mind of most respondents, with a combined 78% choosing either “Option D - Fully Integrated Transportation Service” or “Option C - Semi-Integrated Transportation Service” as their first preference.

An integrated transportation system encompassing walking, cycling, public transportation, and water-based transportation would change the economic geography of the Southern Gulf Islands region and enable shared services and increased connections throughout the islands. Investment in active transportation and public transportation provides a means to improve safety, equity, and access among residents of all ages while also reducing greenhouse gas impacts from residents and visitors.

**The benefits of an integrated transportation system start to be realized more holistically with Option D.** In February 2022, the SGI Community Economic Sustainability Commission received the consultation results and passed a resolution recommending the CRD Board implement “Option D,” of the SGI Transportation Options. The Southern Gulf Islands Harbours Commission passed a resolution supporting the establishment of an SGI transportation service in March 2022.



## 5.0 RECOMMENDED NEXT STEPS

An integrated transportation system encompassing walking, cycling, public transportation, and water-based transportation would change the economic geography of the Southern Gulf Islands region and enable more shared services and increased connections throughout the islands.

Investment in active transportation and public transportation provides a means to improve safety, equity, and access among residents of all ages while also reducing greenhouse gas impacts from residents and visitors.

The prerequisite for the CRD to have a formal role in funding and supporting locally-led transportation initiatives in the Southern Gulf Islands is the creation of an SGI transportation service, which in turn can only be enabled through a Service Establishment Bylaw and voter assent process.

Should the CRD wish to pursue an SGI transportation service, recommended next steps would include:

- CRD Board consideration of a Service Establishment Bylaw and voter assent process.
- Preparing for a referendum in the 2022 General Election.
- Presentation of information on the service proposal in lead up to the referendum.

### Community Benefits of an Integrated Transportation Service:

- Allowing the CRD to support local transportation groups to leverage grant funding for infrastructure and other assets such as electric buses.
- Enabling safe walking and cycling opportunities.
- Supporting community goals of livability and access to services.
- Rebuilding inter-island and community connections.
- Facilitating the movement of workers and goods.
- Taking climate action in SGI by supporting alternative transportation choices that reduce greenhouse gas emissions.
- Reducing congestion on SGI roads and BC Ferries.
- Supporting the local businesses and regional economy



## 5.1 Suggested Path to Implementation – Year 1

If the CRD Board moves a Southern Gulf Islands Transportation Service Establishment Bylaw to referendum in the October 2022 General Election, and if that referendum is successful, the initial ramp up to implementing the new SGI transportation service would likely take place in 2023 after the start of the new CRD Board term in January.

Since 2023 would be a transitional Year 1, the full suite of Transportation Service elements would not be in place for the whole calendar year (which is also the CRD’s fiscal year). Therefore, for budgetary purposes, if Option D is the preferred requisition amount and approved through voter assent, the amount required for Year 1 will be a fraction of the full projection of \$675,000.

This lower suggested Year 1 budget projection reflects the best practice of starting small and sustainable within the available requisition amount, and prudently growing from there. Further, given that a key aspect of the SGI Transportation Service is to have its annual budget priorities decided by a locally-represented Transportation Commission, the suggested amount reflects the fact that the Commission won’t be in place until half way through the year.

The Year 1 suggested budget is based on this suggested timeline and assumptions:

- Potential provision for a partial year of staff support,
- Potential for limited grants to community bus societies to support service starting in summer of 2023 until the full grant program is established by the Commission for the following year,
- Contingency for emergency grant funding for trail societies until the full grant program is in place.

### Potential Year 1 Timeline

<b>Nov – Dec 2022</b>	<ul style="list-style-type: none"> <li>• Newly elected CRD Board is sworn in and formally adopts the Service Establishment Bylaw.</li> <li>• CRD Board considers and adopts bylaw to establish the SGI Transportation Commission.</li> </ul>
<b>Jan – May 2023</b>	<ul style="list-style-type: none"> <li>• Advertise for SGI Transportation Commissioners representing the Islands and modes, and appoint Commission.</li> <li>• Consider Year 1 funding requests by community transportation providers.</li> <li>• Develop job description(s) for supporting staff; post job ads and hire new staff.</li> </ul>
<b>May – Oct 2023</b>	<ul style="list-style-type: none"> <li>• Develop strategic plan and prioritized work plan with Commission.</li> <li>• Start to implement short term priorities of work plan.</li> <li>• Develop Grant Program for 2024 based on transportation criteria; design application process.</li> <li>• Undertake Service and budget planning for 2024.</li> </ul>
<b>Oct - Dec 2023</b>	<ul style="list-style-type: none"> <li>• Progress with work plan.</li> <li>• Confirm 2024 annual budget and work plan priorities for Transportation Service.</li> </ul>

## 6.0 CONCLUSIONS

Resourceful and deeply connected to their communities, the residents and organizations of the Southern Gulf Islands have already taken many positive steps towards providing sustainable transportation options. From the countless recreational trails that have been built, the community bus projects that were initiated, or the massive annual multimodal volunteer effort that happens for Tour des Iles, these efforts have shown that improving connection matters to the community and that there is a capacity and a desire to make it happen.

At the same time, this project has heard a strong desire from residents and stakeholders to do more.

Parents want improved roadside conditions so their kids are safe cycling to school. Older residents want reliable and continued public transportation options so they can age in place when driving might no longer be the best option. Multiple residents and stakeholders have spoken to the importance of encouraging visitors to arrive without vehicles, and the desire to further water-based interisland connection and economies. And throughout the course of this study, the effects of climate change (heat domes, windstorms, unseasonable temperatures) have underscored the need to take action on transportation and energy use rapidly and decisively.

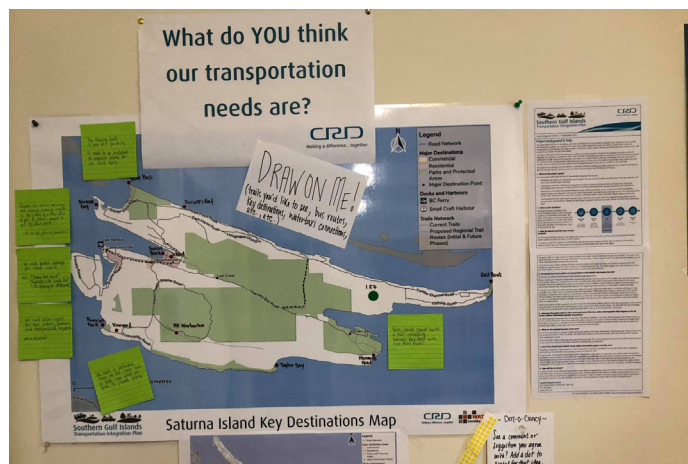
If islanders truly want to do more to achieve these transportation goals and level up on the pace of transportation improvements, it will require more effectively harnessing available senior government funding, increasing collaboration with agencies like MoTI, and reducing duplication of effort by different community groups across the islands and transportation modes. Formally creating a Southern Gulf Islands Electoral Area transportation service is not only a feasible way to reach those objectives, it is the required prerequisite.



# Appendix A



# Southern Gulf Islands Public Engagement Summary





# SOUTHERN GULF ISLANDS TRANSPORTATION INTEGRATION PLAN

Round 1 Engagement – What We Heard Report

**Prepared For:** Capital Regional District (CRD)

Date: December 17, 2021

Our File No: 3007.B01

**WATT** VICTORIA  
302 – 740 Hillside Ave  
Victoria, BC V8T 1Z4  
250-388-9877



## TABLE OF CONTENTS

<b>1.0</b>	<b>PROJECT OVERVIEW</b> .....	<b>3</b>
1.1	<b>Objectives</b> .....	<b>4</b>
<b>2.0</b>	<b>WHAT WE DID</b> .....	<b>5</b>
<b>3.0</b>	<b>WHO WE HEARD FROM</b> .....	<b>7</b>
3.1	<b>Age</b> .....	<b>7</b>
3.2	<b>Geographic Representation</b> .....	<b>8</b>
<b>4.0</b>	<b>WHAT WE HEARD</b> .....	<b>12</b>
4.1	<b>Interactive Map</b> .....	<b>12</b>
4.2	<b>Quick Polls</b> .....	<b>14</b>
4.3	<b>Online Survey</b> .....	<b>16</b>
4.3.1	<b>Satisfaction with Current Transportation</b> .....	<b>16</b>
4.3.2	<b>Transportation Planning Priorities</b> .....	<b>18</b>
4.3.3	<b>Active Transportation Improvement Priorities</b> .....	<b>20</b>
4.3.4	<b>Public Transportation Improvement Priorities</b> .....	<b>22</b>
4.3.5	<b>Water-Based Transportation Improvement Priorities</b> .....	<b>30</b>
4.3.6	<b>Other Ideas and Comments</b> .....	<b>32</b>
4.4	<b>Ideas Tool</b> .....	<b>32</b>
4.5	<b>Additional Comments</b> .....	<b>33</b>
<b>5.0</b>	<b>KEY TAKEAWAYS</b> .....	<b>6</b>
<b>6.0</b>	<b>NEXT STEPS</b> .....	<b>33</b>

## APPENDICES

Appendix A – Online Survey Questions .....	34
--	----



## FIGURES

Figure 1. Survey Respondent Ages .....	7
Figure 2. Survey Respondent Connection with Islands.....	8
Figure 3. Survey Respondent Time Spent in Southern Gulf Islands Community.....	9
Figure 4. Survey Respondent Primary Island .....	9
Figure 5. Survey Respondent Other Destinations.....	10
Figure 6. Survey Respondent Transportation Modes Before and During COVID-19.....	11
Figure 7. Pin Distribution on Interactive Map .....	13
Figure 8. Quick Polls Results.....	14
Figure 9. Satisfaction with Current Transportation Services and Infrastructure.....	16
Figure 10. Satisfaction with Ability to Coordinate Travel .....	17
Figure 11. Ranking of Transportation Planning Priorities .....	18
Figure 12. Support for Active Transportation Improvements .....	20
Figure 13. Active Transportation Priorities by Island.....	21
Figure 14. Support for Public Transportation Improvements.....	22
Figure 15. Public Transportation Priorities by Island .....	23
Figure 16. Importance of Public Transportation Supports - Galiano Island.....	24
Figure 17. Importance of Public Transportation Supports - Mayne Island .....	25
Figure 18. Importance of Public Transportation Supports - North Pender Island .....	26
Figure 19. Importance of Public Transportation Supports - South Pender Island.....	27
Figure 20. Importance of Public Transportation Supports - Salt Spring Island.....	28
Figure 21. Importance of Public Transportation Supports - Saturna Island.....	29
Figure 22. Support for Increased Water-Based Transportation .....	30
Figure 23. Importance of Water-Based Amenities or Service Features .....	31



## 1.0 PROJECT OVERVIEW

The Capital Regional District is developing a Southern Gulf Islands (SGI) Transportation Integration Plan. Building on past studies and community feedback,

the purpose of the project is to create a blueprint for the future to move from ideas to action when it comes to transportation on and between the largest Southern Gulf Islands: Galiano, Mayne, Saturna, and North and South Pender Islands, with possible links to Sidney and Salt Spring Island.



The objective of this project is to understand the demand in the SGI and propose future improvements to walking and cycling networks integrated with proposals for public transit and passenger ferry services to complement other travel. The CRD is undertaking this project in response to resident requests for regional coordination of public transit and transportation alternatives. As a Regional District, the CRD can facilitate outcomes on behalf of the community such as administrative coordination and access to funding from other levels of government. Also, unlike non-profit societies, CRD can hold Licences of Occupation in the Provincial Road Right of Way that are needed for road side trails, meaning that the CRD could support the local volunteer organizations with improvements on the SGI that are currently not possible.

Two of the three planned rounds of public engagement have been undertaken for this project:

- **Targeted Outreach** took place in Spring 2021 and involved virtual workshops with the Transit Advisory Groups (TAG), stakeholder outreach, and information provided to the community via the CRD website, posters, and a media release.
- **Round 1 engagement** took place in Fall 2021 and invited the public to provide feedback using the CRD's digital engagement platform which included interactive mapping, quick polls, a survey, and an ideas forum. A mailout FAQ was sent to every SGI mailbox to encourage people to fill out the survey.
- **Round 2 engagement is scheduled to begin in January 2022.**





## 1.1 Objectives of the SGI Transportation Integration Plan

The main project deliverables for the SGI Transportation Integration Plan include:

- Developing and costing out transportation service options that are practical, feasible and right-sized to meet the needs for each community and inter-island connection.
- Undertaking community mapping and engagement to capture existing and proposed trails envisioned by stakeholder organizations and community members, determining community needs and future priorities, and refining recommendations.
- Outlining the action steps and recommendations for how a CRD transportation service could be structured to enable the creation, phasing and integration of land-based public transportation, inter-island water passenger service, and supporting active transportation improvements on each of the Southern Gulf Islands (Galiano, North and South Pender, Mayne and Saturna).
- Understanding the CRD's role in supporting identified community needs and integrated transportation going forward.





## 2.0 WHAT WE DID

The second round of engagement took place from **October 13 to November 14, 2021**. It used a variety of engagement tools available via the [CRD Get Involved website](#), including:

- An **Interactive Map** to gather suggestions for infrastructure improvements
- **Quick Polls** and a **Survey** to gather feedback on the system
- The **Ideas** tool to gather additional ideas
- Photos and background resources including past plans and studies

The survey and other online engagement tools were promoted using social media, posters, mail-out advertisements, and local advertising/paid media.

### Engagement by the numbers:



**2.5K** engagement site visitors



**106** contributions to the interactive map



**969** participants in quick polls




**695** surveys completed

Related comments made via Facebook and email during the engagement period have also been reviewed and summarized here by the project team.

**Southern Gulf Islands Transportation Integration Plan**

Let's talk about improving transportation options on the Southern Gulf Islands.

[Get Involved](#)





### 3.0 KEY TAKEAWAYS

The list below outlines the key takeaways from the Round 1 Engagement activities:

- The most common destinations (other than respondents' primary islands) are the Saanich Peninsula area, other areas within the Capital Regional District / Greater Victoria region, and Metro Vancouver / Lower Mainland region.
- Currently, the most common transportation modes are BC Ferries and private vehicle as a driver, followed by walking and private vehicle as a passenger.
- There is general dissatisfaction with active, public, and water transportation across the islands, as well as the ability to coordinate and connect travel.
- Improving infrastructure and connections for walking and cycling is a high priority, with safety being a main concern.
- There is a need for better public transportation, especially for seniors and people who are unable to walk or cycle. Car stops, ridesharing, and taxi service are preferable to traditional bus service.
- Water transportation services should connect with other modes and need to be affordable. They should also align with school schedules and allow for day trips.

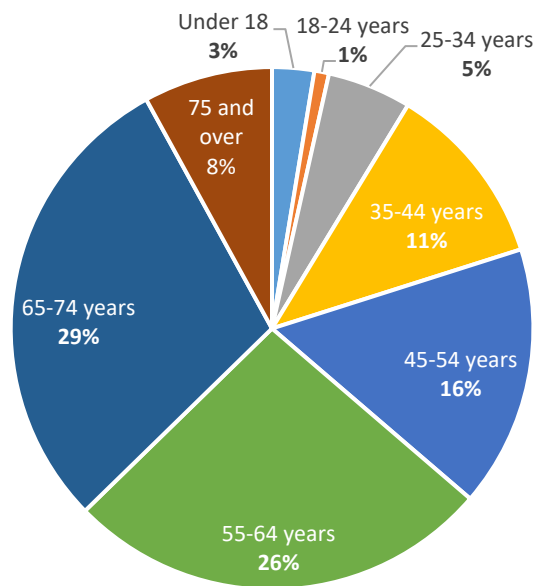


## 4.0 WHO WE HEARD FROM

The online survey included several demographic questions to allow the project team to better understand who participated. The following results are specific to the online survey only and do not reflect the demographics of the participants who used the other tools.

### 4.1 Age

As shown in **Figure 1**, over half of respondents were between the age of 55-74 years. **The largest age groups were 65-74 years (29%), 55-64 years (26%), and 45-54 years (16%).** Youth representation was low, with the fewest responses coming from the 18-24 and Under 18 age categories at 1% and 3%, respectively.

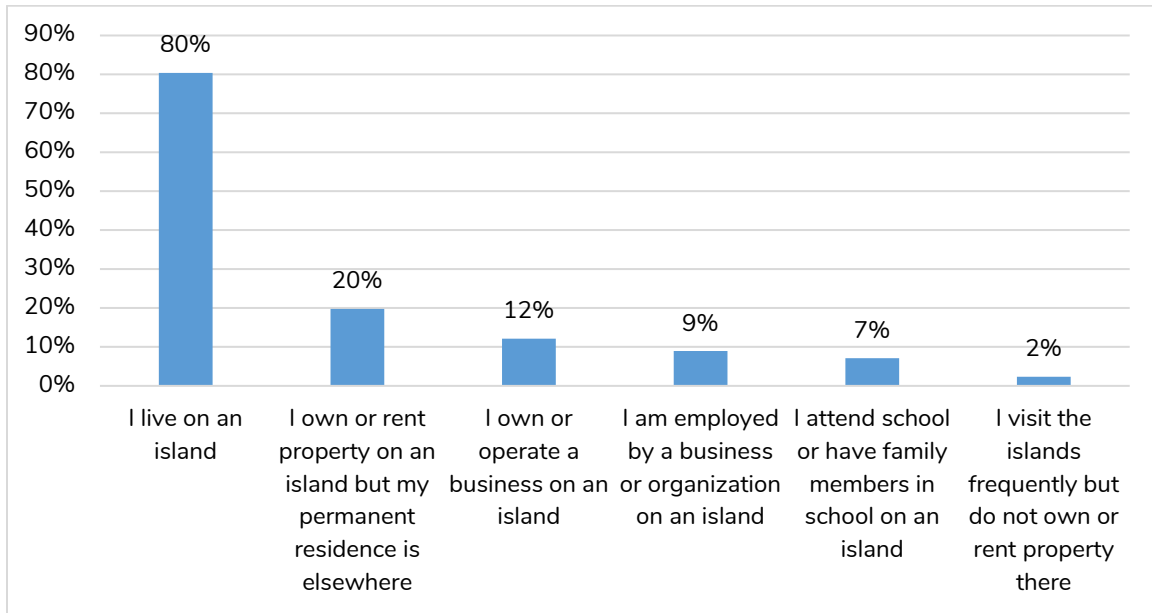


**Figure 1. Survey Respondent Ages**



## 4.2 Geographic Representation

Respondents were asked the following question: “What is your connection with the Southern Gulf Islands? Please select all that apply.” **Figure 2** shows their responses. Most participants (80%) live on an island.



