



# INFRASTRUCTURE SERVICES COMMITTEE

Thursday, June 5, 2014  
SCRD Board Room, 1975 Field Road, Sechelt, BC

## AGENDA

**CALL TO ORDER 1:30 p.m.**

### AGENDA

1. Adoption of the Agenda

### REPORTS

- |   |                       |
|---|-----------------------|
| 2. Manager of Transit and Fleet<br>Ports Funding                          | Annex A<br>pp 1 – 3   |
| 3. Manager of Transit and Fleet<br>Langdale Water Taxi User Fees          | Annex B<br>pp 4 – 5   |
| 4. Manager of Waste Reduction and Recovery<br>Green Waste                 | Annex C<br>pp 6 – 9   |
| 5. Manager of Waste Reduction and Recovery<br>Landfill Financial Analysis | Annex D<br>pp 10 – 11 |
| 6. Zero Waste Coordinator<br>Residential Waste Composition Audit          | Verbal Update         |
| 7. Administrative Assistant<br>Monthly Report for May, 2014               | Annex E<br>pp 12 – 13 |
| 8. Transportation Advisory Committee Minutes of April 28, 2014            | Annex F<br>pp 14 – 18 |

### IN CAMERA

That the public be excluded from attendance at the meeting in accordance with Section 90(1) (k) of the *Community Charter* –“negotiations and related discussion respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public”.

### ADJOURNMENT

## SCRD STAFF REPORT

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**DATE:** May 22, 2014  
**TO:** Infrastructure Services Committee – June 5, 2014  
**FROM:** Rob Williams, Manager of Transit and Fleet  
**RE:** 2015 Ports [345] Funding

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### RECOMMENDATION(S)

**THAT the Manager of Transit and Fleets’ report titled “2015 Ports [345] Funding” be received for information;**

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### BACKGROUND

The SCRD Board adopted the following resolution at their regular April 10, 2014 meeting:

224/14      **Recommendation No. 2**      *Funding Ports*

THAT the Manager of Transit and Fleet’s report dated March 26, 2014 titled “2015 Ports [345] Funding” be received;

AND THAT a report be brought forward to the June Infrastructure Service Committee providing information on Ports funding apportionment options;

AND THAT the report include how funding of extraordinary capital maintenance costs would be addressed.

224/14      **Recommendation No. 3**      *Funding Ports – Area B Islands*

THAT the potential for higher funding apportionment to Area B Islands be included in the Funding Ports report for the June Infrastructure Services Committee.

### DISCUSSION

Staff were previously asked to bring forward alternate ports funding options in order to help address the ongoing concern over cost controls for the Ports function. At the regular April ISC meeting staff highlighted possible alternate funding options that could be considered. More detail was requested by the Board regarding options. For consistency and ease of financial management it is recommended that the funding allocation for both operating and capital budgets be the same. The table below outlines several possible funding options with noted pros and cons for each option, examples of options 1-3 are also provided.

As a reminder, the Ports service was established by Bylaw No. 1038, which states that the annual cost of providing the service shall be recovered by:

- (a) a property value tax to be levied on the net taxable value of land and improvements; and
- (b) the imposition of fees and other charges.

Any change to the apportionment of costs would necessitate an amendment to the establishing bylaw which would require, at a minimum, the written consent of 2/3 of the participants and the approval of the Inspector of Municipalities. If the change was a significant departure from what was contemplated when the service was established, the Minister could order that an elector approval process be undertaken.

Ministry staff have previously advised that while apportionment could be based on percentages or population, etc., the method chosen should be clearly defined (transparent), defensible (using some reasonable statistics) and agreed to by the participants.

