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**MEETING TYPE AND DATE:** REGULAR MEETING – NOVEMBER 21, 2017  
**FROM:** SID SMITH, ENGINEERING TECHNICIAN BUS STOP  
**SUBJECT:** ACCESSIBILITY REVIEW  
**FILE #:** 17.07.135

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**ISSUE(S)/PURPOSE:**

Through a Notice of Motion in July 2017 Council directed that staff investigate making all Lake Country Bus Stops accessible to everyone with a focus on wheelchair safety and that staff provide a report for consideration during 2018 Financial Plan deliberations.

**RECOMMENDATION(S):**

THAT staff continue to make Lake Country bus stops accessible to everyone through ongoing implementation of the Transportation for Tomorrow program, developer contributed infrastructure and provincial grants;

**EXECUTIVE SUMMARY:**

There are currently fifty-four bus stops in Lake Country serving three transit routes. Thirteen of these stops currently meet the BC Transit Infrastructure Guidelines for accessibility and are identified with the international wheelchair symbol. Seven of the thirteen have been upgraded in the last five years primarily through implementation of the Transportation for Tomorrow program. Ongoing implementation of Transportation for Tomorrow will see a further sixteen stops made accessible in the next five years. The remaining stops may be made accessible on a strategic basis going forward.

## BACKGROUND/HISTORY:

There are a total of fifty four bus stop locations in Lake Country serving 3 transit routes, 23 Lake Country, 32 The Lakes and 90 North Okanagan Connector. Thirteen of these stops are currently accessible, meeting the requirements of the BC Transit Infrastructure Design Guidelines. These stops are identified with the international wheelchair symbol sticker on the stop sign. Seven of these have been added in the last five years primarily through implementation of the Transportation for Tomorrow program. These include stops serving core areas and connecting facilities and amenities within the community on Main Street, Bottom Wood Lake Road, Woodsdale Road and Lodge Road.

This is consistent with the Transportation for Tomorrow vision of **Getting Around Lake Country in Safe and Enjoyable Ways** and the District's transportation vision focusing on roadway infrastructure and its importance for not only vehicles but pedestrians, cyclists, accessibility and transit users alike.

Through Council's ongoing commitment to Transportation for Tomorrow program sixteen more stops are planned to be upgraded within the next five years bringing the total accessible stops to twenty nine by 2022. These planned improvements include: Oceola, Okanagan Centre Road East and Lakehill Drive (3 stops – planned 2018); Pelmeash Parkway (2 stops – planned 2018) Bottom Wood Lake Road (Main Street to Beaver Lake Road - 2 stops - planned 2019); Okanagan Centre Road East (Oceola to Davidson and Davidson to Camp – 6 stops - planned by 2022); Lodge Road (Sherman to Woodsdale - 3 stops – planned by 2022).

Two stops on Highway 97 may be eligible for funding through the Ministry of Transportation and Infrastructure Transit Minor Betterments Program.

The remaining twenty-five stops can be upgraded on a strategic basis.

The remaining stops can be upgraded for an average cost of between \$5,000 and \$10,000 per stop including design and construction. This assumes there is no land acquisition or legal costs. The total cost to upgrade the remaining stops is estimated to be \$120,000 in total or \$24,000 per year over 5 years.

The BC Transit Infrastructure Design Guidelines provides guidance to local governments for good transit planning and design practices and promotes consistency in the planning and design of bus infrastructure across the province.

The Guidelines detail the following requirements for accessible stops:

*Table 5.5 Requirements for Accessible Stops*

Amenity to be provided	Dimensions
Concrete barrier curb	150mm high, without indentation for a catch basin
Wheelchair pad	Minimum 2.1m x 1.98m
One or two paved connections from transit stop waiting pad to the sidewalk	1.5m wide
Accessible ramps on either side	Maximum slope 12:1 (8%), minimum 1.2m wide
Street furniture or other such objects	Minimum clear width of 1.5m and clear headroom of 2.0m, kept clear of transit loading and unloading areas
Bench	Only to be provided where sidewalk width is greater than 2m, and where a fire hydrant is located more than 6m away

**DISCUSSION/ANALYSIS:****APPLICABLE POLICIES AND LEGISLATION:**

Transportation for Tomorrow vision of **Getting Around Lake Country in Safe and Enjoyable Ways** and the District's transportation vision focusing on roadway infrastructure and its importance for not only vehicles but pedestrians, cyclists, accessibility and transit users alike.