**Figure 2. Survey Respondent Connection with Islands**

Respondents who indicated that they live on an island were also asked how long they have lived in the Southern Gulf Islands community. **Figure 3** shows their responses. **70% of participants have lived in the community for at least six years, with the majority (57%) being residents for 10+ years. 16% of respondents have lived in the community for two years or less.**

Additionally, respondents were asked: “Within the Southern Gulf Islands area, on which island do you spend most of your time?”. As shown in **Figure 4**, North Pender Island had the most responses (43%), followed by Galiano Island (21%), Mayne Island (18%), and Saturna Island (9%). Salt Spring Island and South Pender Island had the fewest responses at 4% and 5%, respectively. Comparing participation against the population of each island, participation ranges from 18% to 14% of island population, indicating a fairly equitable involvement across islands.

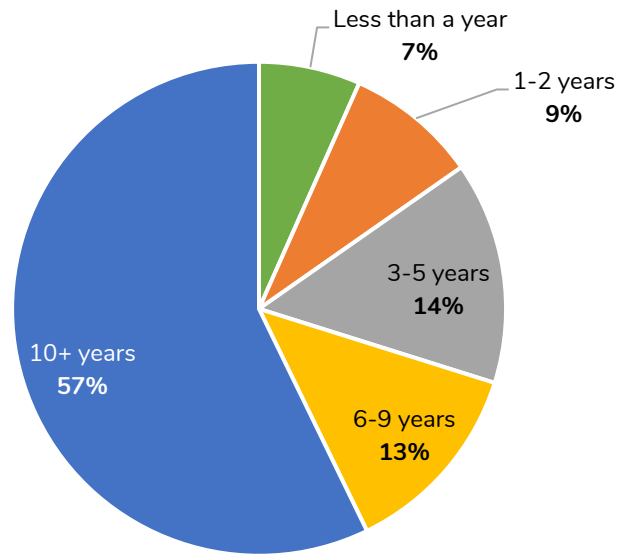


Figure 3. Survey Respondent Time Spent in Southern Gulf Islands Community

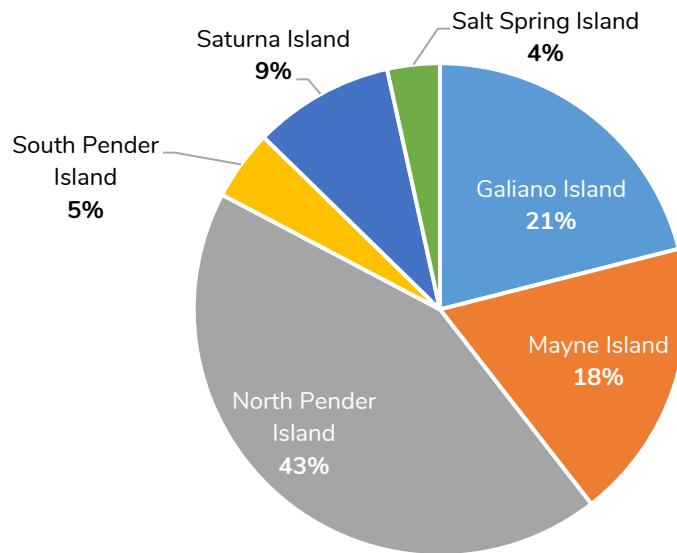
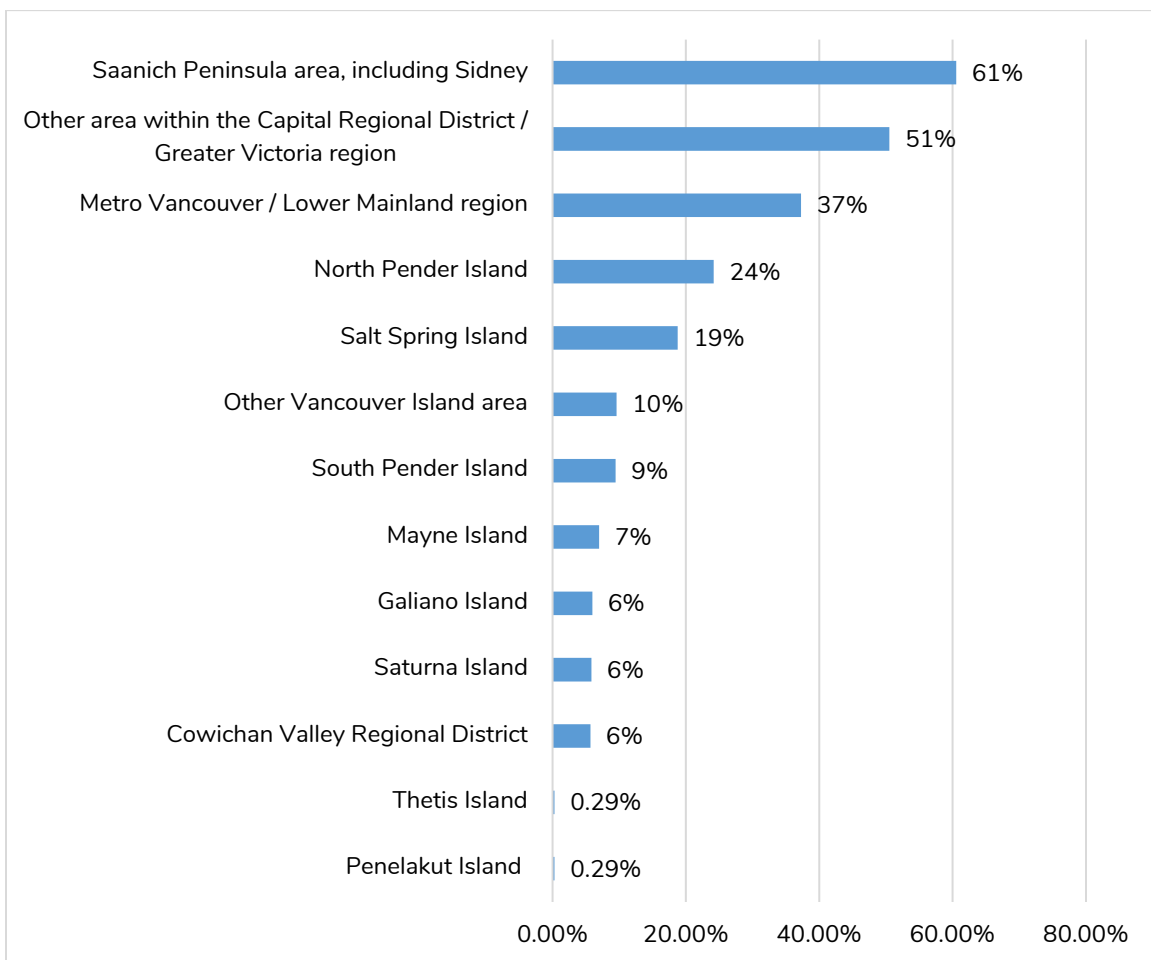


Figure 4. Survey Respondent Primary Island



Next, respondents were asked to select up to three other locations where they commonly travel (besides the primary island they chose in the previous question). This could be for purposes such as work, school, recreation or to access services, or their place of residence if they are a part-time resident or visitor to the Southern Gulf Islands. As shown in **Figure 5**, the **most common other destinations are the Saanich Peninsula area (61%), other areas within the Capital Regional District / Greater Victoria region (51%), and Metro Vancouver / Lower Mainland region (37%)**. The results also suggest that travel between the islands is lower, except for North Pender Island and Salt Spring Island which were selected by 24% and 19% of respondents, respectively.

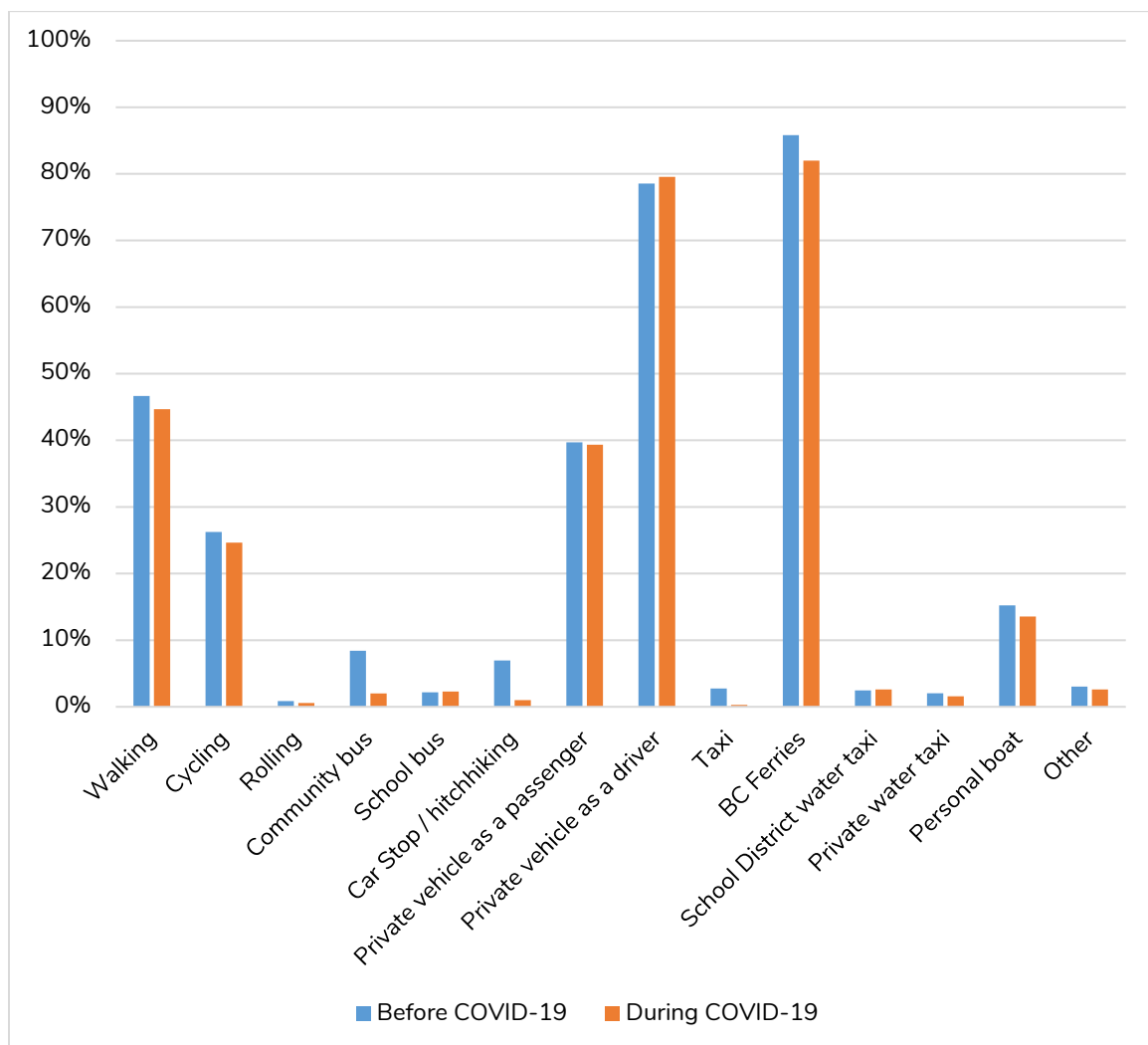


**Figure 5. Survey Respondent Other Destinations**

These results are consistent with those seen in the BC Ferries survey from 2016.



Respondents were also asked to indicate their main modes of transportation on and between the Southern Gulf Islands before and during the COVID-19 pandemic. They were able to select up to five modes and their responses are shown in **Figure 6. BC Ferries and private vehicle as a driver were the most common choices, followed by walking and private vehicle as a passenger.** The modes that saw the biggest decrease from before COVID-19 to during COVID-19 were community bus (-6%), car stop / hitchhiking (-6%), BC Ferries (-4%), and taxi (-3%).



**Figure 6. Survey Respondent Transportation Modes Before and During COVID-19**





## 5.0 WHAT WE HEARD

### 5.1 Interactive Map

The Interactive Map on the engagement site gave people the opportunity to pinpoint locations across the Southern Gulf Islands where they frequently travel, as well as where they would like to see infrastructure improvements. They could also provide comments about why they think change is needed. A total of **106 pins** were added to the map. Participants could select from the following pin types:

- Key community destination to serve by public transit
- Key community destination to serve by an Active Transportation route
- Dock / water transportation improvement
- Inter-island connection
- Walking / rolling improvement (e.g., sidewalks, crosswalks, accessibility)
- Walking connection (e.g., trails, pathways)
- Cycling connections (e.g., bike lanes, shared paths)
- Road safety or vehicle speed concern / suggestion
- Bike parking / bike racks
- Public transportation stop improvement (bench, shelter)
- Other on-street amenities (e.g., lighting, bench, garbage)
- Directional or wayfinding signage on-street or on trails

**Figure 7** shows how many pins were distributed throughout the islands. Specific pin locations are not shown at this level as the map is zoomed out to show all the islands.

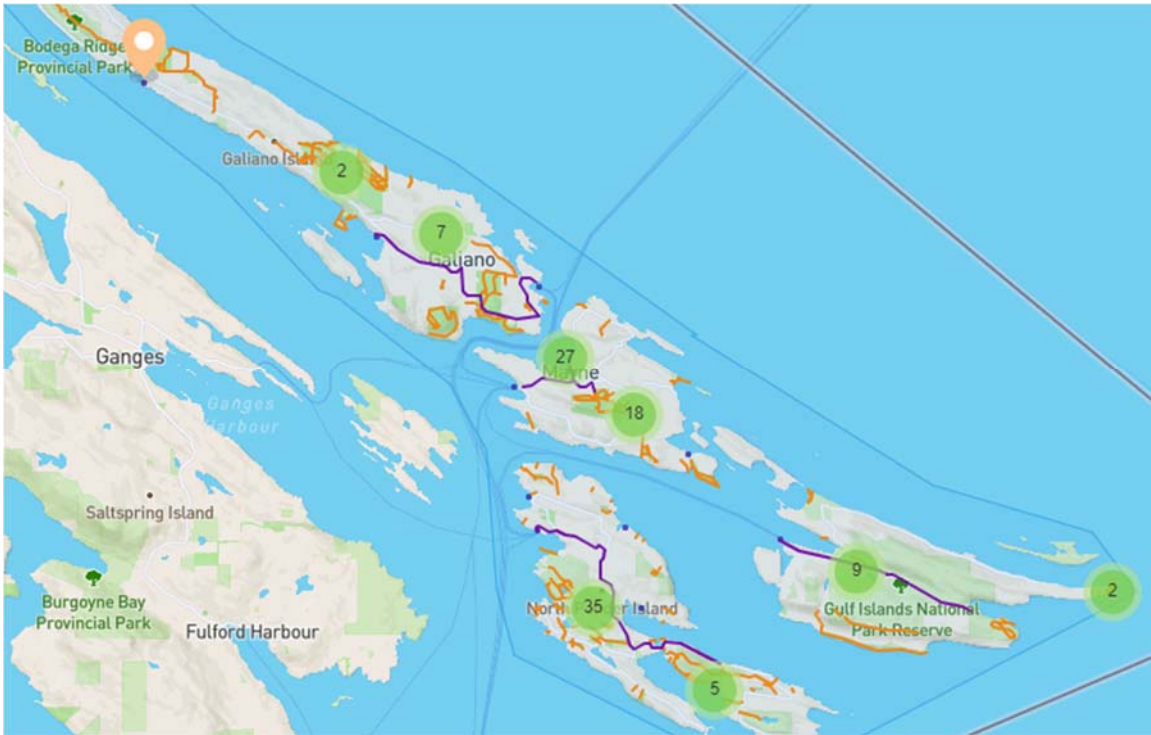


Figure 7. Pin Distribution on Interactive Map

From the comments provided, the following emerged as the top 10 community desires:

1.	Magic Lake Active Transportation Connections	North Pender
2.	Bedwell Harbour Road Walking/Rolling Improvements	North Pender
3.	Driftwood Centre Active Transportation Connections	North Pender
4.	Otter Bay Active Transportation Connection	North Pender
5.	Sturdies Bay Trail Extensions	Galiano
6.	Sturdies Bay Trail Safety	Galiano
7.	Mackinnon Road Active and Public Transportation Connections	North Pender
8.	Brooks Point Active Transportation Extension	South Pender
9.	Thieves Bay Active Transportation Connection	North Pender
10.	General Safety Concerns	All



## 5.2 Quick Polls

Community members were able to participate in a series of polls to indicate their support for various potential transportation improvements. They were also asked whether they would use different types of services and infrastructure including water taxis, community buses/public transit, bike lanes, and designated sidewalks/safe shoulders. There was an average of about **120 contributions** to each poll. Responses to these polls are shown in **Figure 8**.

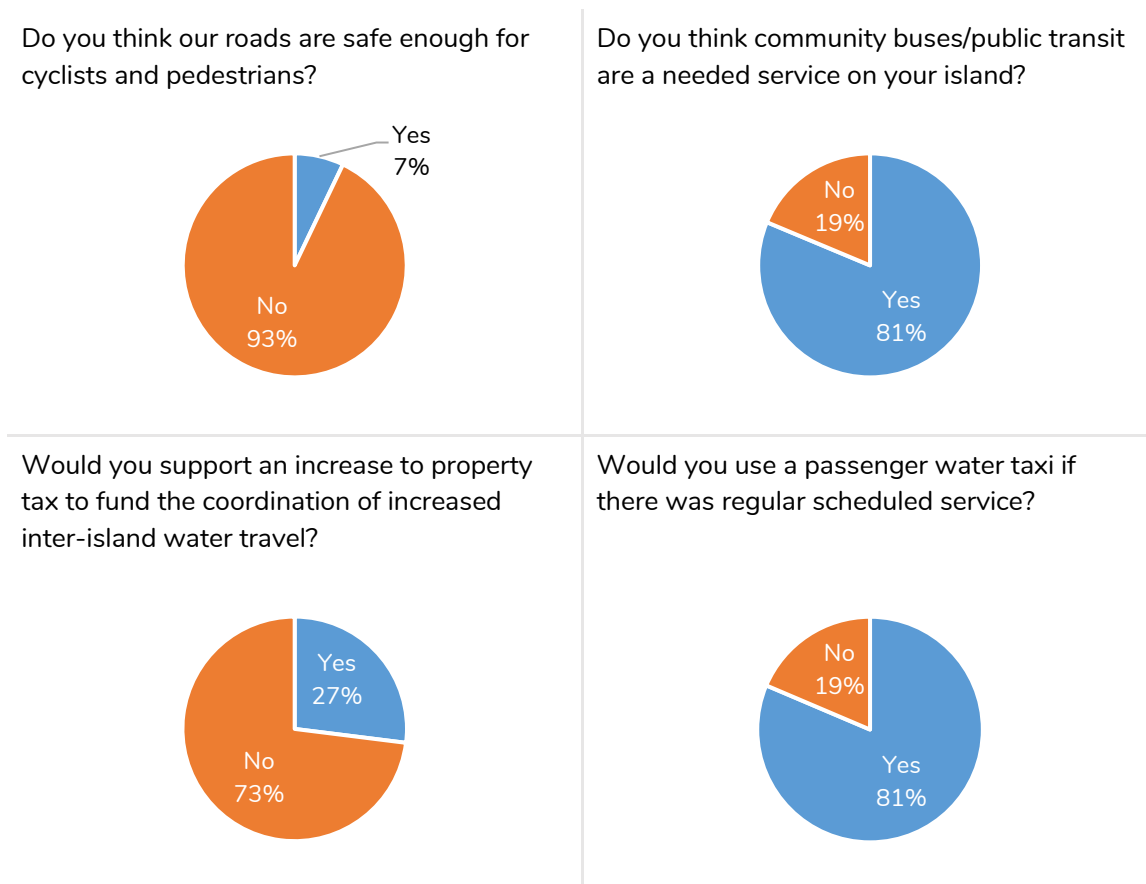
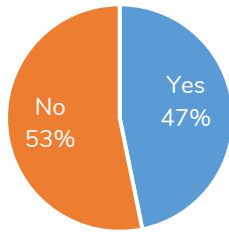


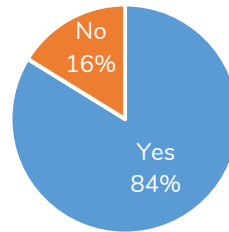
Figure 8. Quick Polls Results



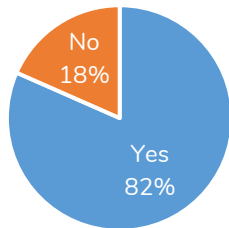
Would you support an increase to property tax to help build safe walking and cycling trails to key destinations?