<b>Funding Model</b>	<b>Operating &amp; Capital Apportionment</b>	<b>Pros</b>	<b>Cons</b>
1. Fixed Apportionment	Area X pays 60% of budget, Area Y pays 30%, Area Z pays 10%, etc.	Clear concise approach and easy to manage.	There may be challenges fairly apportioning %'s.
2. Set Annual Contribution	All Areas pay a set annual contribution based on the total budget, remaining partners cover the balance based on Assessment.	Clear concise approach and easy to manage.	May be too arbitrary/subjective and not apportion costs fairly.
3. Budget Allocation based on Various Factors	A total budget allocation based on %'s of different factors such as property assessment, population, number of ports in each area, etc.	Considers multiple factors in apportioning costs.	Complicated and challenging to manage.

The following outlines examples of funding options 1 and 2 using current 2014 operating budget figures with the new funding method illustrating the financial impact to each funding partner. The examples do not include annual capital maintenance funding or extraordinary capital expenditures. The allocations noted are based on a user pay approach where those with docks in their area pay a higher % of the costs. The examples are for illustration purposes only and, therefore, the Board may adjust the allocation figures and percentages as deemed necessary.

**Example #1 – Fixed Apportionment**

Item	Area B (20%)	Area D (10%)	Area E (10%)	Area F (60%)	Total Tax Req (100%)
New Funding Model	\$38,051	\$19,026	\$19,026	\$114,152	\$190,255
2014 Budget	\$55,103	\$38,968	\$29,178	\$67,006	\$190,255
Variance	-\$17,052	-19,942	-\$10,152	\$47,146	\$0

**Example #2 - Set Annual Base Contribution by all Areas + Remainder by Assessment to Areas B & F**

Item	Area B	Area D	Area E	Area F	Total Tax Req
New Funding Model	\$65,732	\$25,000	\$25,000	\$74,523	\$190,255
2014 Budget	\$55,103	\$38,968	\$29,178	\$67,006	\$190,255
Variance	\$10,629	-\$13,968	-\$4,178	\$7,517	\$0

It is our understanding that annual capital maintenance and extraordinary capital related budgets (such as additions or improvements) would need to be apportioned using the same formula adopted for the operating budget due to bylaw related restrictions.

While it is understood the short-term goal is to apportion costs more fairly amongst the ports funding partners, we can't lose sight of the overall state and financial status of the function. As discussed at previous SCRD committee meetings, these assets continue to require capital and maintenance repairs to extend their useful life. Recent Board direction has been to only perform emergency or safety related repairs. To prevent asset failure and reduce liability it is essential that the updating of the ports strategic plan be committed to in 2015 in order to provide a long-term sustainable plan for this service. The sustainability of the ports function rests on sufficient annual operating and capital expenditures. It should be noted that the ports capital reserve has a current balance of \$229,000 and an operating reserve of \$51,000, which is considered low with respect to typical costs associated with major ports repairs as a result of annual engineered inspections, accidents, storms, etc. The total insured value of all 9 ports is \$7.3 million dollars.



## SCRD STAFF REPORT

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**DATE:** May 16, 2014  
**TO:** Infrastructure Services Committee – June 5, 2014  
**FROM:** Rob Williams, Manager of Transit and Fleet  
**RE:** Water Taxi User Fees for Use of Langdale Dock

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### RECOMMENDATION(S)

**THAT the Manager of Transit and Fleets’ report titled “Water Taxi User Fees for Use of Langdale Dock” be received for information;**

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### BACKGROUND

The SCRD Board adopted the following resolution at their regular April 10, 2014 meeting:

008/14                      **Recommendation No. 6**                      *Langdale Dock*

THAT the BC Ferry contract for the Langdale Dock be examined to determine if it is possible charge water taxis’ for dock use.

### DISCUSSION

The SCRD has had an agreement in place with BC Ferries (BCFS) since 2009 for public access for use of the marine float adjoined to the Stormaway Dock located at the Langdale ferry terminal. There are several key components of the BCFS contract. Firstly, there is a financial aspect that requires the SCRD to compensate BCFS with an annual \$30,000 payment for access and use of the dock. The agreement is a non-exclusive license to access and use the dock. BCFS maintains full ownership, authority, and control over the dock facility, including the right to temporarily or permanently close the dock as necessary.

