

**City of Salmon Arm  
Active Transportation Advisory Committee**

**Monday, April 7, 2025, 10:00 a.m.  
Virtual via GoTo Meeting**

**Pages**

1. **CALL TO ORDER**
2. **INTRODUCTIONS AND WELCOME**
3. **ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY**  
*We acknowledge that we are gathering here on the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together.*
4. **ADOPTION OF AGENDA**  
Motion for Consideration  
THAT: the Agenda be adopted as presented.
5. **DISCLOSURE OF INTEREST**
6. **CONFIRMATION OF MINUTES**
  - 6.1 Active Transportation Advisory Committee Meeting Minutes of March 3, 2025 3 - 5  
Motion for Consideration  
THAT: the Active Transportation Advisory Committee Meeting Minutes of March 3, 2025, be adopted as circulated.
7. **PRESENTATIONS**
8. **NEW BUSINESS**
  - 8.1 Tentative Date for MUP Opening
    - May 24, 2025 - 9:00am start by RCMP
    - Details to follow
  - 8.2 e-Scooter Pilot Program 6 - 46
    - Introduction by the Chair - Summary by Chris Larson, Senior Planner
    - Roundtable discussion around possible recommendations to Council
  - 8.3 Salmon Valley - Active Transportation from Agriculture's Perspective 47 - 53
    - Chair and Jenn Wilson, City Engineer, will introduce and summarize with the respondent(s) in attendance to answer questions
    - Letter received by Council at the Regular Council Meeting on January 13, 2025, from Scott Syme and Mike Schroeder - concerns with the identification of Active Transportation Routes in rural areas and the negative impacts of infrastructure development and public use within agricultural and rural areas
    - Motion passed at the Regular Council Meeting on February 24, 2025,

that this item be referred to ATAC for consideration

- Staff from February 24, 2025, Regular Council Meeting is attached for reference

**9. OTHER BUSINESS**

**10. ROUNDTABLE UPDATES**

**11. NEXT MEETING**

The next meeting of the Active Transportation Advisory Committee is scheduled for June 2, 2025.

**12. ADJOURNMENT**

## CITY OF SALMON ARM

Minutes of the Meeting of the **Active Transportation Advisory Committee** held by electronic means on Monday, **March 3, 2025** at 10:00 a.m.

### PRESENT:

Councillor Tim Lavery	City of Salmon Arm, Chair
David Major	Shuswap Cycling Club
Marianne VanBuskirk	School District No. 83
Craig Newnes	Downtown Salmon Arm
Jen Bellhouse	Shuswap Trail Alliance
Janelle Rimell	Interior Health
Brian Browning	Citizen at Large
Camilla Papadimitropoulos	Citizen at Large
Blake Lawson	Citizen at Large
Brian Browning	Citizen at Large
Jenn Wilson	City of Salmon Arm, City Engineer
Chris Larson	City of Salmon Arm, Senior Planner
Michelle Evans-Bunkis	City of Salmon Arm, Executive Assistant, Recorder

### GUESTS:

Shianne Bains	Interior Health
Melisa Hickson	Interior Health
Mayor Alan Harrison	City of Salmon Arm

### ABSENT:

Tim Kubash	Citizen at Large
Lana Fitt	Salmon Arm Economic Development Society
Phil McIntyre-Paul	Shuswap Trail Alliance

The meeting was called to order at 10:01 a.m.

- 1. Call to Order, Introductions and Welcome**
- 2. Acknowledgement of Traditional Territory**

Councillor Lavery read the following statement: "We acknowledge that we are gathering here on the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together."

- 3. Approval of Agenda**

Moved: Marianne VanBuskirk

Seconded: Camilla Papadimitropoulos

THAT: the Agenda for the March 3, 2025 Active Transportation Advisory Committee was approved as circulated.

CARRIED UNANIMOUSLY

**4. Approval of minutes**

Moved: David Major

Seconded: Camilla Papadimitropoulos

THAT: the minutes of the November 4, 2024 Active Transportation Advisory Committee were approved.

CARRIED UNANIMOUSLY

**5. Presentations**

a) Health Attributes of Active Transportation, Micromobility Health Information and Vision Zero

- Shianne Bains and Melisa Hickson from Interior Health presented to the committee

**6. Business Items**

a) Vision Zero

- No further discussion following presentation

b) 20 Year AT Work Plan Update

- Jenn Wilson shared an update on the 2025 Work Plan
- Communication Items will be added as a standing item on future ATAC agendas

Janelle Rimell left the meeting at 10:57am.

c) E-Scooter Pilot Program Presentation from other communities

- On hold as arrangements are still in progress
- Councillor Lavery will work with City staff to bring a matrix to the April meeting to help provide structure to the conversation around a pilot scooter sharing program in Salmon Arm

Blake Lawson left the meeting at 11:07am.

**7. Upcoming Items**

- a) Salmon Valley Letter
  - Further details and staff input will be available at the April meeting, following approval of the February 24 Regular Council meeting.
- b) Celebration planning for the 11 Ave NE updates
- c) Micromobility options in Salmon Arm

**8. Roundtable Updates**

- ATAC members gave updates from their organizations

**9. Next Meeting**

- The next meeting of the Active Transportation Advisory Committee will be held on April 7, 2025.

**11. Adjournment**

The meeting adjourned at 11:19 a.m.

“Tim Lavery”  
Councillor Tim Lavery, Chair

Received for information by Council the 10 day of March, 2025.