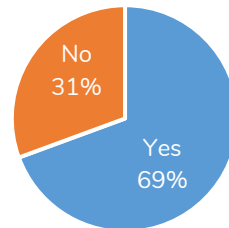
Would you use a community bus/public transit for some of your travel?



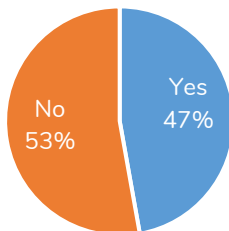
Would you cycle, walk or roll more if there were bike lanes or designated sidewalks/safe shoulders?



Do you think regular passenger water taxi service is needed for travel between the Southern Gulf Islands?



Would you support an increase to property tax to fund community buses/public transit?



Do you see integrated transportation options as an effective way to reduce our climate impact?

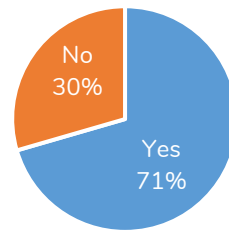


Figure 8. Quick Polls Results



### 5.3 Online Survey

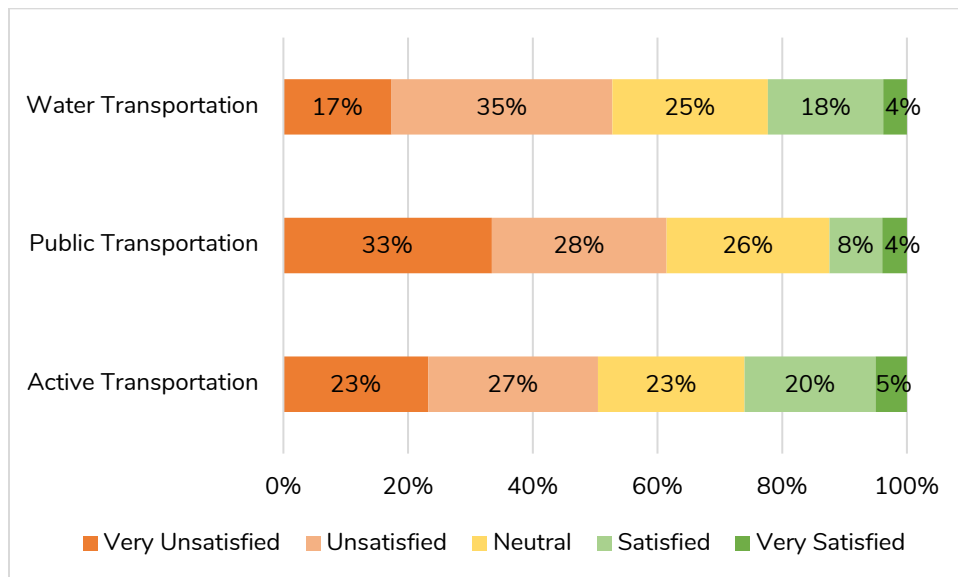
The online survey received a total of **695 responses**. Respondents were asked about the following topics:

- Satisfaction with current transportation services and infrastructure
- Satisfaction with ability to coordinate travel
- Transportation planning priorities
- Priorities for improving active, public, and water-based transportation

See **Appendix A** for the full set of survey questions.

#### 5.3.1 Satisfaction with Current Transportation

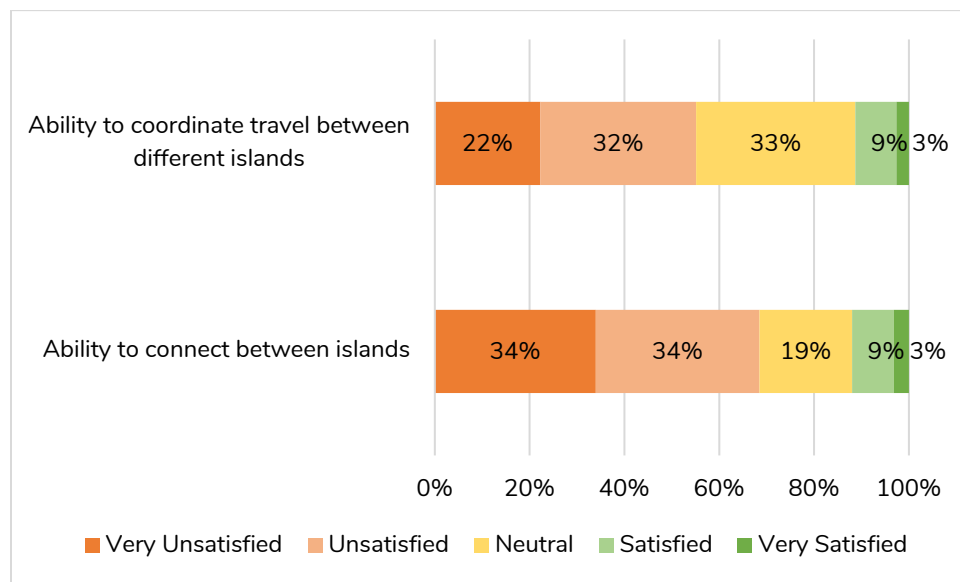
Respondents were asked: “Thinking of the Southern Gulf Island where you spend the most time, how satisfied / unsatisfied are you with the current transportation services and infrastructure available on your island?”. **As shown in Figure 9, most respondents (about 50-60%) are unsatisfied or very unsatisfied with each mode of transportation, while about 10-25% are satisfied or very satisfied.** Respondents are the least satisfied with public transportation services and infrastructure.



**Figure 9. Satisfaction with Current Transportation Services and Infrastructure**



Respondents were also asked: “Thinking of the Southern Gulf Islands area as a whole, how satisfied / unsatisfied are you with the ability to coordinate travel?”. Their responses are shown in **Figure 10**. Between 50-70% of respondents are unsatisfied or very unsatisfied with the ability to coordinate travel and connect between islands, while only 12% were satisfied or very satisfied.



**Figure 10. Satisfaction with Ability to Coordinate Travel**



### 5.3.2 Transportation Planning Priorities

Respondents were asked: “Thinking across all forms of transportation beyond private vehicles, what are the top transportation planning priorities that you think should be considered for the Southern Gulf Islands? Rank in order of priority. (Most prioritized need first).” The order of priority for each option is shown in **Figure 11**.

Rank	Transportation Planning Priority
Priority #1	Improve public transportation options available on each island, such as community bus, shuttles, taxis or Car Stop programs to complement transit.
Priority #2	Improve pedestrian trails and walking routes connecting community destinations.
Priority #3	Improve water transportation between islands, such as small passenger ferry services to complement BC Ferries.
Priority #4	Improve cycling routes between community destinations.
Priority #5	Better coordinate transportation services and schedules between islands.
Priority #6	Improve signage and information to communicate transportation options.

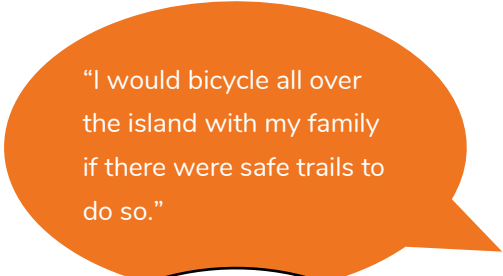
**Figure 11. Ranking of Transportation Planning Priorities**

As illustrated in the table above, the highest priority was given to improving public transportation options on the SGI including a range of options on how to provide this service, including shuttles, taxis, Car Stops and ride share options. The lowest priority was “Improve signage and information to communicate transportation options”.




Respondents were also able to provide comments on any other transportation planning priorities that they think should be considered for the Southern Gulf Islands. The following themes arose:

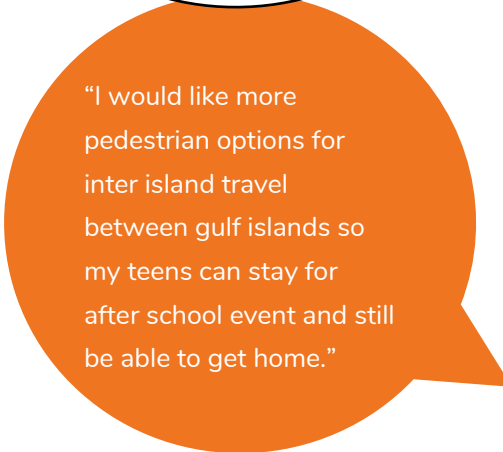
- **Roads are currently narrow, windy, and have cars travelling at high speeds, making them unsafe for walking / rolling and cycling.** This was especially noted by respondents from the Pender Islands and Galiano Island. Better active transportation infrastructure is required, including trails that connect neighbourhoods and key destinations.
- **Better connectivity is required between Galiano Island and Salt Spring Island for people attending Gulf Islands Secondary School.** Better / more frequent water transportation between the Southern Gulf Islands in general is also desired.
- **Ferries schedules need to better align with bus connections at Swartz Bay and Tsawwassen ferry terminals.** The need for a better ferry connection between Saturna Island and the mainland was also expressed.
- There is a desire for more **environmentally friendly transportation options**, including electric bike and car charging infrastructure.
- There is support for taxi and / or car share service.



“I would bicycle all over the island with my family if there were safe trails to do so.”



“As a senior losing my mobility public transportation is important to me to be able to remain in my home in a place I love.”



“I would like more pedestrian options for inter island travel between gulf islands so my teens can stay for after school event and still be able to get home.”

Many people expressed that they are car-dependent because no other options exist but indicated that they would use active or public transportation if better infrastructure and services were available. However, there were also concerns about making the islands too urban and causing them to lose their rural character.

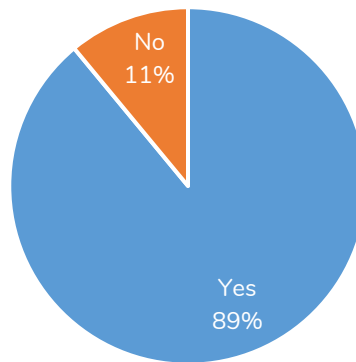




### 5.3.3 Active Transportation Improvement Priorities

When asked whether improvements are required to better support active transportation in the Southern Gulf Islands, 89% of respondents said “Yes” and 11% of respondents said “No”. See **Figure 12**.

Do you think that improvements are required to better support active transportation in the Southern Gulf Islands?



**Figure 12. Support for Active Transportation Improvements**

Respondents were also asked to choose up to three priorities for improving active transportation on their island and their responses are summarized in **Figure 13**. **Across the islands, creating more space and connections for walking and cycling was seen as the top priority.** Installing more bike racks / bike and scooter parking, including charging stations for electric bikes, was seen as the lowest priority.

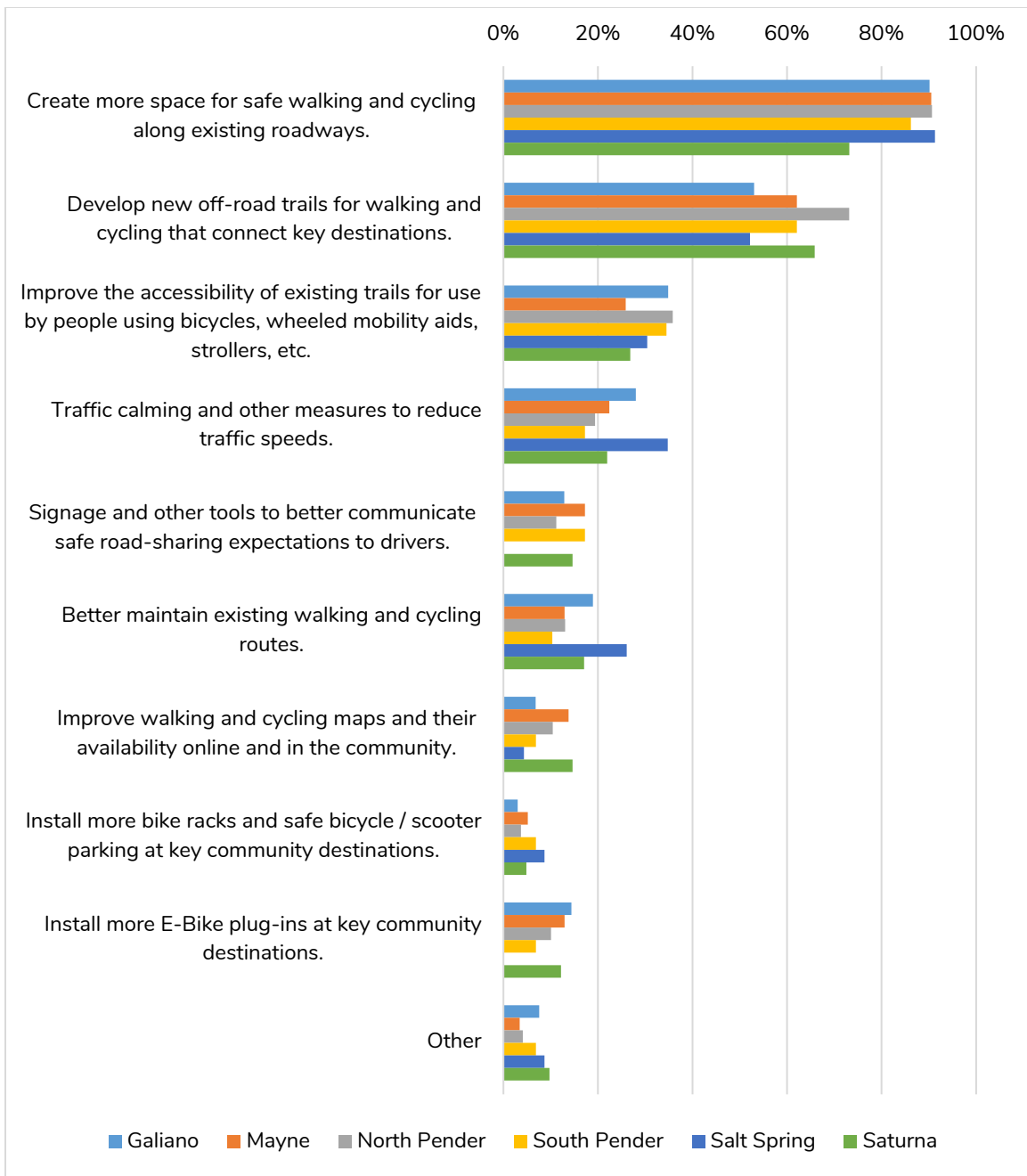


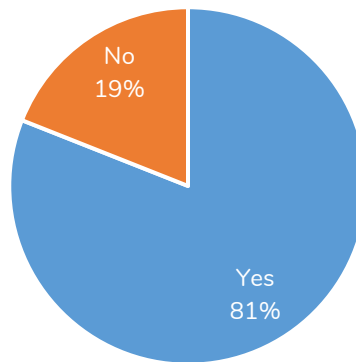
Figure 13. Active Transportation Priorities by Island



### 5.3.4 Public Transportation Improvement Priorities

When asked whether improvements are required to better support public transportation in the Southern Gulf Islands, 81% of respondents said “Yes” and 19% of respondents said “No”. See **Figure 14**.

Do you think that improvements are required to better support public transportation in the Southern Gulf Islands?



**Figure 14. Support for Public Transportation Improvements**

Respondents were also asked to choose up to three top priorities for improving public transportation options on their island and their responses are summarized in **Figure 15**. Responses varied across the islands, but overall there was **higher support for community bus service operating year-round, especially from respondents who primarily spend time on Salt Spring Island**, and lower support for community bus service operating during the summer season only. There was also significantly higher support from Saturna Island respondents for a special event shuttle service, as well as higher support from South Pender, North Pender, and Galiano Island respondents for taxi or ride-hailing options.

Additionally, respondents were asked to indicate how important they think different public transportation supports are and were given the opportunity to provide additional comments. Responses from each island are shown in on the following pages.