A service establishment bylaw was created in order to tax Area F – Islands’ residents for the provision of this service. The establishing bylaw clearly outlines that costs associated with this service will be recovered by property value taxes and or revenues received by way of agreement, enterprise, grant or gift.

Recent concerns have been raised by Gambier Island residents over commercial water taxi operators traveling to and from Horseshoe Bay using the public float at the Langdale terminal, or that such operators should be charged a user fee for access and use of the float. In order to impose such a fee, the SCRD bylaws and the contract with BCFS would require revision granting authorization to charge user fees. Staff have contacted BCFS about their willingness to revise the current agreement and are awaiting an official response. However, it was noted from conversations with BCFS staff that they too have witnessed two different water taxis’ using the dock from Horseshoe Bay. The Ferry Advisory Committee has also raised this issue and is awaiting a response from BCFS.

The unofficial response from BCFS is that they may entertain the imposition of a user fee for water taxis' but that it would likely be the responsibility of the SCR D to enforce, and that BCFS may require a revenue-share on any funds collected. It should also be noted that the cost to collect and enforce a user fee on the Horseshoe Bay water taxis may exceed revenue if the \$250 annual permit value that is required for other SCR D docks is incorporated.

## SCRD STAFF REPORT

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**DATE:** May 21, 2014  
**TO:** Infrastructure Services Committee – June 5, 2014  
**FROM:** Robyn Cooper, Zero Waste Coordinator  
 Jeremy Valeriotte, Manager of Waste Reduction and Recovery  
**RE: GREEN WASTE PROGRAM OPTIONS**

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### RECOMMENDATIONS

**THAT the report entitled “Green Waste Program Options” be received for information;**

**AND THAT the Board provide direction on which green waste program options to further investigate and plan for in 2014-2015.**

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### BACKGROUND

At the Regular Board meeting held on March 27, 2014, the following recommendation was adopted:

**177/14 Recommendation No. 14**      *Options for Green Waste*

*THAT staff report to the May 2014 Infrastructure Service Committee Meeting with options to reducing green waste costs (e.g. types of drop-offs, times of the year, users and volumes, etc.) and possibility of establishing a service area for green waste for the 2015 Budget.*

At the Regular Board meeting held on May 8, 2014, the following recommendation was adopted:

**276/14 Recommendation No. 1**      *Green Waste Program Options*

*AND THAT a report for the Green Waste Program including options and next steps be brought forward to the June Infrastructure Services Committee Meeting.*

### DISCUSSION

In 2013, the SCRD residential green waste program cost \$197,000 and diverted over 3,400 tonnes of green yard waste from landfill. Collected green waste was composted at Salish Soils.

Table 1 below summarizes program costs and tonnages by location.