**INTERGOVERNMENTAL IMPLICATIONS:**

There may be an opportunity to improve two stops on Highway 97 through the Ministry of Transportation and Infrastructure Transit Minor Betterments Program.

**INTERDEPARTMENTAL IMPLICATIONS:**

Infrastructure Services will be tasked with delivery.

**COMMUNITY IMPLICATIONS:**

Improved transit accessibility may lead to increased ridership and decreased reliance on vehicles.

**COST, BUDGET CONSIDERATIONS AND FINANCIAL IMPLICATIONS:**

Funding can be determined in the 2018 financial plan process and considered with other capital projects in 2018.

**IMPACT ON STAFF CAPACITY AND WORKLOAD:**

Continued improvements under Transportation for Tomorrow, developer contribution and provincial grants will have little impact.

Approving funding for transit accessibility improvements will have some impact on staff workload with respect to project management and delivery. Other project priorities may need to be adjusted.

**OPTIONAL RECOMMENDATIONS/ALTERNATIVES:**

THAT staff continue to make Lake Country bus stops accessible to everyone through ongoing implementation of the Transportation for Tomorrow program, developer contributed infrastructure and provincial grants;

AND THAT \$24,000 per year over the next five years be allocated to bus stop accessibility improvements;

Respectfully Submitted,

Sid Smith, ASCT  
Engineering Technician  
Engineering and Environmental Services

Kelly Zazzarra  
Engineering Technician, GIS  
Infrastructure Services

This report has been prepared in consultation with the following listed departments:

CONCURRENCES	
Department	Name
CAO	Alberto De Feo
CFO	Tanya Garost
Director of Engineering and Environmental Services	Michael J. Mercer
Director of Infrastructure Services	Greg Buchholz

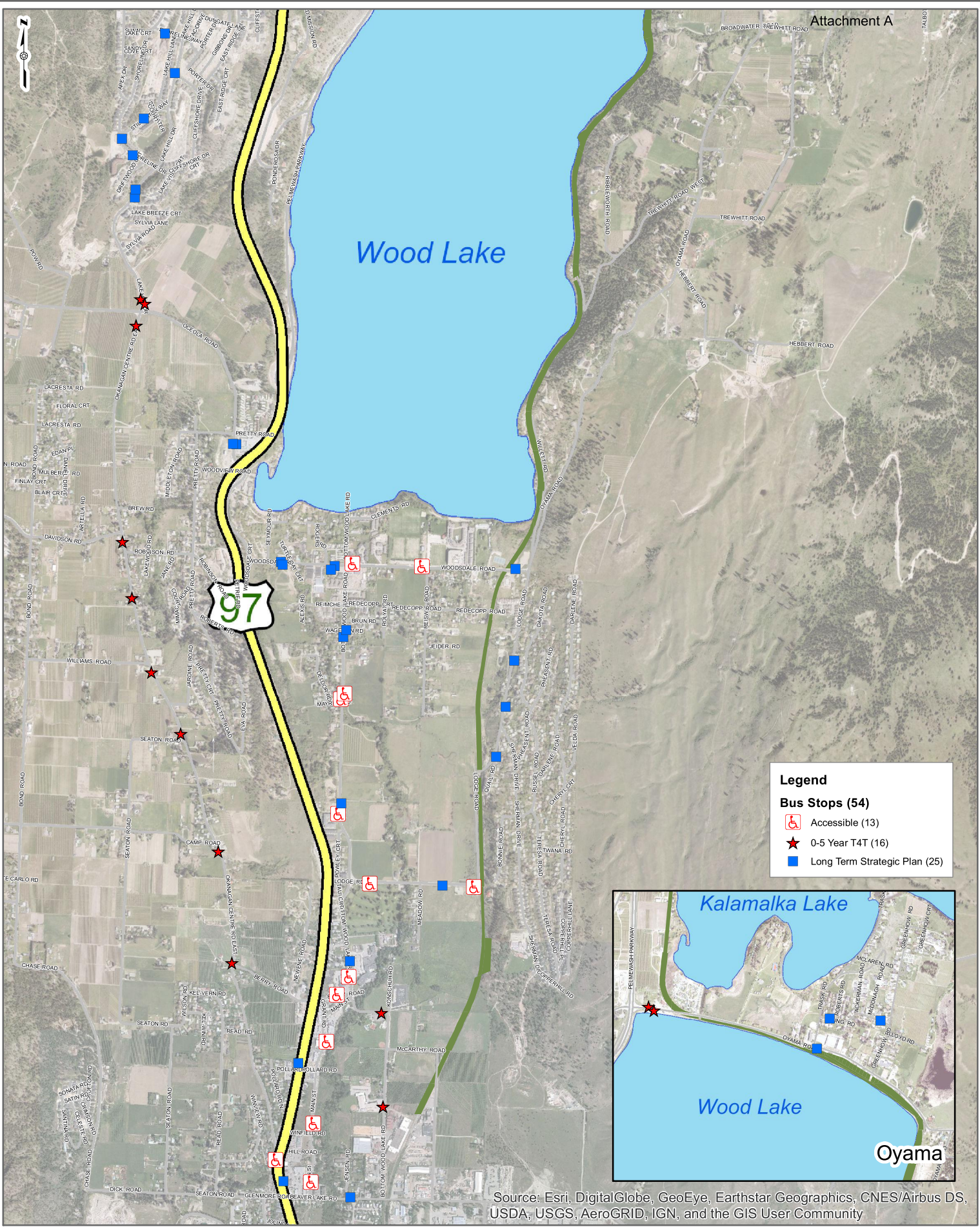
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ATTACHMENTS:

Attachment A – Bus Stop Accessibility Review Map


Attachment B - Ministry of Transportation and Infrastructure Transit Minor Betterment Program

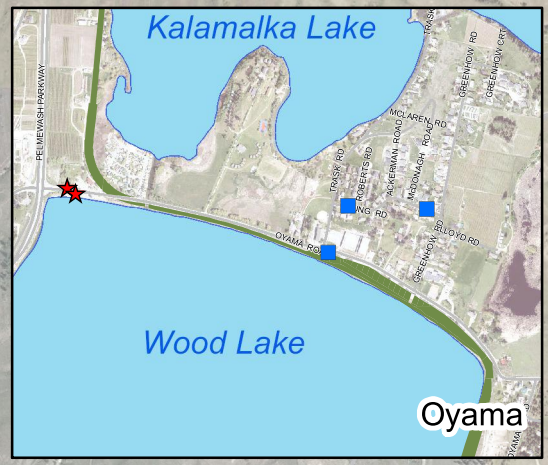
# Wood Lake



**Legend**

**Bus Stops (54)**

-  Accessible (13)
-  0-5 Year T4T (16)
-  Long Term Strategic Plan (25)



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Ministry of  
Transportation  
and Infrastructure

## Transit Minor Betterments Program Application Guide – Program Criteria

### TRANSIT MAKES GOOD SENSE

Transit has an economic role in allowing people to access jobs and to participate in the economic activities of the community, as well as an environmental role in reducing the emission of Greenhouse gas (GHG). It also has a social role in transporting people who may not be able to transport themselves due to distance, medical, financial or physical limitations.

Transit is a transportation mode that Ministry staff is being increasingly encouraged to consider both in terms of supporting infrastructure and during the planning and development approvals process. The Transit Minor Betterments Program seeks to foster stronger relationships with our transportation partners, TransLink and BC Transit specifically.