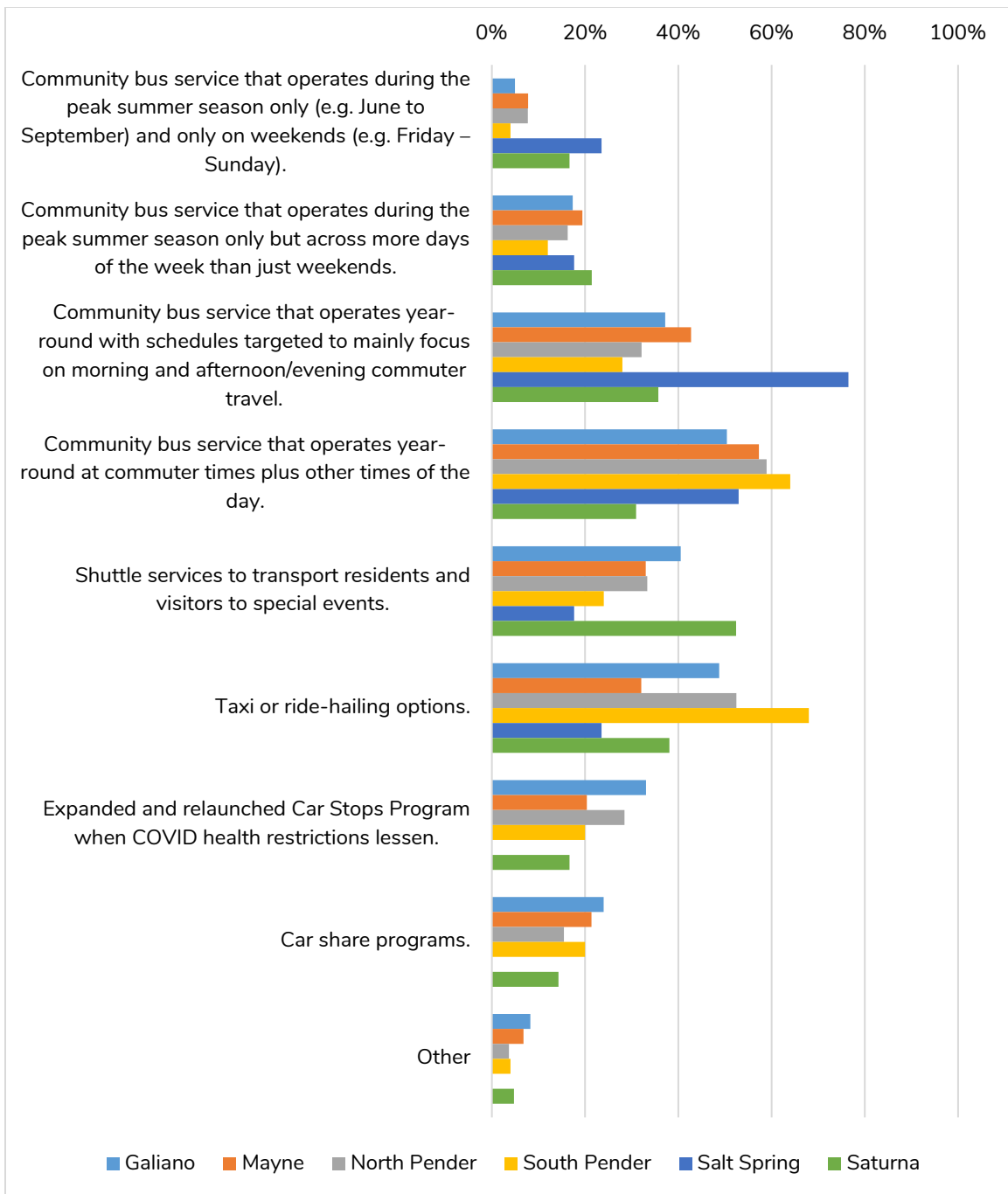
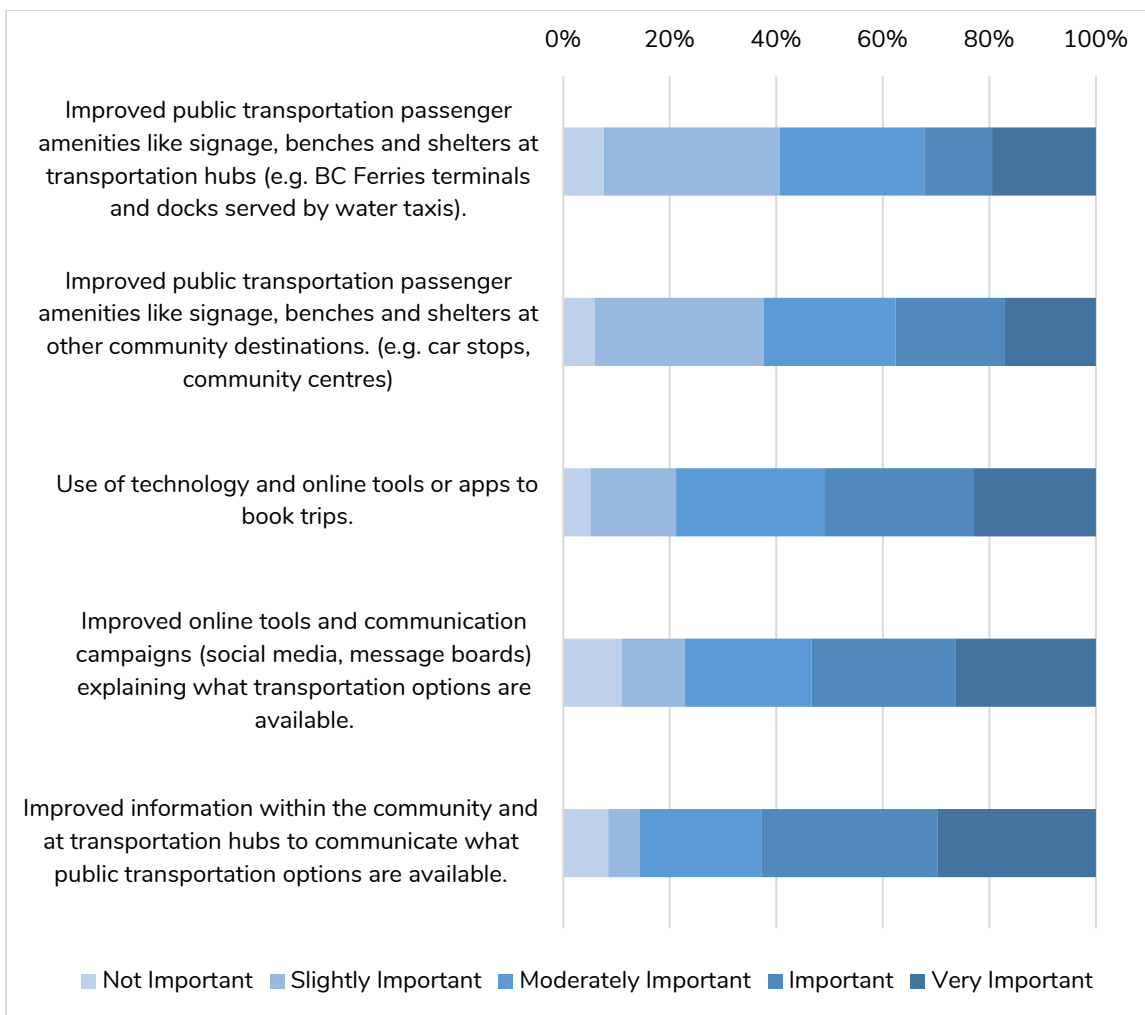
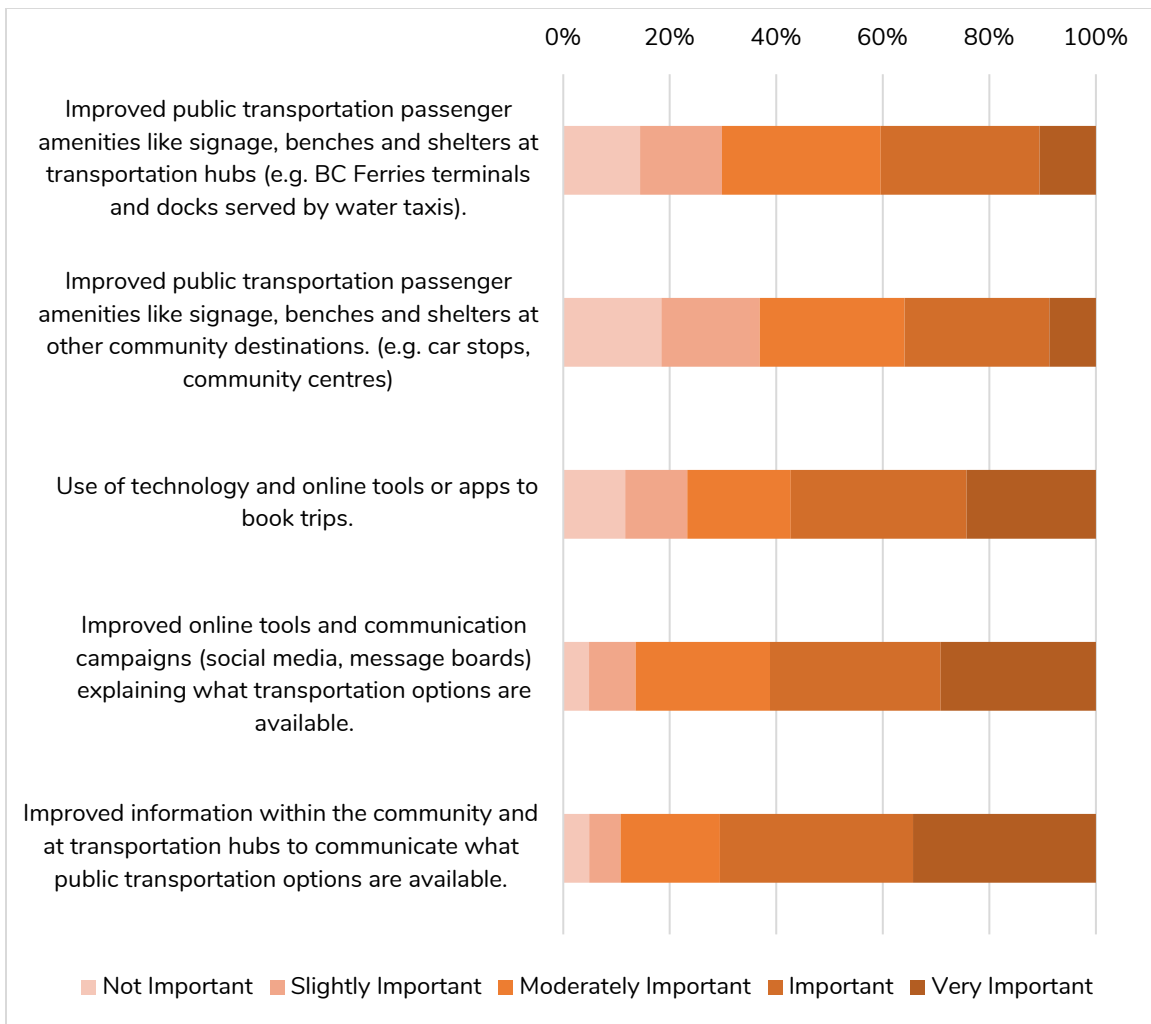


Figure 15. Public Transportation Priorities by Island



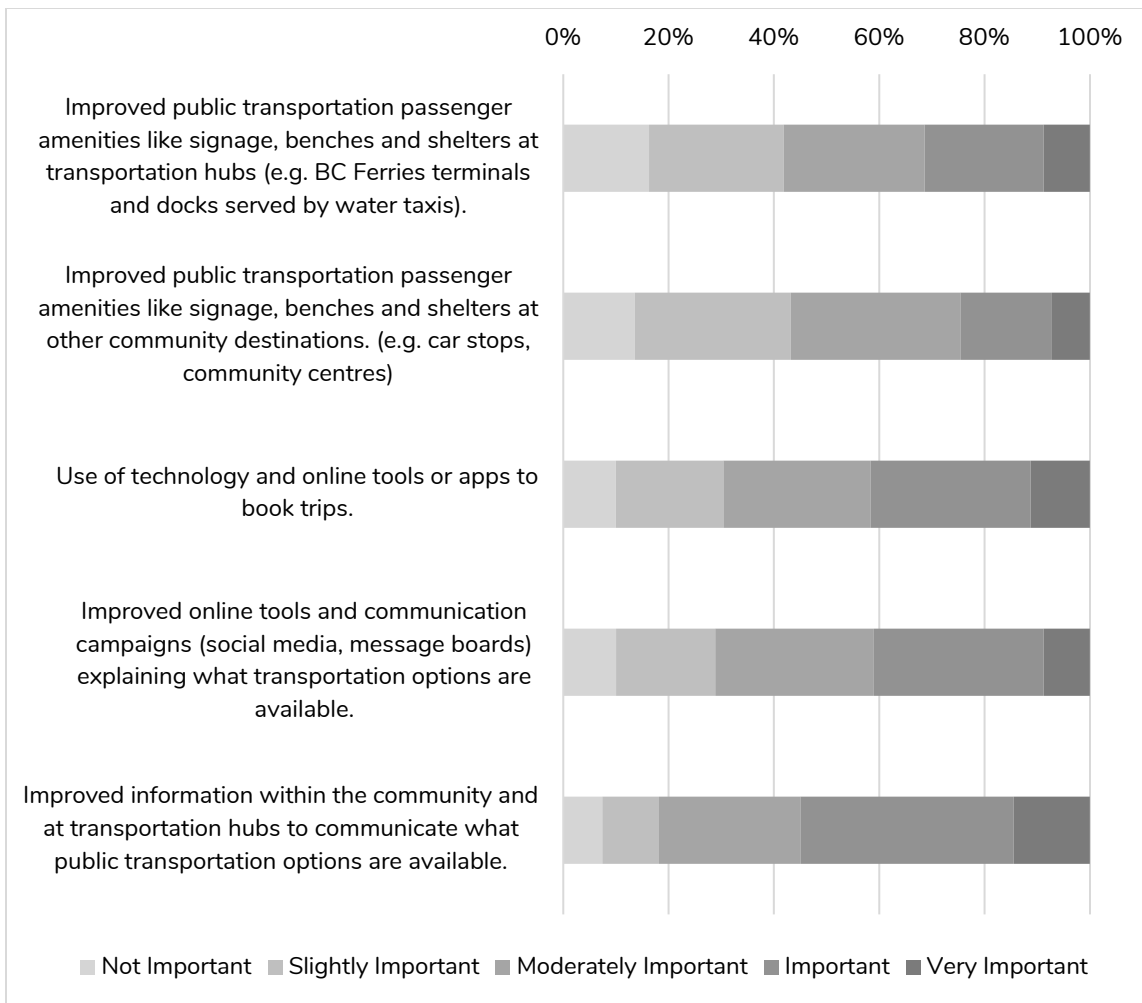
**Figure 16. Importance of Public Transportation Supports - Galiano Island**

Many of the comments were relating to the fact that Galiano Island does not currently have a public transit service; however, there is a desire for one. Respondents have indicated that due to the island’s long and narrow shape and fewer residents at the north end, a car stop program may be a better option but a circular bus route at the south end could still be useful. Developing consistent and reliable schedules was also important to respondents.



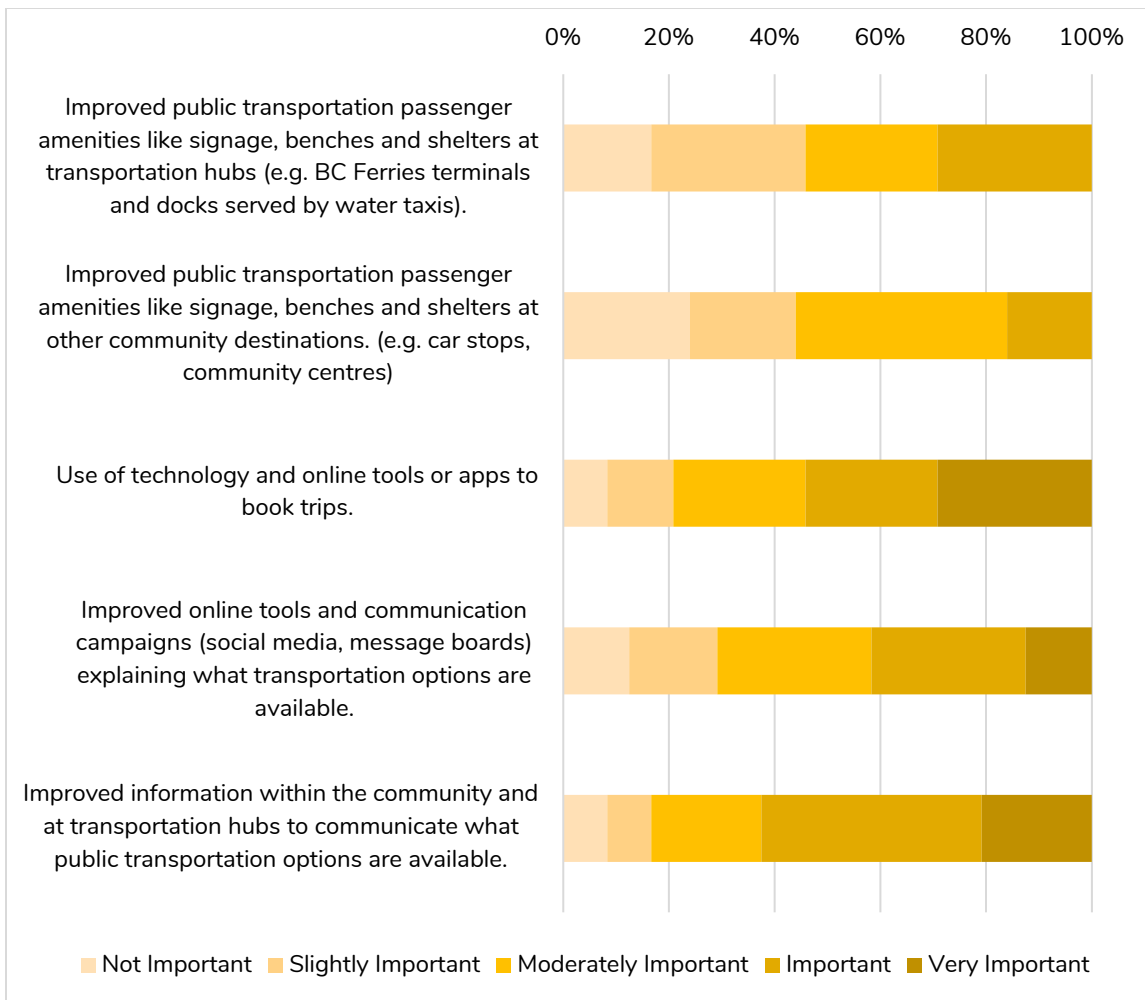
**Figure 17. Importance of Public Transportation Supports - Mayne Island**

Respondents from Mayne Island were supportive of a community bus service, as well as a taxi or ride share option. In particular, the comments indicated that public transportation services and supports need to be accessible for seniors and people who do not drive, and that printed schedules are important for those without internet or who have difficulties navigating the internet.