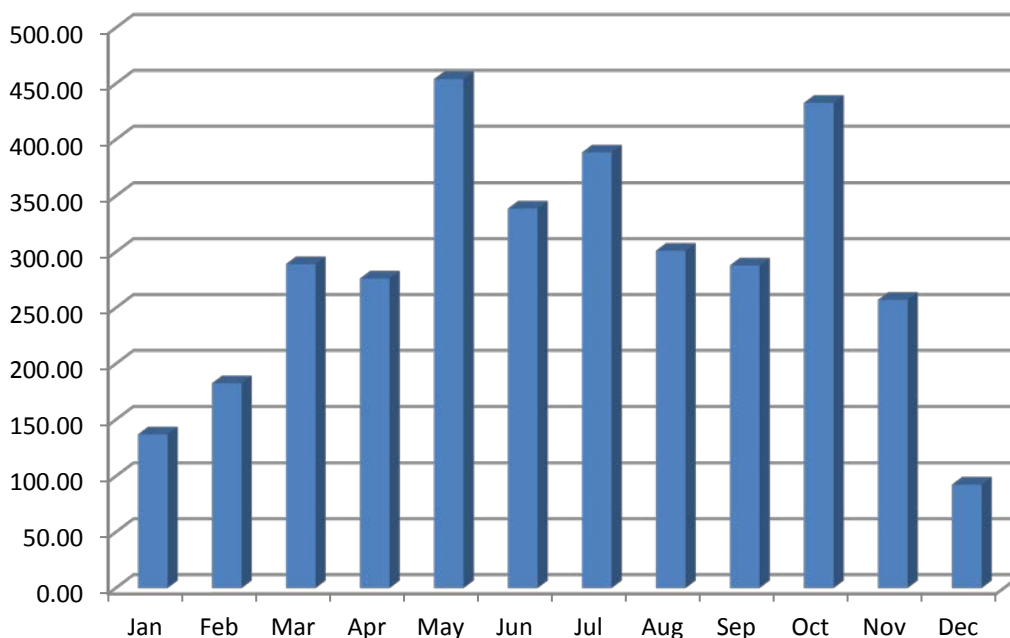


**Table 1. 2013 Residential Green Waste Program Summary**

Drop-off Location	Site Operation	Hauling	Tipping/ Processing	Total Cost	Total Tonnage (MT)	Cost per Tonne
Town of Gibsons Green Waste Site	\$42,200	\$61,700	\$33,000	\$136,900	1,745	\$78
Salish Soils			\$26,000	\$26,000	865	\$30
Sechelt Landfill			\$21,300	\$21,300	412	\$52
Pender Harbour Landfill			\$12,400	\$12,400	415	\$30
<b>Total</b>				<b>\$196,600</b>	<b>3,437</b>	<b>\$57</b>

Residential green waste program unit cost is approximately \$57 per tonne. Approximately 300 tonnes of commercial green waste is also received at SCRD landfills at \$45/tonne, generating \$13,000 in tipping fee revenue.

Figure 2 shows a typical seasonal distribution of residential green waste tonnage received.



**Figure 2. 2013 Residential Green Waste Drop-off Tonnage Summary**

## **OPTIONS**

A variety of options exist to address green waste originating from both the residential and commercial sectors. Each option has different financial impacts and service levels; staff are seeking direction on which options to carry forward for further analysis and consideration.

### **Option 1 - Status quo with free residential drop-off at three locations**

Current bylaw specifies residential self-haul, which is not enforced at the Town of Gibsons location which is unsupervised. A sub-option exists to permit commercial hauling of green waste from residential properties, but a cumbersome documentation process may be required for verification.

### **Option 2 – Reduce drop-off weight limit**

The current bylaw restricts free residential drop-off to a maximum of 5 tonnes per load. Reduction of this limit to a typical residential self-haul vehicle capacity (200-300 kg) may reduce overall quantities and costs.

### **Option 3 – Set seasonal limits for free drop-off**

Periodic free drop-off could include entire summer or winter seasons, or be restricted to shoulder seasons (eg. April and October only), with no drop-off or user-pay drop-off during other periods.

### **Option 4 – Implement user-pay fees for drop-off**

Similar to other waste streams, a tipping fee could be charged that covers the cost of the residential program subject to all facilities having scales and staff.

### **Option 5 – Implement curbside collection of green waste**

The free drop-off program could be replaced with curbside collection of green waste for SCRD residential properties that currently receive garbage collection. Sub-options include a semi-annual event-type curbside pickup, or inclusion of green waste in a regular curbside organics pickup that includes food waste. The Gibsons area could be the pilot area for this program to mitigate the high costs of operating the Gibsons green waste drop-off site; collaboration with the Town of Gibsons would be required. For context, current spending on green waste drop-off for Town of Gibsons, Areas E and F (excluding islands) is roughly \$30 per household per year.