**TIP:** Projects submissions that include site photos, plans or drawings are more likely to be approved. Make sure the completed application form and additional documents are saved using the following naming convention so they are easier to be reviewed:

**H1286-District\_Municipality.pdf**

### Goals of the Program

For a project to be eligible it must support or address one or more of the following goals, as highlighted in the Provincial Transit Plan:

- **Safety:** addresses or improves safety conditions related to transit operations
- **Customer Service:** responds to public and local government requests for improvements
- **Ridership:** enhances transit ridership for instance by targeting high ridership corridors
- **Accessibility:** expands transit services for seniors and those with mobility challenges
- **Reduced GHG Emissions:** minimizes the impact of transportation on GHG emissions and energy consumption by supporting sustainable mode choice such as transit, cycling, and walking

### Eligibility Conditions

A project proposal will be considered eligible if it complies with the following conditions:

- The project application form must be duly filled in and submitted by the program application deadline (November 17th).
- Only projects submitted by the District Manager (or delegate) will be considered for funding.
- The project submission clearly supports one or more of the goals of the program.
- Project applications must clearly show that the appropriate local government and transit agency (BCT or TransLink) representative have endorsed the project. A formal endorsement is not required.
- Program funds are only available for projects delivered on MoTI owned properties or right-of-way.

- Each project is limited to a maximum funding request of \$100k per fiscal year. Projects exceeding this limit will not be considered.
- Approved project works must be completed in the fiscal year approved (accruals are permitted).

**NOTE:** Projects are encouraged to be cost shared with local government or other partners. Design assignments for projects are also eligible for receiving a grant. The cost is not to exceed \$100k.

### How to apply

District Managers (or delegate) must submit their completed application(s) form to Chelsea. Patrick@gov.bc.ca by November 17th. Please note that an application does not ensure approval, as the number of projects typically exceeds available program funding. Applicants will be notified by the Partnerships Dept. whether their project(s) is approved December 18th, 2017.

Did you know ICBC provides up to \$100k annually in additional funding for the Betterments Program.

Use our interactive map to find out who are your appropriate local government and transit agency representatives!



# TRANSIT MINOR BETTERMENTS FUNDING REQUEST APPLICATION

Priority ranking for this funding request: Ranking #: \_\_\_\_\_

### DISTRICT MANAGER OR DELEGATE

Name: \_\_\_\_\_  
Title: \_\_\_\_\_ Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

### PROJECT MANAGER (if different from left)

Name: \_\_\_\_\_  
Title: \_\_\_\_\_ Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

### PROJECT INFORMATION

BCMoTI Region: Choose a BCMoTI Region: \_\_\_\_\_

BCMoTI District: Choose a BCMoTI District: \_\_\_\_\_

Location: \_\_\_\_\_

Brief Project Description: *(one sentence)* \_\_\_\_\_

**PROJECT DELIVERABLES:**     Bus Shelter     Bus Pullout     Bus Pad     Signage     Park & Ride Facility  
 Pedestrian Facility / Pad     Other \_\_\_\_\_

### TRANSIT GOALS ACHIEVED:

- Safety**  
• Addresses or improves safety conditions related to transit operations
- Customer Service**  
• Responds to public and local government requests for improvements
- Ridership**  
• Enhances transit ridership, for instance by targeting high ridership corridors
- Accessibility**  
• Expands transit services for seniors and those with mobility challenges
- Reduced GHG Emissions**  
• Supports sustainable mode choices such as transit, cycling and walking

Explain how the project will support the above transit goals: \_\_\_\_\_

### COSTS, FUNDING & TIMELINE

	Cost	Financial contribution from other partners or programs	Name	Funding being requested	Comments
Fiscal Year 1: Fiscal Year: _____			Part/Prog Name	\$0.00	Costs/Funding Explan:
Fiscal Year 2: Fiscal Year: _____			Part/Prog Name	\$0.00	Costs/Funding Explan:
Fiscal year 3: Fiscal Year: _____			Part/Prog Name	\$0.00	Costs/Funding Explan:

**Transit Agency Rep.** Title: Choose the appropriate title: \_\_\_\_\_ Project Endorsed?  Yes  No Date: \_\_\_\_\_

**Designated Local Rep.** Title: \_\_\_\_\_ Project Endorsed?  Yes  No Date: \_\_\_\_\_

UBCM Commitment:  Yes  No

Responsible party for maintenance upon completion:  Ministry  Local Government  Transit Agency

Outstanding issues/key risks: \_\_\_\_\_

Any additional information: \_\_\_\_\_

<b>Section Reserved for Transit Branch</b>		
<input type="checkbox"/> Approved RC: _____	Project: _____	Product Info 1: _____
<input type="checkbox"/> Rejected	Service Line: _____	Work Activity Info 2: _____
		Cost Type Info 3: _____