**Figure 18. Importance of Public Transportation Supports - North Pender Island**

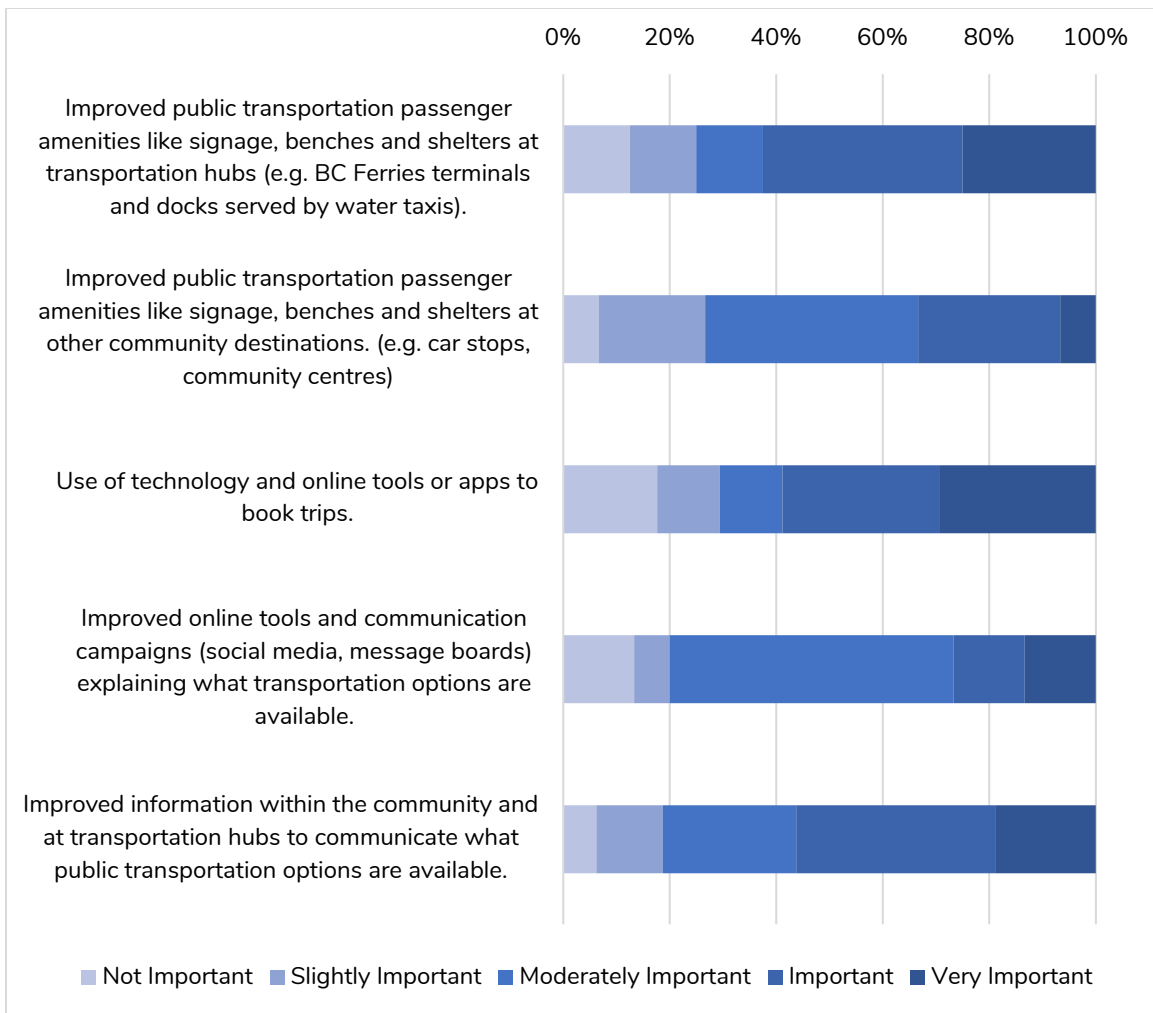
Many of the comments from North Pender Island noted the lack of current public transportation on the island. Respondents indicated that flexible public transportation options such as car stops or passenger-directed bus service would work well as opposed to fixed-route bus service. Taxi and ridesharing services were also requested. Respondents also expressed the need to coordinate public transportation with ferry schedules, as well as to connect key locations such as Magic Lake and Driftwood Centre. Additionally, integrating bicycle infrastructure such as racks on buses and at bus stops is desired.



**Figure 19. Importance of Public Transportation Supports - South Pender Island**

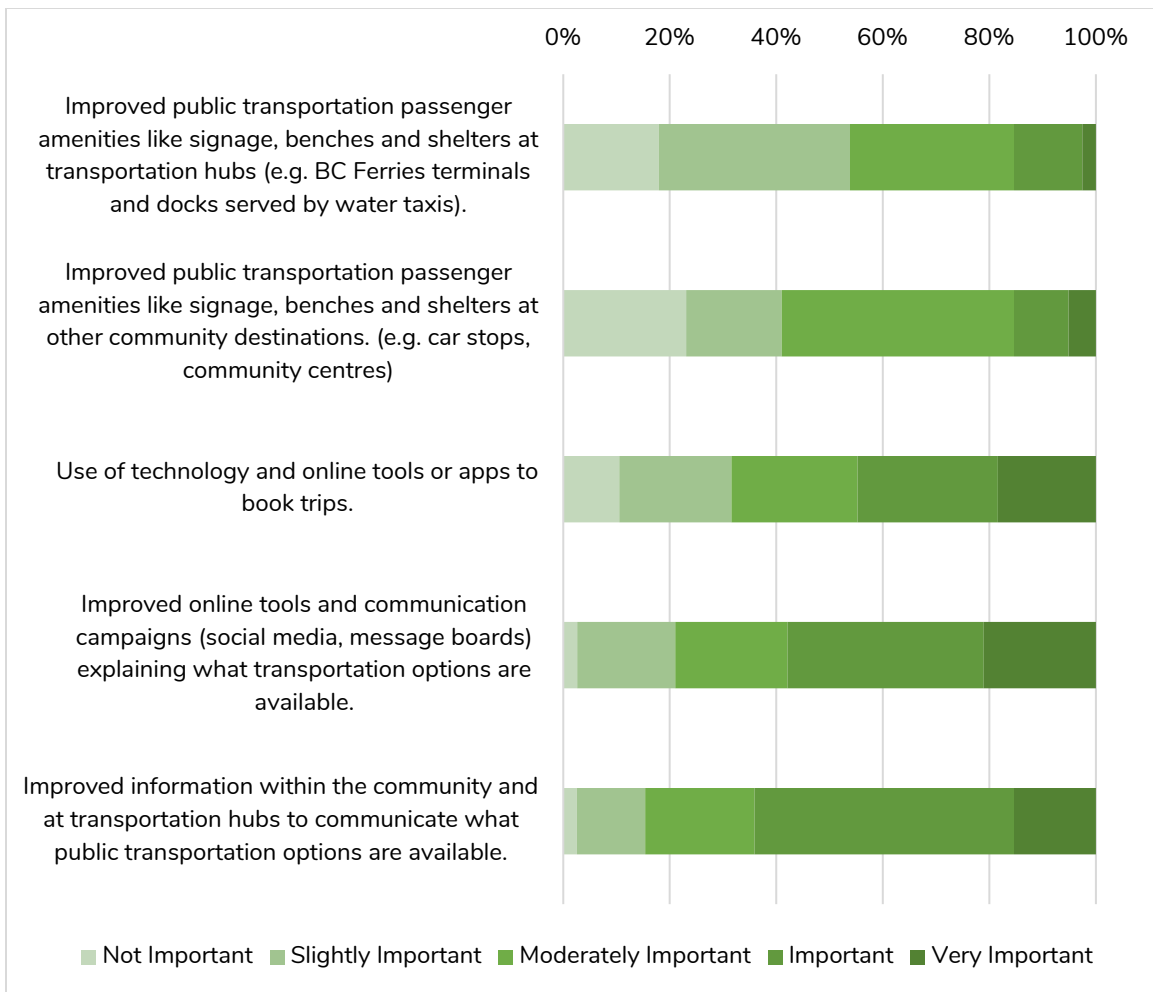
There were limited comments about public transportation supports from respondents who selected South Pender Island as their primary island. Generally, people have indicated that a regular schedule is important, as well as reliable and user-friendly online tools and other information sources.





**Figure 20. Importance of Public Transportation Supports - Salt Spring Island**

Comments from respondents who chose Salt Spring Island as their primary island were also limited. Respondents indicated a need for upgraded, accessible public transportation infrastructure.



**Figure 21. Importance of Public Transportation Supports - Saturna Island**

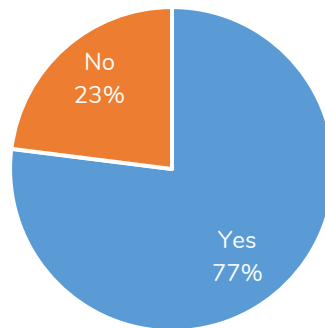
Comments from Saturna Island respondents were primarily focused on a greater need for improved water transportation. However, the need for ride-hailing or community buses was also expressed, as well as bike racks on buses.



### 5.3.5 Water-Based Transportation Improvement Priorities

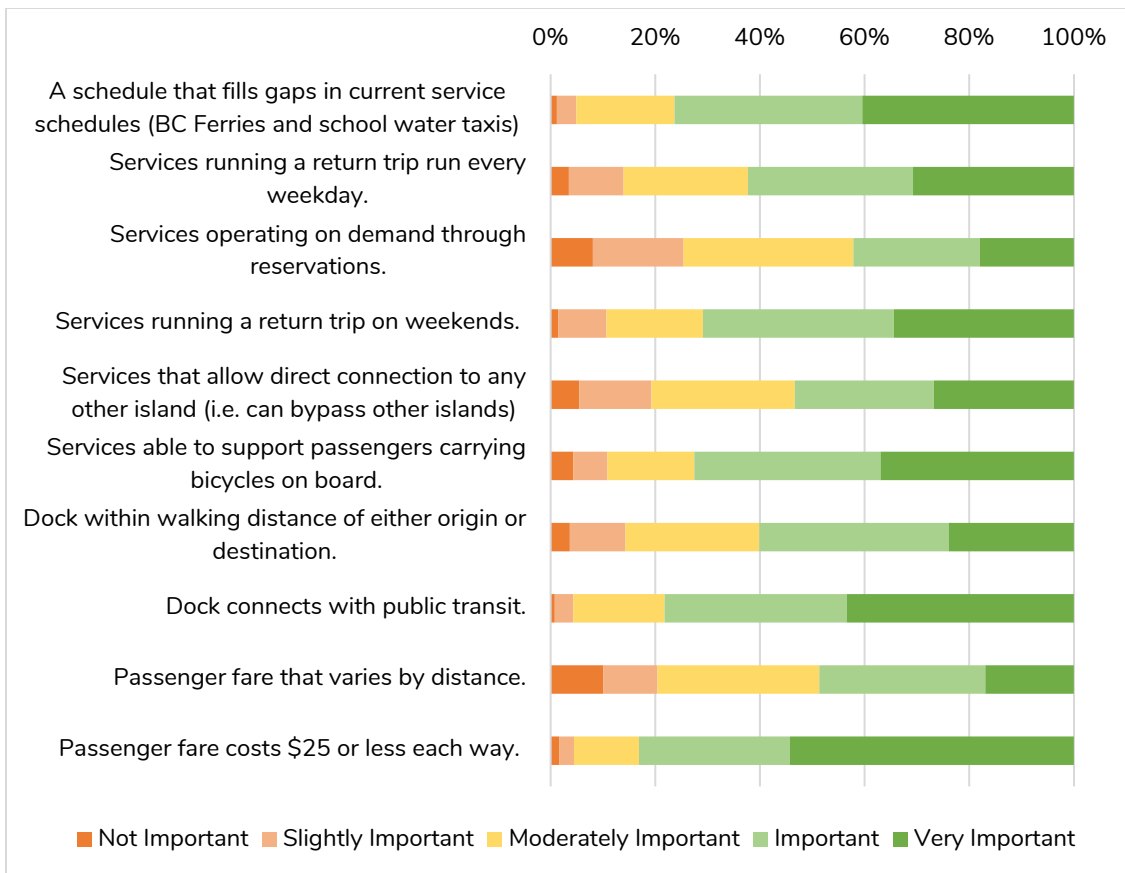
When asked whether improvements are required to better support public transportation in the Southern Gulf Islands, 77% of respondents said “Yes” and 23% of respondents said “No”. See **Figure 22**.

Do you think that improvements are required to support increased water-based transportation in the Southern Gulf Islands?



**Figure 22. Support for Increased Water-Based Transportation**

Respondents were also asked to indicate how important they think different amenities or service features are when considering whether to support a water-based transportation service. Their responses are summarized in **Figure 23**.



**Figure 23. Importance of Water-Based Amenities or Service Features**

Respondents were also asked whether there are any other water-based transportation amenities or service features that they think are important. The following themes arose from the comments:

- The need to allow for multi-modal connections when taking water transportation (e.g., connecting with bike routes or public transportation services).
- Services need to be aligned with school schedules and should also allow for day trips (i.e., people can travel to an island in the morning and return in the evening).
- \$25 was seen as too high for passenger fare, especially when considering families. Suggestions for fare payment included frequent traveler cards and a rate that integrates with public transportation fares.
- Vessels need to be accessible for wheelchairs, walkers, and strollers, and should accommodate bikes. There were also requests to make them pet friendly.



### 5.3.6 Other Ideas and Comments

The survey also asked respondents if they have any other ideas or comments on how the CRD could improve transportation options within the Southern Gulf Islands. Many of the previous themes were echoed here, including the need to make roads safer for pedestrians and cyclists as one of the top priorities. Other ideas included:

- Assistance with trip planning to make for more seamless journeys
- Using low-emission or emission-free vessels for water transportation
- Offering an electric bike share program

There were also several comments that were not in favour of paying additional taxes for transportation improvements, as well as some expressing that there are no issues and the islands should be left as is.

## 5.4 Ideas Tool

Visitors to the engagement site were able to submit their ideas for improving active, public, and water transportation. **91 contributions** were made in total and are summarized below.

### Active Transportation

Comments were largely focused on implementing bike lanes, including safe bike routes to school. There was also a suggestion to provide incentives for landowners to allow public pathways on their properties.

### Public Transportation

Ideas included electric buses, car sharing, and integration with ferry service. There were also several ideas relating to active transportation. Using public transportation as a way to prevent impaired driving was mentioned in a few of the comments.

### Water Transportation

Comments included an ask for travel between the islands at a reasonable cost, as well as providing kids with a way to get home after extra-curricular activities on Salt Spring Island. Ideas for water taxi routes were also provided.



## 5.5 Additional Comments

Community members also submitted feedback via Facebook and email. These included the following topics:

- Unsafe roads for pedestrians and cyclists
- Vehicle speeds
- Support for a water taxi service
- Road maintenance concerns
- Rationale for increased taxes
- Accessible transportation options for seniors
- Desire to keep rural nature of islands

## 6.0 NEXT STEPS

The next steps in developing the Transportation Integration Plan are:

- Develop/cost out options and make recommendations
- Community consultation on draft options / costing
- Deliver final report to the CRD Board; seek direction on implementation



## APPENDIX A – ONLINE SURVEY QUESTIONS

# Southern Gulf Islands Transportation Integration

Get Involved CRD

---

## Community Survey

### We want to hear from you!

Complete this survey to help us better understand your transportation experiences, needs, and priorities on and between the Southern Gulf Islands, with a focus on **active transportation** (such as walking, cycling, and rolling), **public transportation** (community buses, taxis, and shuttles), and **water transportation** (passenger ferries and water taxis).

Your feedback will be used to build from and confirm what has been heard so far from past community projects and stakeholders, as well as to determine support for funding community transportation in the Southern Gulf Islands Electoral Area. The intention is to bring options back to the community later this fall for your feedback.

The survey should take approximately **10-15 minutes to complete**. All responses will be kept confidential and anonymous. Please do not provide your name, address or any other personal information that directly or indirectly identifies yourself and/or others. The survey will be open until November 14, 2021 at 11:55 pm.

**Thank you for your time and participation! Let's get started.**

### Your Existing Travel Patterns

Please help us understand how you get around the Southern Gulf Islands right now.

What is your connection with the Southern Gulf Islands? Please select all that apply.

(Choose all that apply)

- I live on an island
- I own or rent property on an island but my permanent residence is elsewhere
- I own or operate a business on an island
- I am employed by a business or organization on an island
- I attend school or have family members in school on an island
- I visit the islands frequently but do not own or rent property there



# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

Answer this question only if you have chosen I live on an island for What is your connection with the Southern Gulf Islands? Please select all that apply.

How long have you lived in the Southern Gulf Islands community?

(Choose any one option)

- Less than a year
- 1-2 years
- 3-5 years
- 6-9 years
- 10+ years

Within the Southern Gulf Islands area, on which island do you spend most of your time?

(Choose any one option)

- Galiano Island
- Mayne Island
- North Pender Island
- South Pender Island
- Saturna Island
- Piers Island
- Salt Spring Island
- Penelakut Island
- Thetis Island

Besides the primary island you chose in the question above, where else do you commonly travel? This could be for purposes such as work, school, recreation or to access services, or your place of residence if you are a part-time resident or visitor to the Southern Gulf Islands. (Choose up to 3)

(Choose any 3 options)

- Galiano Island
- Mayne Island
- North Pender Island
- South Pender Island
- Saturna Island
- Piers Island
- Salt Spring Island
- Penelakut Island
- Thetis Island
- Saanich Peninsula area, including Sidney
- Other area within the Capital Regional District / Greater Victoria region
- Cowichan Valley Regional District
- Other Vancouver Island area
- Metro Vancouver / Lower Mainland region

When thinking of your transportation on and between the Southern Gulf Islands **before** the COVID-19 pandemic, what were your main ways of getting around? (Select up to five)

(Choose any 5 options)

- Walking

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

- Cycling
- Rolling (e.g., using a wheelchair, other mobility aid, skateboard, scooter)
- Community bus
- School bus
- Car Stop / hitchhiking
- Private vehicle as a passenger (i.e. as a shared ride with family or friend)
- Private vehicle as a driver
- Taxi
- BC Ferries
- School District water taxi
- Private water taxi
- Personal boat
- Other (please specify)

When thinking of your transportation on and between the Southern Gulf Islands **during** the COVID-19 pandemic, what have been your main ways of getting around? (Select up to five)

(Choose any 5 options)

- Walking
- Cycling
- Rolling (e.g., using a wheelchair, other mobility aid, skateboard, scooter)
- Community bus
- School bus
- Car Stop / hitchhiking
- Private vehicle as a passenger (i.e. as a shared ride with family or friend)
- Private vehicle as a driver
- Taxi
- BC Ferries
- School District water taxi
- Private water taxi
- Personal boat
- Other (please specify)

### Satisfaction with Existing Transportation Options

The Southern Gulf Islands Transportation Integration Plan is primarily focusing on forms of transportation other than private vehicles and BC Ferries services. These other forms include **active transportation** (such as walking, cycling, and rolling), **public transportation** (community buses, taxis, and shuttles), and **water transportation** (passenger ferries and water taxis).

Thinking of the Southern Gulf Island where you spend the most time, how satisfied / unsatisfied are you with the current transportation services and infrastructure available **on your island**?

Questions	Very unsatisfied	Unsatisfied	Neutral	Satisfied	Very satisfied
Active transportation					
Public transportation					
Water transportation					

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

Thinking of the Southern Gulf Islands area **as a whole**, how satisfied / unsatisfied are you with the ability to coordinate travel?

Questions	Very unsatisfied	Unsatisfied	Neutral	Satisfied	Very satisfied
Ability to connect between islands					
Ability to coordinate travel between different types of transportation					

### Priorities for Improving Transportation Options

Please tell us what priorities you support to improve transportation options by **active transportation** (such as walking, cycling, and rolling), **public transportation** (community buses, taxis, and shuttles), and **water transportation** (passenger ferries and water taxis) on the Southern Gulf Islands.