## **IMPLICATIONS**

For the 2014 budget only, \$150,000 in taxation revenue was set aside to fund the green waste program. The intention has been to improve operating efficiencies, particularly at the Gibsons Green Waste drop-off site, by tendering an operating contract and moving the site to a supervised location to enforce drop-off limitations. The existing green waste processing contract with Salish Soils expires in March 2015.

Sequential decisions associated with the options presented include:

1. Whether to move the Gibsons drop-off to a new, supervised location.
2. If continued long-term green waste drop-off operation is expected, need to determine how to procure green waste collection and/or hauling services and processing services in time for a new contract for April 2015.
3. If drop-off operation is expected to be replaced with curbside organic pickup, definition of a timeline for planning, grant applications and collaboration with municipalities on curbside organics collection.

## **RECOMMENDATION**

That the SCRD continue with the status quo until such time as the Gibsons drop-off site can be replaced with curbside organics collection. The Solid Waste Management Plan calls for pilot collection services for food scraps; a curbside organics program including green waste is consistent with the SWMP and the operation of other municipal organics collection programs, including the District of Sechelt's current pilot organics collection program. Though staff capacity is limited, the SCRD could begin planning for this program in 2014 with an eye to 2015 implementation. An estimate of the cost of a curbside organics program and analysis of this scenario could be included in long-term landfill financial forecasting, to be presented in September.

## SCRD STAFF REPORT

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**DATE:** May 23, 2014  
**TO:** Infrastructure Services Committee – June 5, 2014  
**FROM:** Jeremy Valeriotte, Manager of Waste Reduction and Recovery  
**RE:** **LANDFILL FINANCIAL ANALYSIS**

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### RECOMMENDATION(S)

**THAT the Manager of Waste Reduction and Recovery’s report dated May 23, 2014 titled “Landfill Funding” be received;**

**AND THAT a report for Landfill Funding including Quarter 1 and 2 2014 and an update of long-term financial analysis be brought forward to the September 2014 Infrastructure Services Committee meeting.**

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### BACKGROUND

This report is provided to address the items included in the following resolutions adopted at the February 27, 2014 regular Board meeting:

125/14                      **Recommendation No. 1**                      *Options for Landfill Costs*

*THAT a report be brought forward to the July Infrastructure Services Committee meeting examining the means to reduce fixed operating costs at solid waste landfills.*

125/14                      **Recommendation No. 3**                      *Landfill Deficit*

*THAT the Manager of Waste Reduction and Recovery’s report dated February 6, 2014 titled “Options for Funding Landfill Deficit” be received;*

*AND THAT the SCR D pursue Option 1 (shift green waste costs to taxation) and Option 3 (reduce 2013-2014 closure reserve contributions) to mitigate landfill funding shortfalls for the 2014 budget;*

*AND THAT these options not be added to base budget at this time;*

*AND THAT information brought forward to Round 2 Budget on eco fees be considered;*

*AND THAT the staff report dated February 6, 2014 titled “Options for Funding Landfill Deficit” be referred to Round 2 Budget;*

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*AND FURTHER THAT staff prepare a mid-2014 update report on the long-term landfill financial analysis and landfill financial position, including information on the effectiveness of mitigation options.*

In addition, the following resolution related to landfill deficit was adopted by the Board at the March 13, 2014, regular meeting:

*158/14 THAT the report requested for the July Infrastructure Services Committee per Board resolution 125/14 recommendation No.1 include an investigation of the ability to transfer the current fixed operating costs to a variable cost structure at solid waste landfills.*

**DISCUSSION**

Given workload required on MMBC and other standing programs, staff have not yet had the opportunity to update the long-term financial analysis. A full financial summary including Q1-Q2 2014 financial position and an update of long-term financial forecasting will be brought to September ISC.

**SCRD STAFF REPORT**

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**DATE:** May 26, 2014  
**TO:** Infrastructure Services Committee – June 5, 2014  
**FROM:** Administrative Assistant, Infrastructure Services  
**RE:** **MONTHLY REPORT FOR MAY 2014**

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**RECOMMENDATION(S)**

**THAT the Administrative Assistant, Infrastructure Services’ report titled “Monthly Report for May 2014” be received.**

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**BACKGROUND**

This report is prepared monthly as information for the Infrastructure Services Committee.

**UTILITIES DIVISION****WATER TREATMENT PLANT**

In April the Chapman Water Treatment Plant produced and supplied 331,690 m<sup>3</sup>, a 1.6% decrease over the five year average.

**WATER DISTRIBUTION SYSTEM**

3 water meters were installed in April.

**CAPITAL WORKS**

The South Pender Water Treatment Plant is nearing completion. Staff are working on communications to the South Pender Harbour water customers.

**Mains Replacement Program**

- The installation of a new 200mm watermain along Kenyon Road in the Sargeant’s Bay area has been completed. Testing and changeover of the existing water services to the new watermain are scheduled for the week of May 26.
- Design drawings for the installation of 700 metres of 200mm watermain along Beach Avenue between Flume Road and Marlene Road have been completed. Permits have been obtained and construction is scheduled to commence during the week of June 9.

**SUSTAINABILITY DIVISION****SOLID WASTE**

- Updated Recycling Directory was mailed out with utility bills and has generated positive feedback.
- Zero Waste Coordinator Robyn Cooper was named to the Recycling Council of BC Board of Directors.
- MMBC program launched May 19 in many BC communities and has a dedicated website: [www.recyclinginbc.ca](http://www.recyclinginbc.ca).

- Investigative landfill gas drilling at Sechelt landfill was undertaken in May. Results warrant proceeding to the next phase of landfill gas pressure and flare testing in June.
- The Sechelt Landfill Operator has been deconstructing mattresses and recycling the metal and wood, reducing air space required by over 75%. In one month, over 250 mattresses have been deconstructed.

## **TRANSPORTATION AND FACILITIES DIVISION**

### **TRANSIT**

The application to the Community Forest Legacy Fund has been submitted for the proposed log bus shelter fronting St. Mary's Hospital and a response received. It was noted in the response that the application would be reviewed at the next Assessment Committee meeting, date unknown. More information will be provided as becomes available.

### **PORTS**

Safety improvements at Keats Landing have been completed, including a non-slip foot path up the dock to the land approach, windows installed in the storage shed, and the installation of speed bumps on the dock. The dilapidated shed at Vaucroft on Thormanby Island has also been taken down and removed.

### **FLEET**

The Nova buses have been received from Nanaimo and now staff are working to transition them into service.

**SUNSHINE COAST REGIONAL DISTRICT  
TRANSPORTATION ADVISORY COMMITTEE**

**April 28, 2014**

DRAFT MINUTES OF THE MEETING HELD IN THE CEDAR ROOM OF THE SUNSHINE  
COAST REGIONAL DISTRICT OFFICES, 1975 FIELD ROAD, SECHELT, BC.

<b>PRESENT:</b> (Voting Members)	Director, Electoral Area E, Chair	Lorne Lewis
	Director, Electoral Area B	Garry Nohr
	Director, Electoral Area D	Donna Shugar
	Director, Electoral Area F	Lee Turnbull
	Director, Town of Gibsons	Gerry Tretick
	Alt. Director, District of Sechelt	Doug Hockley
	Ministry of Transportation and Infrastructure	Don Legault
	BC Ferries	Nathan Maddrell
	Progress Plan	Marj McDougall
	Trustee, School District No. 46	Dave Mewhort
	Transportation Choices (TraC)	Joe Vechter
<b>REGRETS:</b>	District of Sechelt, Director	Darnelda Siegers
<b>ABSENT:</b>	SIGD Director	Chris August
	Director, Electoral Area A	Frank Mauro
<b>ALSO PRESENT:</b> (Non-Voting)	General Manager Infrastructure Services	Bryan Shoji
	Parks Planning Coordinator	Sam Adams
	Manager, Parks Services	Carolyn Mortensen
	Alt. Director, Area F	Joyce Clegg
	RCMP	Todd Bozak
	Capilano Highways	Eric Paris
	Capilano Highways	Tyler Lambert
	Sunshine Coast Speed Watch	Jon Hird
	Insurance Corporation of BC	Harvey Kooner
	SCEP	Bill Elsner
	Coast Car Co-Op	Johan Stroman
	Recording Secretary	Amanda Walkey
	Media	1
	Public	3