**Priorities Across All Modes of Travel** - Thinking across all forms of transportation beyond private vehicles, what are the top transportation planning priorities that you think should be considered for the Southern Gulf Islands? Rank in order of priority. (Most prioritized need first)

(Rank each option)

- \_\_\_\_\_ Improve pedestrian trails and walking routes connecting community destinations.
- \_\_\_\_\_ Improve cycling routes between community destinations.
- \_\_\_\_\_ Improve public transportation options available on each island, such as community bus, shuttles, taxis or Car Stop programs to complement transit.
- \_\_\_\_\_ Improve water transportation between islands, such as small passenger ferry services to complement BC Ferries.
- \_\_\_\_\_ Better coordinate transportation services and schedules between islands.
- \_\_\_\_\_ Improve signage and information to communicate transportation options.

Are there any other transportation planning priorities that you think should be considered for the Southern Gulf Islands?

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

### Active Transportation Priorities

**What It Is:** Any type of transportation that is human-powered. Most commonly referring to walking and cycling, it can also mean rolling using a wheelchair, scooter, skateboard, or inline skates.

**Current State:** Each of the Southern Gulf Islands has a diverse set of existing trails and road options that have been developed over time by many different organizations, including local trail societies, Parks and Recreation Commissions, BC Parks, Parks Canada, the BC Ministry of Transportation and Infrastructure (MoTI) and the CRD. However, some of the challenges that have been heard so far from stakeholders in this project include:

- Trails that do exist often have a recreational focus, and may not work as well for transportation purposes to connect key community destinations.
- Trail societies are an effective means to develop trails locally but often do not have access to secure funding sources, including those that are earmarked for governments
- Existing trails that do support transportation may not allow bicycles or support accessibility.
- There is often little space on road shoulders for pedestrians and cyclists. Developing pedestrian and cycling trails on or adjacent to road shoulders can be a more complex task as it requires coordinating with other agencies like MoTI, acquiring a License of Occupation to hold the trail, and undertaking a more technical engineering process to ensure drainage, maintenance and safety requirements are met.

Do you think that improvements are required to better support active transportation in the Southern Gulf Islands?

(Choose any one option)

Yes

No

Answer this question only if you have chosen Yes for Do you think that improvements are required to better support active transportation in the Southern Gulf Islands?

What do you think are the top three priorities to improve active transportation on your island? (choose up to 3)

(Choose any 3 options)

- Create more space for safe walking and cycling along existing roadways.
- Develop new off-road trails for walking and cycling that connect key destinations.
- Improve the accessibility of existing trails for use by people using bicycles, wheeled mobility aids, strollers, etc.
- Traffic calming and other measures to reduce traffic speeds.
- Signage and other tools to better communicate safe road-sharing expectations to drivers.
- Better maintain existing walking and cycling routes.
- Improve walking and cycling maps and their availability online and in the community.
- Install more bike racks and safe bicycle / scooter parking at key community destinations.
- Install more e-bike plug ins at key community destinations.
- Other (please specify)

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

### Public Transportation Priorities

**What It Is:** Public transportation can take many forms in smaller and more rural communities and usually looks very different from the large buses seen operating transit in more urban communities.

Services appropriate for the Southern Gulf Islands typically use smaller vehicles, may be operated by non-profits and volunteers, and may also operate on demand rather than following a specific route and bus schedule.

Some types of services include:

- **Community bus services** connecting key destinations and neighbourhoods, either using a schedule or on demand
- **Shuttle services**, such as for larger groups travelling together or special events
- **Taxi services** and other forms like ride-hailing where transportation is provided by a driver in a private vehicle for payment.
- **Car Stop programs** (and other volunteer driver programs) where Car Stop signs are in key spots where people who need rides wait for willing drivers.

**Current State:** Prior to COVID-19, the four largest Southern Gulf Islands each had community bus and shuttle services operating, as well as Car Stop Programs on most islands and volunteer coordination between the islands for major events like Tour des Iles.

Due to financial insecurity, at this time only Mayne has a community bus and Saturna has an on-demand shuttle program still operating. There is currently no taxi service on any of the islands and COVID health considerations also impacted the use of Car Stop programs. Some islands have school bus service, but non-students are not allowed to ride.

Do you think that improvements are required to better support public transportation in the Southern Gulf Islands?

(Choose any one option)

- Yes  
 No

Answer this question only if you have chosen Yes for Do you think that improvements are required to better support public transportation in the Southern Gulf Islands?

What are your top three priorities to improve public transportation options on your island? (choose up to 3)

(Choose any 3 options)

- Community bus service that operates during the peak summer season only (e.g. June to September) and only on weekends (e.g. Friday – Sunday).
- Community bus service that operates during the peak summer season only but across more days of the week than just weekends.
- Community bus service that operates year-round with schedules targeted to mainly focus on morning and afternoon/evening commuter travel.
- Community bus service that operates year-round at commuter times plus other times of the day.
- Shuttle services to transport residents and visitors to special events.
- Taxi or ride-hailing options.
- Expanded and relaunched Car Stops Program when COVID health restrictions lessen.
- Car share programs.
- Other (please specify)

Answer this question only if you have chosen Yes for Do you think that improvements are required to better support public transportation in the Southern Gulf Islands?

Please indicate how important you think the following public transportation supports are for your island. (on a scale of 1 to 5 where 1 is

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

... (not important and 5 is very important)

Questions	1 - Not important	2 - Slightly Important	3 - Moderately Important	4 - Important	5 - Very Important
Improved public transportation passenger amenities like signage, benches and shelters at transportation hubs (e.g. BC Ferries terminals and docks served by water taxis).					
Improved public transportation passenger amenities like signage, benches and shelters at other community destinations. (e.g. car stops, community centres)					
Use of technology and online tools or apps to book trips.					
Improved online tools and communication campaigns (social media, message boards) explaining what transportation options are available.					
Improved information within the community and at transportation hubs to communicate what public transportation options are available.					

Answer this question only if you have chosen Yes for Do you think that improvements are required to better support public transportation in the Southern Gulf Islands?

Are there any other public transit supports that you think are important for your island?

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

### Water-Based Transportation Priorities

**What It Is:** Water-based transportation is intended to complement existing BC Ferries service. Helping to connect the individual Southern Gulf Islands as a region, water transportation serves smaller docks that may include those operated by the CRD Southern Gulf Islands Harbour Commission or private marinas. These services typically operate using water taxis or passenger ferries that may operate using routes and schedules or on demand.

**Current State:** There are currently a number of existing private water taxi operators within the Southern Gulf Islands and surrounding region, and School District 64 also contracts out water-based school transportation services between the islands. Events like Tour des Iles have showcased how coordinated water transportation between islands can potentially work. Most recently, the Southern Gulf Islands Tourism Partnership operated the AquaLink Pilot Project on weekends in early fall 2021 that connected Galiano, Mayne, Saturna, North Pender and Salt Spring.

Some of the considerations around water transportation include its cost, regulatory requirements and operating conditions:

- Smaller boats have fewer regulatory requirements and can be a viable option in fair weather and for year-round operation in more protected routes (such as between Galiano and Mayne).
- Larger vessels are required for year-round operation that can serve more open routes such as connection to Salt Spring Island and remain reliable during more severe weather. However, these boats also cost approximately more to operate than smaller boats due to certification and regulatory requirements.

Do you think that improvements are required to support increased water-based transportation in the Southern Gulf Islands?

(Choose any one option)

- Yes  
 No

Answer this question only if you have chosen Yes for Do you think that improvements are required to support increased water-based transportation in the Southern Gulf Islands?

Please indicate how important the following amenities or service features are for you when considering whether to support a water-based transportation service. (on a scale of 1 to 5 where 1 is not important and 5 is very important)

Questions	1 - Not important	2 - Slightly important	3 - Moderately important	4 - Important	5 - Very important
A schedule that fills gaps in current service schedules (BC Ferries and school water taxis)					
Services running a return trip run every weekday.					
Services operating on demand through reservations.					
Services running a return trip on weekends.					
Services that allow direct connection to any other island (i.e. can bypass other islands)					
Services able to support passengers carrying bicycles on board.					
Dock within walking distance of either origin or destination.					
Dock connects with public transit.					
Passenger fare that varies by distance.					
Passenger fare costs \$25 or less each way.					

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

Answer this question only if you have chosen Yes for Do you think that improvements are required to support increased water-based transportation in the Southern Gulf Islands?

Are there any other amenities or service features that you think are important when considering a water-based transportation service?



# Southern Gulf Islands Transportation Integration

Get Involved CRD

---

## Other Thoughts on Transportation Needs and Priorities

Do you have any other ideas or comments on how best we could improve transportation options within the Southern Gulf Islands?

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

### About You

To help us better understand responses, please tell us more about yourself.

Which age category do you belong to?

(Choose any one option)

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 and over



# SOUTHERN GULF ISLANDS TRANSPORTATION INTEGRATION PLAN

Round 2 Engagement – What We Heard Report

**Prepared For:** Capital Regional District (CRD)

Date: March 28, 2022

**WATT** VICTORIA  
302 – 740 Hillside Ave  
Victoria, BC V8T 1Z4  
250-388-9877



## TABLE OF CONTENTS

<b>1.0</b>	<b>PROJECT OVERVIEW</b> .....	<b>3</b>
1.1	Objectives of the SGI Transportation Integration Plan .....	4
<b>2.0</b>	<b>WHAT WE DID</b> .....	<b>5</b>
<b>3.0</b>	<b>KEY TAKEAWAYS</b> .....	<b>6</b>
<b>4.0</b>	<b>WHO WE HEARD FROM</b> .....	<b>7</b>
4.1	Age .....	7
4.2	Geographic Representation.....	8
<b>5.0</b>	<b>WHAT WE HEARD</b> .....	<b>11</b>
5.1	Online Survey .....	11
5.1.1	Support for the Concept of a Formal Transportation Function....	11
5.1.2	Support for Various Service Options.....	13
5.1.3	Agreement with Referendum.....	17
5.2	Online Q&A Sessions .....	18
<b>6.0</b>	<b>NEXT STEPS</b> .....	<b>19</b>

## APPENDICES

Appendix A – Online Survey Questions

Appendix B – Table of Service Levels & Costs



## FIGURES

Figure 1. Survey Respondent Ages .....	7
Figure 2. Survey Respondent Connection with Islands.....	8
Figure 3. Survey Respondent Time Spent in Southern Gulf Islands Community .....	9
Figure 4. Survey Respondent Primary Island .....	10
Figure 5. Level of Support for the Concept of a Formal Transportation Function for the SGI Electoral Area.....	12
Figure 6. Percent of Participants Who Selected Each Service Option, by Preference Ranking.....	15
Figure 7. First Choice Options by Age Category .....	16
Figure 8. Level of Agreement with Bringing a Proposed Service Establishment Bylaw Forward to a Referendum.....	17



## 1.0 PROJECT OVERVIEW

The Capital Regional District is developing a Southern Gulf Islands (SGI) Transportation Integration Plan. Building on past studies and community feedback, the purpose of the project is to create a blueprint for the future to move from ideas to action when it comes to transportation on and between the largest Southern Gulf Islands: Galiano, Mayne, Saturna, and North and South Pender Islands, with possible links to Sidney and Salt Spring Island.

The objective of this project is to understand the demand and propose future improvements to walking and cycling networks integrated with proposals for public transit and passenger ferry services to complement other travel. The CRD is undertaking this project in response to resident requests for regional coordination of public transit and transportation alternatives. As a Regional District, the CRD can facilitate outcomes on behalf of the community such as administrative coordination and access to funding from other levels of government. Also, unlike non-profit societies, CRD can hold Licences of Occupation in the Provincial Road Right of Way that are needed for roadside trails, meaning that the CRD could support the local volunteer organizations with improvements on the SGI that are currently not possible.

A few rounds of public engagement have been undertaken for this project:

- **Targeted outreach** took place in Spring 2021 and involved virtual workshops with the Transit Advisory Groups (TAG), stakeholder outreach, and information provided to the community via the CRD website, posters, and a media release.
- **Community mapping events** were held at tables that were part of farmers markets and other community events during late August and early September to gather public feedback on gaps and opportunities
- **Round 1 engagement** took place in Fall 2021 and invited the public to provide feedback using the CRD's online engagement platform which included interactive mapping, quick polls, a survey, and an ideas forum. A mailout FAQ was sent to every SGI mailbox to encourage people to fill out the survey.



- **Round 2 engagement** took place in Winter 2022 and sought to understand the level of support for funding various potential transportation solutions. It involved an online survey and four virtual Q&A sessions. A mailout FAQ was sent to every SGI mailbox to encourage people to fill out the survey.

### 1.1 Objectives of the SGI Transportation Integration Plan

The main project deliverables for the SGI Transportation Integration Plan include:

- Developing and costing out transportation service options that are practical, feasible and right-sized to meet the needs for each community and inter-island connection.
- Undertaking community mapping and engagement to capture existing and proposed trails envisioned by stakeholder organizations and community members, determining community needs and future priorities, and refining recommendations.
- Outlining the action steps and recommendations for how a CRD transportation service could be structured to enable the creation, phasing and integration of land-based public transportation, inter-island water passenger service, and supporting active transportation improvements on each of the Southern Gulf Islands (Galiano, North and South Pender, Mayne and Saturna).





- Understanding the CRD's role in supporting identified community needs and integrated transportation going forward.

## 2.0 WHAT WE DID

The second round of engagement took place from **January 12 to February 7, 2022**. The following materials were available on the CRD's online engagement platform for the public to review:

- The "What We Heard" report from the first round of engagement
- A table of service options outlining the costs required to meet the range of transportation needs identified by the community
- Photos and background resources including past plans and studies

### Engagement by the numbers:



**1.5K** engagement site visitors



**365** surveys completed



**43** Q&A session participants

Islanders could then provide feedback on the possible service options by:

- Filling out an online survey
- Participating in one of four online Q&A sessions

The survey and other online engagement tools were promoted using social media, posters, and mail-out advertisements.

In addition, four online Q&A sessions were held to provide information and answer any questions residents might have about the options, the need for a transportation function, and the funding models.

### Southern Gulf Islands Transportation Integration Plan

Let's talk about improving transportation options on the Southern Gulf Islands.

[Get Involved](#)







### 3.0 KEY TAKEAWAYS

The list below outlines the key takeaways from the Round 2 Engagement activities:

- Most survey participants either **strongly support** (45%) or **support** (22%) the concept of a formal transportation function.
- Reasons for supporting a formal transportation function include:
  - Better safety for pedestrians and cyclists
  - The need for alternatives to private vehicles, especially when considering environmental impacts and an aging population that is unable to drive
  - Better connections between communities
  - Independence for youth and seniors
  - Value in having a coordinating body that can organize priorities, access funding, and that has the authority to implement improvements
- A quarter of respondents **strongly oppose** (17%) or **oppose** (8%) the concept of a formal transportation function.
- Reasons for not supporting a formal transportation function include:
  - Affordability and tax impacts
  - Concerns about the transportation function being process and staff heavy
  - Concerns about CRD ability to implement the plan efficiently and effectively
  - No need for change
- Eighty-five percent of respondents to the survey indicated a desire for change from the current level of transportation service on the islands. A fully integrated (supports all three modes: Active, land- and water-based modes) transportation system was the first preference for most participants and a semi-integrated (supports Active and land-based modes primarily with minor support for water-based modes) transportation system was the second preference for most participants.



- From the results, it is clear that affordability and the desire for change from the status quo are both important factors for the respondents. Balancing the transportation needs of the community with affordability could mean starting smaller and building – i.e., starting with a baseline of a semi-integrated system and growing into fully integrated system.
- Most respondents either strongly agree (36%) or agree (25%) with bringing a proposed service establishment bylaw forward to a referendum. About a quarter of respondents strongly disagree (21%) or disagree (6%).

#### 4.0 WHO WE HEARD FROM

The online survey included several demographic questions to allow the project team to better understand who participated. **The following results are specific to the online survey only and do not reflect the demographics of the participants who were engaged in other ways (e.g., the online Q&A sessions or on Facebook).** Overall, the participant demographics from Round 2 engagement align closely with the demographics from Round 1.

##### 4.1 Age

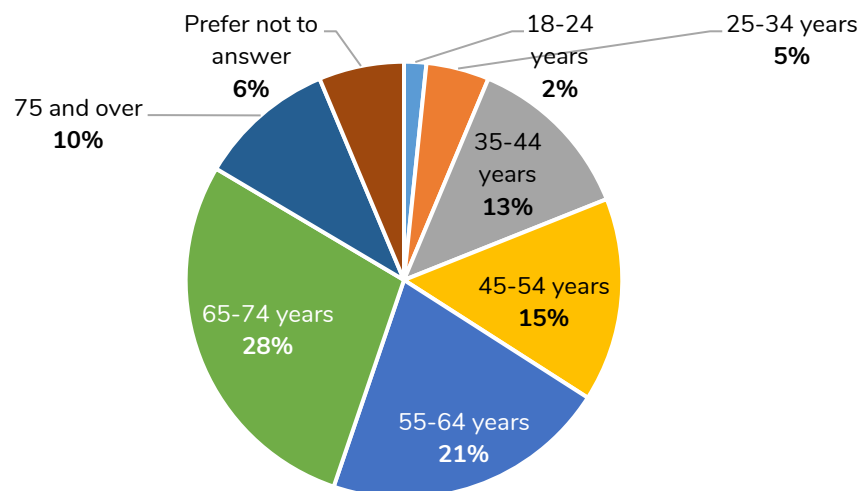


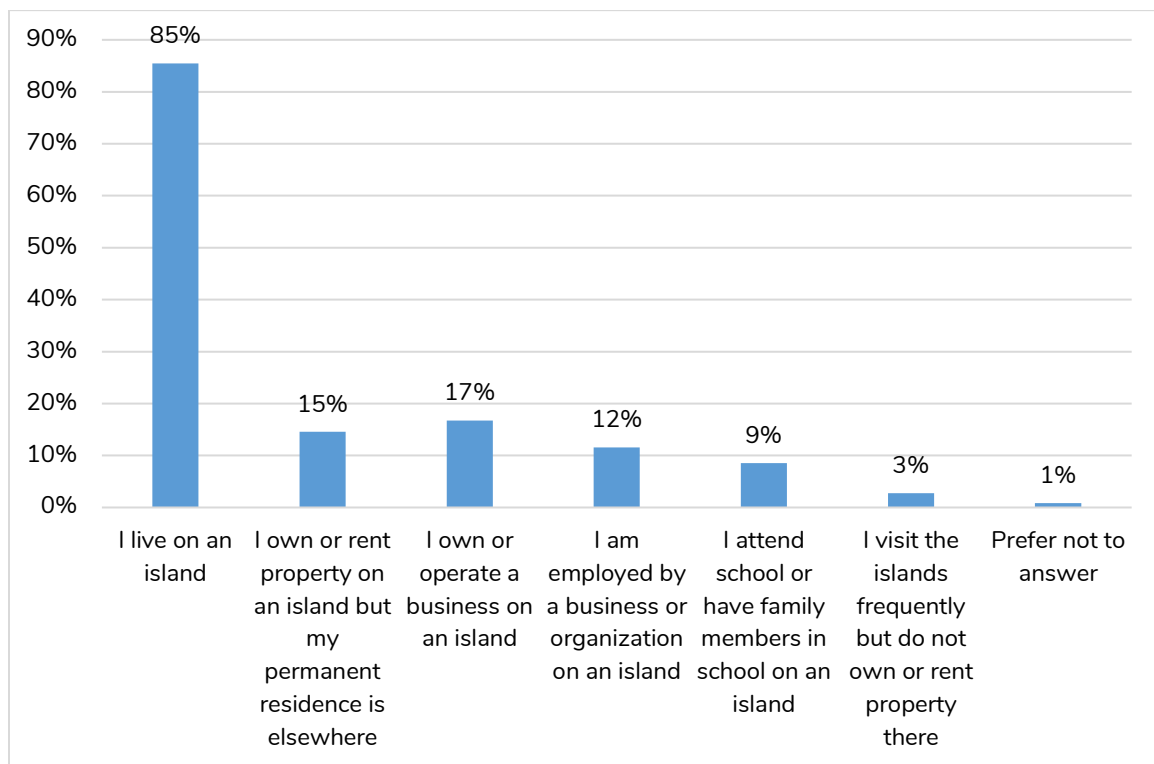
Figure 1. Survey Respondent Ages



As shown in **Figure 1**, half of respondents were between the age of 55-74 years. **The largest age groups were 65-74 years (28%), 55-64 years (21%), and 45-54 years (15%).** Youth representation was low, with the fewest responses coming from the 18-24 and 25-34 age categories at 2% and 5%, respectively. There were no responses from the Under 18 age category.