**CALL TO ORDER** 10:24 a.m.

**AGENDA** The Agenda was adopted.



## DELEGATION

### Coast Car Co-Op

*Mr. Stroman presented the benefits of the Coast Car Co-Op program to members, the community and the environment. He explained that Coast Car Co-Op has two cars on the Sunshine Coast and will be growing to ten or more cars in the next three years. Mr. Stroman mentioned that liking the Coast Car Co-Op Facebook page, sharing posts, joining their mailing list and talking about the Coast Car Co-Op program will help to increase awareness of the program on the Sunshine Coast. He noted that the ability to increase the number of vehicles on the Sunshine Coast is reliant on membership. He encouraged joining Coast Car Co-op as an individual or a business member.*

*Mr. Shoji commented that the SCR D is exploring the use of the Coast Car Co-Op program.*

*Mr. Stroman noted that five staff members from the Town of Gibsons will be utilizing the Coast Car Co-Op program.*

## MINUTES

### **Recommendation No. 1**      *Minutes*

The Transportation Advisory Committee recommended that the minutes of the March 3, 2014 meeting be adopted as circulated.

## REPORTS

### Speed Watch

*Mr. Hird noted that the Speed Watch statistics were typical for February and March.*

*Discussion ensued regarding cyclists, speed and safety.*

### **Recommendation No. 2**      *Speed Watch Monthly Reports*

The Transportation Advisory Committee recommended that the Speed Watch Monthly Reports for February 2014 and March 2014 be received.

## COMMUNICATIONS

### **Recommendation No. 3**      *Correspondence*

The Transportation Advisory Committee recommended that the following correspondence be received:

- Michelle Morton, The Progress Plan regarding Progress Plan Alternate

- Jon Hird, Sunshine Coast Speed Watch, regarding Pace Car Community Guide
- Bill Page, regarding Speed Limit Change on Beach Avenue, Roberts Creek
- Bill Page, regarding Gravel Path Project on Beach Avenue, Roberts Creek
- UBCM, regarding Provincial Response

### Pace Car Community Guide

*Mr. Hird discussed the Pace Car program and questioned if this program was a strategy the SCRCD wanted to embrace as a tool to encourage speed reduction on the Sunshine Coast.*

*Director Shugar commented that the Pace Car program is an interesting initiative. She suggested that a community group may undertake the project then ask the local government to support the idea but that the SCRCD does not have resources to manage the project.*

### Beach Avenue Speed Limit

*Mr. Page is concerned that the 50 km/h speed limit poses a danger to pedestrians. He requested that the speed limit be reduced from 50 km/h to 30 km/h on Beach Avenue in Roberts Creek, between Roberts Creek Road and Cedar Grove Road, and that signs be posted notifying users that this is a shared space. Mr. Page explained that it took him 23 seconds longer to drive the stretch of road at 30 km/h compared to 50 km/h.*

*Director Shugar commented that the walking path and the speed limit are two separate issues; she suggested that the discussion of the design of the path be left to the May meeting as scheduled.*

*Mr. Legault noted that decisions regarding speed limit reductions would be done at a higher level in MoTI.*

*Constable Bozak remarked that he has not noted vehicles with a high level of speed on Beach Avenue.*

*Director Shugar requested a comment from Mr. Shoji regarding the speed of buses in this area.*