#### 4.2 Geographic Representation

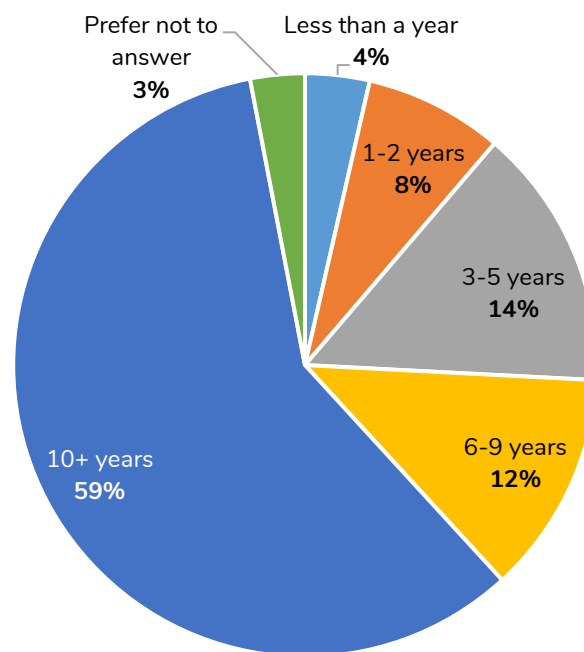
Respondents were asked the following question: “What is your connection with the Southern Gulf Islands? Please select all that apply.” **Figure 2** shows their responses. Most respondents (85%) live on one of the Southern Gulf Islands.



**Figure 2. Survey Respondent Connection with Islands**



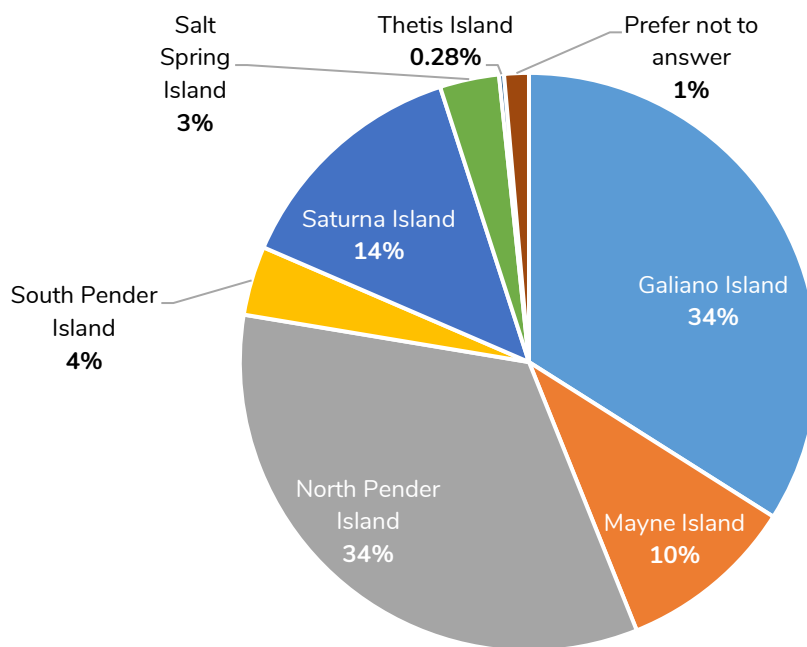
Respondents who indicated that they live on an island were also asked how long they have lived in the Southern Gulf Islands community. **Figure 3** shows their responses. **71% of participants have lived in the community for at least six years, with the majority (59%) being residents for 10+ years. 12% of respondents have lived in the community for two years or less.**



**Figure 3. Survey Respondent Time Spent in Southern Gulf Islands Community**



Additionally, respondents were asked: “Within the Southern Gulf Islands area, on which island do you spend most of your time?”. As shown in **Figure 4**, North Pender Island and Galiano Island had the most responses (34% each), followed by Saturna Island (14%) and Mayne Island (10%). Thetis Island, Salt Spring Island, and South Pender Island had the fewest responses at 0.28%, 3% and 4%, respectively.



**Figure 4. Survey Respondent Primary Island**



## 5.0 WHAT WE HEARD

### 5.1 Online Survey

The online survey received a total of **365 responses**. This aligns with our observation that participation for a second round of engagement tends to be lower and is typically one third of total participation. Respondents were asked to indicate:

- Support for the concept of a formal transportation function for the Southern Gulf Islands Electoral Area
- Preference for the different transportation options presented, by ranking them, based on the table of service levels and costs
- Agreement with bringing a proposed service establishment bylaw forward to a referendum

See **Appendix A** – Online Survey Questions for the full set of survey questions.

#### 5.1.1 Support for the Concept of a Formal Transportation Function

The survey was organized in a chronological manner with background information provided first and then questions after, to ensure that respondents were able to understand the options and related costs and benefits before indicating a preference.

The background information included details about:

- 1) What a CRD transportation function might look like and why it is being considered.
- 2) A list of potential activities that could be undertaken if a transportation function were established (such as **providing funding to local trail and island community bus societies, applying for grant funding on behalf of the SGI, creating coordinating tools that support multiple types of travel, and CRD sponsorship and staff support to access even more funding**).

Today, the CRD does not have a transportation function for SGI and therefore does not have the authority to provide transportation funding to local operators or secure grants from other sources to support local transportation projects. As a regional district, the CRD cannot use funding from other service or budget areas to do so.

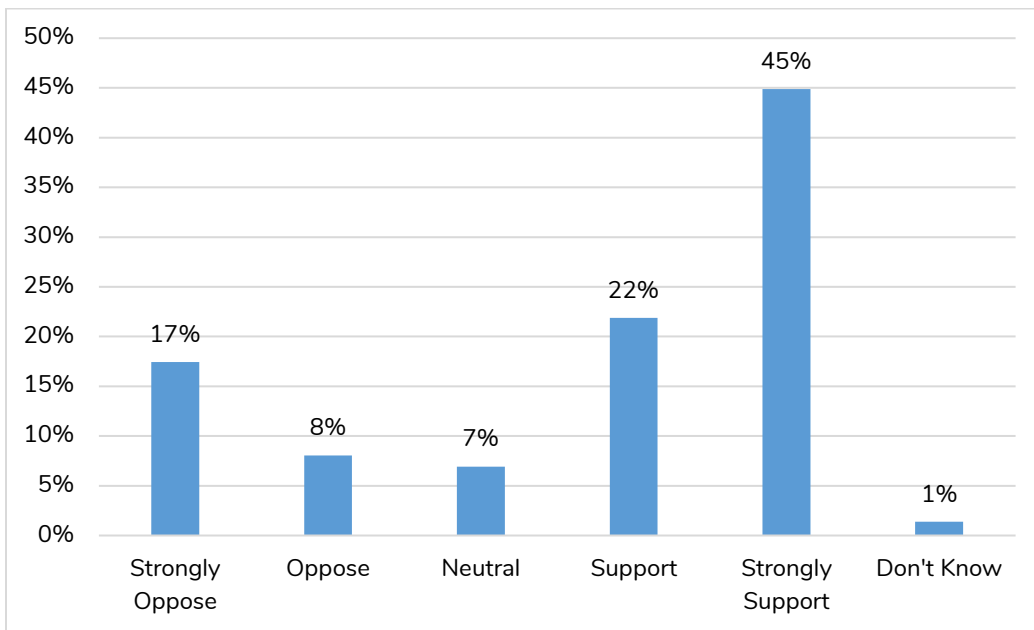


- 3) The creation of a bylaw: It was noted that a formal transportation function must be created through a service establishment bylaw that is approved by electors, typically through referendum.

After reading this background section, participants could then proceed to the survey questions described below.

Participants were asked: “Based on the description provided and ahead of considering costs, do you support the concept of a formal transportation function for the SGI EA?” Options ranged from “Strongly Oppose” to “Strongly Support”, as well as “Don’t Know”.

**Figure 5** summarizes the responses to this question. **Most participants either strongly support (45%) or support (22%) the concept of a formal transportation function.** A quarter of respondents oppose (8%) or strongly oppose (17%) the concept.



**Figure 5. Level of Support for the Concept of a Formal Transportation Function for the SGI Electoral Area**



Respondents were also asked to provide the reasoning behind their answers to this question. Those in support of the concept of a formal transportation function provided reasons such as:

- Better safety for pedestrians and cyclists
- The need for alternatives to private vehicles, especially when considering environmental impacts and an aging population that is unable to drive
- Better connections between communities
- Independence for youth and seniors
- Value in having a coordinating body that can organize priorities, access funding, and that has the authority to implement improvements

The primary reason participants gave for not being in support of a formal transportation function were:

- Affordability and tax impacts
- Concerns about the transportation function being process and staff heavy
- Concerns about CRD ability to implement the plan efficiently and effectively
- No need for change

### 5.1.2 Support for Various Service Options

A table of service options was available on the CRD's online engagement platform outlining the approximate costs required to meet the range of transportation needs identified by the community. This included examples of service levels that could be supported for local governance, public transit, active transportation, water transportation, infrastructure, and coordination with different levels of funding. It also estimated the approximate tax impact for the average household for each option, while also noting that a portion of funding may come from user fares, partnerships, and other revenue sources. Tax impacts were based on 2021 property assessments. See [Appendix B](#) – Table of Service Levels & Costs for the detailed table. The following options were presented:

- **Option A:** Status Quo (assumes \$0 in additional costs)
- **Option B:** Basic Level Grants (Estimated Annual Budget: **\$270,000**)





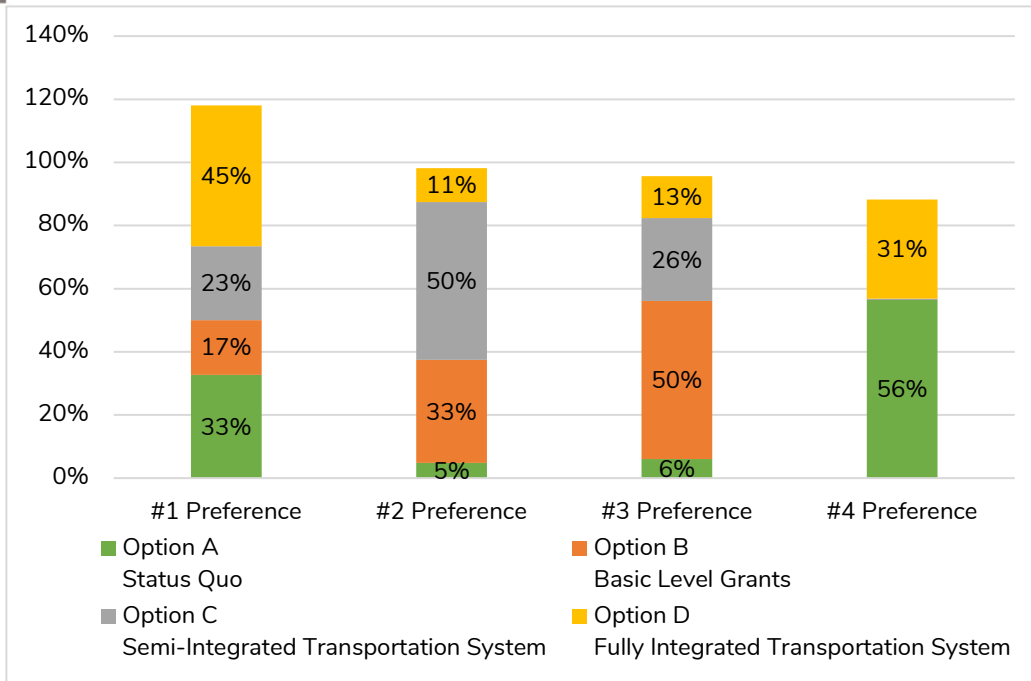
- **Option C:** Semi-Integrated Transportation System (Estimated Annual Budget: \$450,000)
- **Option D:** Fully Integrated Transportation System (Estimated Annual Budget: \$675,000)

Participants were asked to rank each option in order of preference, with “1” being their most preferred option and “4” indicating their least preferred option. As shown in **Figure 6**, 85% of respondents selected Option B, C, or D as their first choice. This indicates that **85% of respondents desire a change to the current level of transportation service on the islands.**

- The **#1 preference** for most respondents was **Option D** (45%), followed by Option A (33%).
- The **#2 preference** for most respondents was **Option C** (50%), followed by Option B (33%).
- The **#3 preference** for most respondents was **Option B** (50%), followed by Option C (26%).
- The **#4 preference** for most respondents was **Option A** (56%), followed by Option D (31%).

Twenty percent of the respondents to this question provided a preference for only one of the four options presented, and no others. Of those respondents, thirteen percent only selected Option A, indicating a lack of interest in any change.

When asked to provide comments about the reasoning behind their choices, participants generally responded in one of two ways: (1) that they do not support any changes or additional taxation, or (2) that if a system is implemented then it should be all-encompassing. Those who were not in support of change expressed concerns about affordability, especially for residents with low or fixed incomes. Some respondents were supportive of a more balanced approach that starts with smaller improvements and increases over time.



**Figure 6. Percent of Participants Who Selected Each Service Option, by Preference Ranking**

The results suggest that most of the community recognizes a need for a comprehensive transportation service, but there is hesitation about the money required to implement a fully integrated system right away. Therefore, to balance the transportation needs of the community with affordability, an approach to consider would be to start with a baseline of Option C and grow into Option D.

**Figure 7** shows the proportion of each age category that selected each option as their first preference. Option C and D were more popular across most of the age categories, and about half of respondents from the 55-64 age category chose Option A or B. Interestingly, Option A and B were also popular in the 18-24 age bracket, perhaps also from an affordability standpoint.

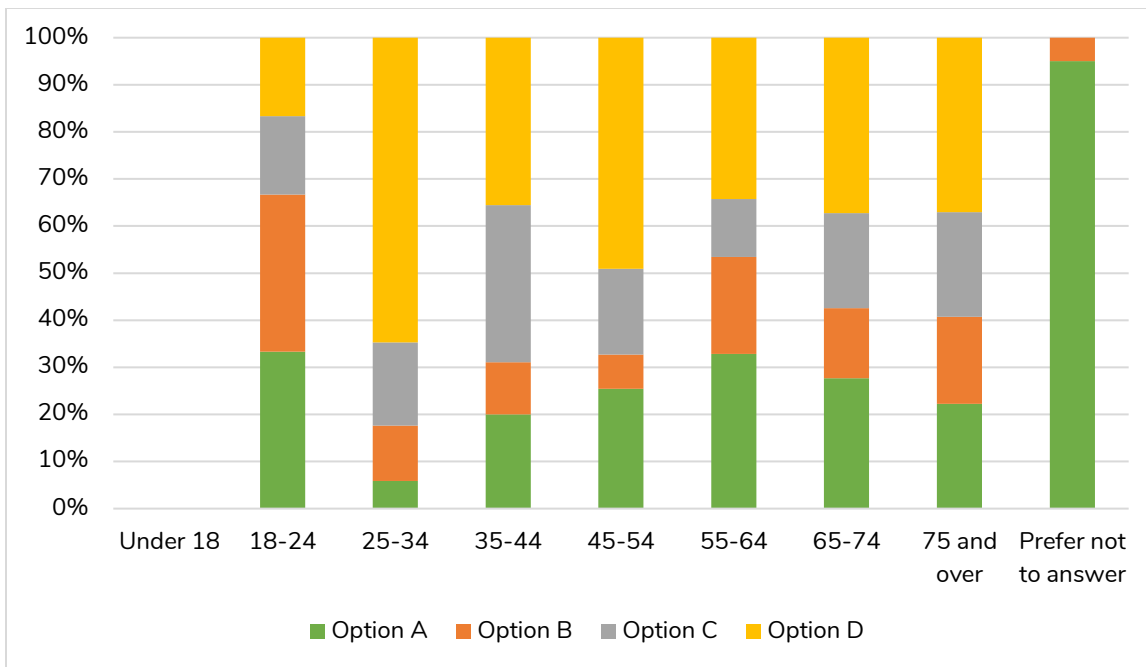


Figure 7. First Choice Options by Age Category

It should be noted here that while comparing the response of individual islands with respect to the options, the following was observed:

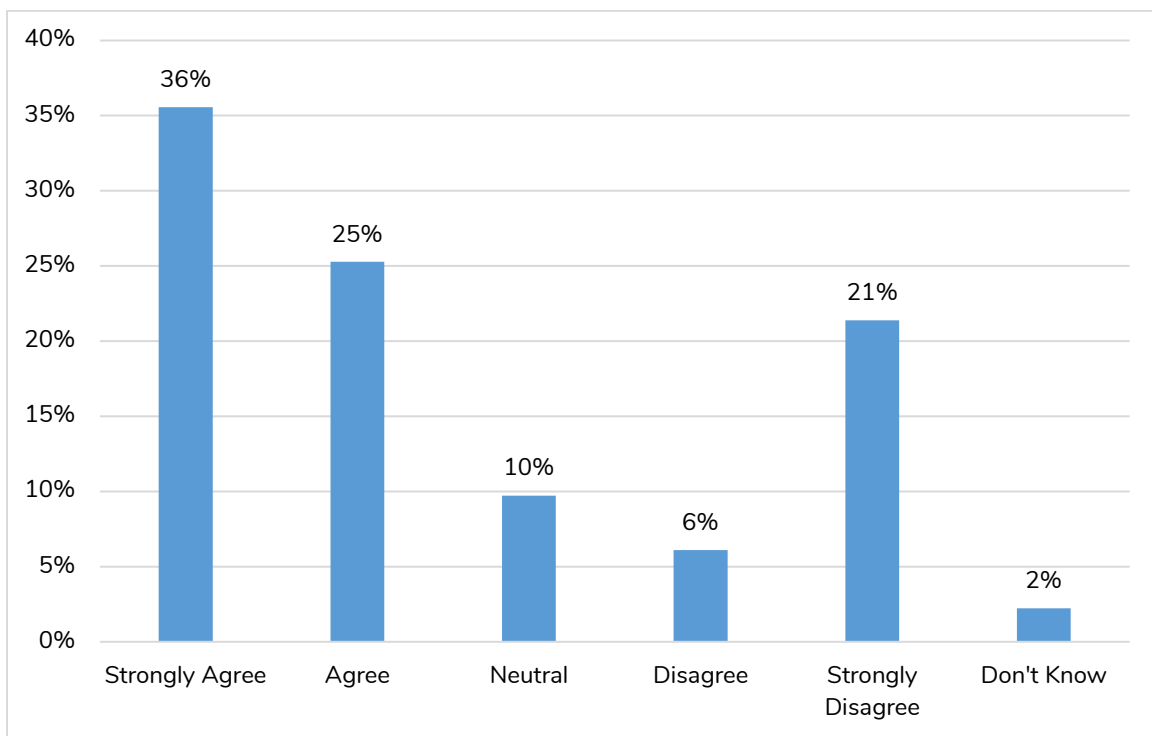
Respondent Primary Island	% of respondents who chose option D as first preference	% of respondents who chose option A as first preference	% of respondents to the question
Galiano	49%	25%	42%
Mayne	40%	19%	12%
North Pender	46%	36%	41%
South Pender	25%	64%	5%
Saturna	33%	45%	17%

Of the South Pender and Saturna Island residents that responded to the question, a majority chose option A, compared to residents from Galiano, Mayne, and North Pender Islands, a majority of whom support Option D. However, there were fewer overall responses from both South Pender and Saturna.



### 5.1.3 Agreement with Referendum

Respondents were also asked whether they agree or disagree with bringing a proposed service establishment bylaw forward to a referendum. As shown in **Figure 8**, most respondents either strongly agree (36%) or agree (25%). About a quarter of respondents strongly disagree (21%) or disagree (6%). Based on the additional comments provided, reasons for not supporting a referendum were generally associated with a lack of support for changes to the transportation system. Additionally, some respondents indicated support for change but expressed concerns about the effectiveness of a referendum.



**Figure 8. Level of Agreement with Bringing a Proposed Service Establishment Bylaw Forward to a Referendum**



## 5.2 Online Q&A Sessions

Four online Q&A sessions were held to provide information and answer any questions residents might have about the options, the need for a transportation function, and the funding models.

Key areas of feedback centred around:

- Support for the concept of a transportation function, with some participants questioning whether the example option budgets shown were too low.
- Concerns with the increase in taxes that would be necessary to create a transportation service, indicating that it would be harder for residents with lower or fixed incomes to pay for.

Other key areas of questions and feedback were:

- Trying to understand the need (why this step is needed) for establishing and funding a new transportation service. (Regional District services are authorized through establishment bylaws that define the scope and authority of the service. Funds raised through taxation for one service can't be shifted for a purpose that is not addressed in the scope of the bylaw. In other words, the CRD cannot reallocate funding from other areas.)
- Clarification that the CRD has received grants for trails from other levels of government through other functions (such as Regional Parks), but that these programs are Regional Services and advance regional recreational objectives, where a local transportation service is needed to advance local priorities, while complementing other projects. CRD cannot currently apply for third party grants for public transit or inter-island travel as there is not a transportation service established with the authority to do so.
- Clarification that the service establishment bylaw would state a maximum requisition amount that could be collected for the service. A Transportation Commission comprised of local representatives would be convened and tasked with recommending annual budgets to allocate funding for each travel mode on each island.



- Consideration of increasing the proportion of funding available for active transportation within the example funding options and being very clear that larger cycling and walking improvement projects would require third party funding from other levels of government. If an SGI transportation service is established, it would be supported by staff and enable grants to be applied to meet local needs.

## 6.0 NEXT STEPS

The next steps in developing the Transportation Integration Plan are:

- Completing draft Active Transportation Plan
- Updating and completing draft Transportation Integration Plan report based on Phase 2 results

When these documents are finalized, then it is anticipated that CRD staff will bring a recommendation forward to the CRD Board on the next steps with respect to a referendum.



## APPENDIX A – ONLINE SURVEY QUESTIONS

# Southern Gulf Islands Transportation Integration

Get Involved CRD

---

## SGI Transportation Survey 2: Services Options and Costs

Thank you for your participation in our second round of community engagement. We are now compiling the feedback we received.

For more information you can email [TransportationSGI@crd.bc.ca](mailto:TransportationSGI@crd.bc.ca).

### Part 1 – What Might a CRD Transportation Function Look Like and Why?

A key barrier to improving transportation in the Southern Gulf Islands is the lack of sustainable and predictable funding for the local transportation organizations who help make it happen.

Establishing a formal transportation service through the CRD for the SGI could help fund and support community transportation organizations and initiatives, similar to what already exists for the Salt Spring Island Electoral Area.

**Today, the CRD does not have a transportation function for SGI and therefore does not have the authority to provide transportation funding to local operators or secure grants from other sources to support local transportation projects. As a regional district, the CRD cannot use funding from other service or budget areas to do so.**

If a formal transportation function was established for SGI, it would be guided by a Southern Gulf Islands Transportation Commission made up of island representatives to guide local priorities.

A transportation service bylaw would focus on means of travel other than the private vehicle, including walking, cycling, public transportation, car sharing, Car Stops, and inter-island connection via passenger-only water taxis, where feasible.

If approved, potential activities include:

- **Fund grants to local trail societies** to help them more easily plan for and build walking and cycling routes connecting key community destinations.
- **Provide stable funding to island community bus societies** to help them continue operations, provide service across more times of the year, and be able to financially support a larger share of their drivers.
- **Create coordinating tools that support multiple types of travel**, such as a website showing travel options across the SGI, as well as online trip booking software to support on-demand community bus services and available private water taxi trips.
- **CRD sponsorship and staff support to access even more funding for projects in the SGI through provincial and federal programs**, such as funding for walking and cycling routes and to offset the cost of transit vans, for example.
- **Other CRD support as needed** to help local organizations make transportation happen, such as developing partnerships, holding the Licences of Occupation required to develop roadside trails, maintaining insurance, and leasing or owning land and vehicles if required and a local organization is not able to do so.

A formal Southern Gulf Islands transportation function as described above must be created through a service establishment bylaw that is approved by electors, typically through referendum.

Based on the description provided and ahead of considering costs, do you support the concept of a formal transportation function for the SGI EA?

(Choose all that apply)

- Strongly oppose
- Oppose
- Neutral
- Support
- Strongly support
- Don't know



# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

□ **Comments**

Please tell us more about the reasons for your answer.

Other than cost considerations for such a function (which is discussed in the next section), do you have any other questions about what a CRD transportation function might do?

### Part 2 - Potential Transportation Function Scope and Funding Levels

A portion of funding for a Southern Gulf Islands transportation function may come from user fares, partnerships, and other funding sources it can leverage. Ongoing funding would also come from property taxes up to a maximum requisition amount outlined in a service bylaw.

**The maximum requisition determines the level of service and the potential scope of what a transportation function could offer. We would like to understand the level of service and funding that is needed and supported by the community.**

- The Table of Service Levels & Costs (linked below) provides examples of what levels of service could be supported with different levels of funding.
- The service options have been developed based on past community feedback and plans, stakeholder involvement to-date, costing analysis of existing services such as community bus operations, and best practices.
- Ultimately if a SGI transportation service was established, the funding priorities would be determined by its locally represented Commission within its annual budget.

Link to [Table of Service Levels & Costs](#). (Use this [link](#) for mobile devices.)

Based on the Table of Service Levels & Costs, please rank the options in order of preference, with one being your most preferred option.

(Rank each option)

- \_\_\_\_\_ Option A – Status Quo
- \_\_\_\_\_ Option B – Basic Level Grants Annual Budget: \$270,000
- \_\_\_\_\_ Option C – Semi-Integrated Transportation System Annual Budget: \$450,000

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

\_\_\_\_\_ Option D – Fully Integrated Transportation System Annual Budget: \$675,000

Please tell us more about the reasons for your answers.

Do you have any questions or comments about a potential CRD Southern Gulf Islands transportation function, the funding models or the scope of services provided?

### Part 3 –Whether to Move Forward to a Referendum

Establishing a formal transportation function for the Southern Gulf Islands Electoral Area would require developing a service establishment bylaw and bringing it forward for referendum, which could be timed to take place as part of the October 2022 general local government elections.

The CRD Board will decide whether to move forward with a proposed transportation function and service establishment bylaw as well as whether to bring forward to residents to approve through referendum. Your feedback will help us understand the level of community support for a referendum ahead of bringing options forward to the Board.

We would like to gauge the level of community support for moving a transportation function concept forward to referendum.

Do you agree or disagree with bringing a proposed service establishment bylaw forward to a referendum?

(Choose all that apply)

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Don't know

Please tell us more about the reasons for your answer.

---

# Southern Gulf Islands Transportation Integration

## Get Involved CRD

---

### About You

To help us better understand responses, please tell us more about yourself.

What is your connection with the Southern Gulf Islands? Please select all that apply.

(Choose all that apply)

- I live on an island.
- I own or rent property on an island but my permanent residence is elsewhere.
- I own or operate a business on an island.
- I am employed by a business or organization on an island.
- I attend school or have family members in school on an island.
- I visit the islands frequently but do not own or rent property there.
- Prefer not to answer.

Within the Southern Gulf Islands area, on which island do you spend most of your time?

(Choose any one option)

- Galiano Island
- Mayne Island
- North Pender Island
- South Pender Island
- Saturna Island
- Piers Island
- Salt Spring Island
- Penalukut Island
- Thetis Island
- Prefer not to answer.

How long have you lived in the Southern Gulf Islands community?

(Choose any one option)

- Less than a year
- 1-2 years
- 3-5 years
- 6-9 years
- 10+ years
- Prefer not to answer.

Which age category do you belong to?

(Choose any one option)

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 and over
- Prefer not to answer.



## APPENDIX B – TABLE OF SERVICE LEVELS & COSTS

# Integrated transportation in the Southern Gulf Islands

## Examples of service levels and costs



The following examples of service options and funding levels show the costs required to meet the range of transportation needs identified by the community.

- The examples are based on information provided by SGI community organizations including trail and bus societies; costing analysis and best practices from other communities; broad SGI stakeholder involvement; community feedback; and information from previous transportation plans.
- Options A-D are grounded in actual costs, but in the case of options B, C and D, the establishment of a Transportation Commission for SGI would provide the ability to “mix and match” through the annual budget process (in other words, these are only examples of the level of service that could be supported with various amounts of funding).
- If a local Transportation Commission was established, it would be involved in the annual budget process. The authority to provide service and the range of transportation options would be defined by a “service establishment bylaw,” adopted by the CRD Board (subject to a successful referendum in 2022).

Option	Approximate Tax Impact for the Average Household <sup>1</sup>	Transportation Function Service Level
Option A Status Quo	\$0	CRD provides \$0 for SGI transportation services. <ul style="list-style-type: none"> <li>• <b>Local Governance:</b> No change. No ability for CRD to fund or support transportation in the SGI. No coordination for integrated transportation options. No ability for CRD to apply for transportation grant funding from other levels of government. No staff support.</li> <li>• <b>Public Transit:</b> No funding available. Each community bus society raises funds to provide service that is volunteer based, seasonal, and not always viable on some islands.</li> <li>• <b>Active Transportation:</b> No funding available. Volunteer trail societies raise own funds for trail infrastructure. No incentive to connect transportation hubs (i.e. trails continue to be mostly recreational).</li> <li>• <b>Water Transportation:</b> No funding available. Marine connection between islands is BC Ferries and unsubsidized, uncoordinated water taxi services.</li> </ul>

<sup>1</sup> **Note:** While a portion of funding for a Southern Gulf Islands transportation function may come from user fares, partnerships, and other revenue sources, if it is approved by Southern Gulf Islands voters in a referendum, the function’s ongoing funding would also come from property taxes up to a maximum limit. The level of property tax limit approved determines the level of service that could be offered and the potential scope of what the transportation function could offer, the tax amounts are based on the average residential assessed value of a house in the SGI in 2021 of \$525,581. In reality, the actual amount would vary depending on the property’s value. For this reason, a cost per \$100,000 of assessed value has also been provided.

<p><b>Option B Basic Level Grants</b></p>	<ul style="list-style-type: none"> <li>• \$28 up to maximum of \$39 per year for the average property owner</li> <li>• \$5.32 to \$7.40 per \$100,000 of assessed property value</li> </ul>	<p>Provides \$270,000 annual funding to support basic transportation service across the SGI:</p> <ul style="list-style-type: none"> <li>• <b>Local governance:</b> Funding available. Could establish a SGI Transportation Commission with SGI volunteer commissioners to guide planning and decision making, and to make recommendations for an annual budget. Part time CRD staff person to support the Commission, to administer the grant program, to manage permits and tenures, and to go after larger provincial and federal funding programs.</li> <li>• <b>Public Transit:</b> Funding available. Could support annual CRD grants of approx. \$30,000-\$45,000/year to local community bus societies towards operations costs such as maintenance and insurance. The community buses would own and maintain their own vehicles and likely would rely on volunteer drivers to run seasonal services. CRD could apply for grants to purchase and own vehicles, then lease them to service providers (but CRD would not operate the bus services).</li> <li>• <b>Active Transportation:</b> Funding available. Could support annual CRD grants of approx. \$4,000-\$5,000/island to local trail societies for active transportation trails. If requested, CRD could hold tenure (such as Licences of Occupation in the public road Right of Way) but would not operate or maintain trails. Trails societies would continue this function as now. Would not fund construction of roadside trails (this would need infrastructure funding from external sources as above).</li> <li>• <b>Water Transportation:</b> No funding available. Marine connection between islands would still depend on 3<sup>rd</sup> parties - BC Ferries or unsupported private water taxi operators. No CRD funding or staff capacity to pursue partnerships.</li> <li>• <b>Infrastructure:</b> No Funding available.</li> <li>• <b>Coordination:</b> Funding available. Could provide base level coordination for integrated transportation (e.g. fund a website hub with links to 3<sup>rd</sup> party schedules).</li> </ul>
<p><b>Option C – Semi-Integrated Transportation System</b></p>	<ul style="list-style-type: none"> <li>• \$48 up to maximum of \$65 per year for the average homeowner</li> <li>• \$9.05 to \$12.34 per \$100,000 of assessed property value</li> </ul>	<p>Would provide up to \$450,000 annually for:</p> <ul style="list-style-type: none"> <li>• <b>Local Governance:</b> Funding available. Establishes SGI Transportation Commission with locals to guide decision making. Full time staff support for the commission and for strategic integrated transportation planning, as well as internal and external grant programs.</li> <li>• <b>Public Transit:</b> Funding available for operations costs. Could support larger grants to local community bus societies of roughly \$50,000-65,000 per island (amounts may vary by island depending on service levels). This could enable more regular service by community buses and hiring some paid staff/drivers. Funding at a level to enable the option to pursue BC Transit service (if desired).</li> <li>• <b>Active Transportation:</b> Funding available. Could support annual CRD grants to local trail societies for active transportation trails (up to \$8,000/island), as well as more CRD support to apply for larger provincial and federal funding programs. If requested CRD could hold tenure, but would not operate or maintain trails. Trails societies would continue this function as now. Would not fund construction of roadside trails (this would need infrastructure funding from external sources as above).</li> <li>• <b>Water transportation</b> - Funding available to convene partnerships aimed at regular scheduled water taxi services, but likely cannot actually fund service improvements without other budget trade-offs.</li> <li>• <b>Infrastructure:</b> Small-scale funding available for bike racks, benches and signage.</li> <li>• <b>Coordination:</b> Funding available. Full time CRD staff support across all modes. Coordination tools would include promoting car shares, eBike programs, trip booking systems.</li> </ul>

<p><b>Option D – Fully Integrated Transportation System</b></p>	<ul style="list-style-type: none"> <li>• \$85 up to maximum of \$95 per year for the average homeowner</li> <li>• \$15.49 to \$18.51 per \$100,000 of assessed property value</li> </ul>	<p>Would provide up to \$675,000 annually for:</p> <ul style="list-style-type: none"> <li>• <b>Local Governance:</b> Funding available. SGI Transportation Commission with locals to guide decision making. Full time staff support for the commission and for strategic integrated transportation planning, as well as internal and external grant programs, as well as capacity for technical expertise (e.g. engineering).</li> <li>• <b>Public Transit:</b> Funding available for operations costs. Could support larger grants to local community bus societies of roughly \$70,000-85,000 per island (amounts may vary by island depending on service levels). This could enable year-round community bus service with paid staff.</li> <li>• Funding at a level to enable the option to <b>pursue year round BC Transit service</b> (if desired).</li> <li>• <b>Active Transportation:</b> Funding available. Supports larger annual grants of approx. \$6,000-10,000/island for local trail societies to operate and maintain certain active transportation trails, as well as more CRD support to apply for larger provincial and federal funding programs. If requested CRD could hold tenure. CRD could own and fund maintenance of some trails.</li> <li>• <b>Water Transportation:</b> Funding available. Convenes and supports a financial contribution towards partnerships for seasonal and potentially year-round water taxi services.</li> <li>• <b>Infrastructure:</b> Funding available for bike racks, benches, signage and dockside improvements. Access to engineering expertise to undertake more complex infrastructure projects like roadside pathways.</li> <li>• <b>Coordination:</b> Funding available. Reliable and effective coordinating tools, multi-modal trip booking system, infrastructure and full time staff support across all types of travel.</li> </ul>
---	--	--

For more information: Visit <http://getinvolved.crd.bc.ca>; Email [transportationsgi@crd.bc.ca](mailto:transportationsgi@crd.bc.ca); Call 1-250-360-3275



[www.crd.bc.ca](http://www.crd.bc.ca)

Twitter: @crd\_bc

Facebook: Capital Regional District