*Mr. Shoji explained that all SCRCD Transit drivers are well trained professional drivers and that they are very cautious and will adjust their speed depending on the conditions of the road. He noted that the diesel engines are loud and may contribute to the perception that the buses are travelling at higher speeds than they actually are.*

**Recommendation No. 4**     *Beach Avenue Speed Limit*

The Transportation Advisory Committee recommended that the SCRD write a letter to the Ministry of Transportation and Infrastructure requesting that the speed limit on Beach Avenue between the outer edges of the two S bends (between Roberts Creek Road and Cedar Grove Road) in Roberts Creek be changed to a mandatory 30 km/h.

**Beach Avenue Gravel Path Project****Recommendation No. 5**     *Beach Avenue Gravel Path Project*

The Transportation Advisory Committee recommended that the discussion about the proposed gravel walking path on Beach Avenue, Roberts Creek, be deferred to the May 8<sup>th</sup> 2014 Community Services Committee meeting.

**UBCM Response**

*Director Shugar commented that the Knotweed that was treated last year is sprouting back and that the Provincial response explains that there is no intention to transfer the responsibility for noxious weed management to local government.*

**ROUNDTABLE**

*Alternate Director Hockley commented that the residents on Beach Avenue are concerned about their safety and that a change to the regulations may be necessary.*

*Director Clegg questioned the proposed elimination of the night watch person at the BC Ferries terminal and inquired about the impact that this would have.*

*Mr. Maddrell responded that he is not aware of the proposed elimination of the night watch person and that he understands that the terminal is still staffed 24/7.*

*Director Clegg inquired about the water taxi service.*

*Mr. Shoji replied that the SCRD Board has provided direction to staff to review the contract and have discussions with BC Ferries. He will request an update from Mr. Williams upon his return.*

*Constable Bozak noted that ferry traffic on the bypass will be busy again as summer traffic increases. He also discussed the reduced visibility on Carmen Road due to cars parked at the used car lot.*

*Director Lewis suggested installing a No Parking sign at the Carmen Road location so that the RCMP can enforce the no parking regulation.*

*Ms. McDougall explained that she is the liaison between TAC and the Transportation Initiators Group (TIG). She invited anyone from TAC interested in transportation issues to join them. Ms. McDougall noted that the next meeting is in May 2014.*

**Recommendation No. 6**      *Transportation Initiators Group (TIG)*

The Transportation Advisory Committee recommended that the Transportation Initiators Group (TIG) be requested to provide their meeting minutes to the Transportation Advisory Committee to be included in the agenda package.

*Director Turnbull questioned who the overflow parking lot at BC Ferries belongs to.*

*Mr. Legault replied that he will inquire and respond at the June 23<sup>rd</sup>, 2014 TAC meeting.*

*Director Lewis expressed concern about how Knotweed is being managed.*

*Mr. Vechter explained that vehicles pose a threat to cyclists when they do not stop at the red light when turning right onto Norwest Bay Road. He questioned if vehicles could be prohibited from turning right on red lights at this intersection.*

*Mr. Legault replied that changing the rules to the light on Norwest Bay Road would require a change in the Motor Vehicle Act.*

*Constable Bozak will enforce driving infractions on Norwest Bay Road when they are observed.*

*Mr. Hird suggested that ICBC should initiate a campaign reminding drivers to stop at red lights. He also noted that several pedestrian lights in Gibsons have countdown timers.*

*Director Nohr commented that individuals are driving dangerously on Brooks Road. He inquired about the use of a camera.*

*Mr. Legault replied that the camera only takes timed snap shots and would not assist with identifying dangerous driving.*

*Mr. Maddrell explained that the new schedule with the Sunday am sailing reductions starts April 28<sup>th</sup>, 2014.*

*Mr. Adams explained that the process to remove Knotweed will take two to five years.*

**NEXT MEETING    June 23, 2014**

**ADJOURNMENT    11:50 pm**