THE CORPORATION OF THE CITY OF VERNON

**MEMORANDUM**

**TO:** Patti Bridal, Chief Administrative Officer **FILE:** 8300-10-06

**PC:** Terry Barton, Director, Planning & Community Services **DATE:** February 13, 2024

**FROM:** Anne Huisken, Active Transportation Coordinator

**SUBJECT: UPDATES ON E-SCOOTER PILOT**

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In 2021, the Ministry of Transportation and Infrastructure (MoTI) launched a pilot project to evaluate e-scooters in six communities, including Vernon. This pilot concludes on April 5, 2024 and a new four-year pilot will begin immediately under a new framework.

The changes include updates to the *Motor Vehicle Act* and additional data reporting, like safety metrics. Traffic Bylaw 5600, which regulates e-scooters in the City of Vernon, already references the *Motor Vehicle Act* and aligns with the new regulation. To participate in the new Provincial pilot, Council must pass a resolution in support of the pilot, which Administration would then communicate to MoTI.

At its Regular Meeting on November 27, 2023, Council received a draft report on the pilot program, which is finalized in Attachment 1. Council also requested that Administration extend Neuron Mobility’s contract until December 31, 2024, which has been completed. Details on the new Provincial pilot were not available at that time.

**RECOMMENDATION:**

THAT Council approve the City of Vernon to participate in the new Electric Kick Scooter Pilot from April 5, 2024 to April 5, 2028, as outlined in the memorandum titled “Updates on E-Scooter Pilot”, dated February 13, 2024, and respectfully submitted by the Active Transportation Coordinator;

AND FURTHER, that Council receive for information the final report titled “What We Learned About E-Scooters in Vernon”, as included in Attachment 1.

Respectfully submitted:

Anne Huisken, Active Transportation Coordinator

Attachment 1 – Final Report: What We Learned About E-Scooters in Vernon

Approved for the Agenda by the CAO





WHAT WE  
LEARNED ABOUT  
E-SCOOTERS IN  
VERNON



RESULTS  
FROM THE  
COMMUNITY  
E-SCOOTER  
SURVEY





We would like to acknowledge that the E-scooter Pilot took place within the traditional territory of the syilx people of the Okanagan Nation.

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We want to thank the community members who took the time to complete a survey or talk to us at community events about their experiences with e-scooters. Your input greatly contributed to our report. We value your participation and appreciate your time.



Transportation Department,  
Planning & Community Services  
Email: [transportation@vernon.ca](mailto:transportation@vernon.ca)





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# E-scooters in Vernon

In 2021, Vernon was chosen by the Province of British Columbia, along with five other communities, for a three-year Pilot program focused on exploring the use of e-scooters for transportation. As part of the Pilot, residents in Vernon could purchase and ride their own e-scooters, and the City selected Neuron Mobility to manage a shared e-scooter program.

The City wanted to learn more about the community's experience with e-scooters, from both people who ride e-scooters and those who do not, so a survey was conducted.



## Why use an e-scooter?

- • • helpful for short trips

We asked our community to complete a survey

**1700+**

people took the survey

**554**

have ridden an e-scooter

**54%**

of riders are under 54 years

Overall, people who rode e-scooters held positive views towards

## Climate Action Plan

63% of our greenhouse gas emissions come from vehicles in our community. E-scooters help to achieve our goals in our Climate Action Plan particularly around making active transportation the first choice to move around Vernon.



### We learned that e-scooters:

- help replace some car trips
- encourage others to change their driving habits
- encourage people to take new trips and combine their trips with the bus

## Why use an e-scooter?

- • • getting to work

- • • are safety rules and regulations being followed

- • • e-scooters blocking sidewalks, paths, and driveways

People who did not ride e-scooters were more divided in their opinions. Some non-riders had concerns about the behaviours of some e-scooter users.

## Concerns indicate that it's important to continue to:

- **EDUCATE** both e-scooter users and non-users about rules and regulations of e-scooters

- **INVEST** in active transportation infrastructure, such as multi-use pathways and bike lanes for e-scooter riders, cyclists, and pedestrians

... saw them as a valuable addition to our community.

## Why use an e-scooter?

- • • fun, convenience, and ease of travel

Other areas for **IMPROVEMENT** in shared e-scooter programs include:

- e-scooter parking solutions
- enforcement/compliance of e-scooter rules
- solutions for affordability and accessibility

## Summary

Based on the lessons learned from the pilot program and the feedback received from the survey, the City will create a new application process for future e-scooter vendors.

This new process will help us better address some of the key considerations we learned about.

## Why use an e-scooter?

- • • helpful for people without a car or driver's license



# Introduction

We (the City of Vernon) are one of 12 communities in British Columbia (BC) participating in the Province of BC's (Province) Electric Kick Scooter (e-scooter) Pilot Project (Pilot). We joined the Pilot, because we anticipated that e-scooters may play a role in helping Vernon residents and visitors move around Vernon. We also anticipated e-scooters may reduce transportation-related greenhouse gas emissions (GHGs) by providing people an additional alternative to driving, since vehicles contribute nearly two thirds of the community's GHGs (63%). We also hoped that e-scooters would complement our public transit system (i.e. make it easier to get to and from a bus stop) and support our local economy (i.e. people see more local shops with an easier way to get around town). We recognize that new innovations in transportation modes can impact people in different ways. The Pilot was an opportunity to learn about all these things.



Did you know that e-scooters are permitted to ride on the sidewalk in the City of Vernon? When we became part of the Pilot, Council amended Traffic Bylaw 5600 to include e-scooters. Other than riding on the sidewalk, e-scooters follow the same rules of the road as cyclists.

As part of the Pilot in the City, people can ride an e-scooter around Vernon on either:

- privately owned e-scooters; or
- shared e-scooters through the Neuron Mobility (Vendor) dockless e-scooter share program.

The current Pilot will expire on April 5, 2024. The Province announced on December 4, 2023 that they will extend the Pilot to April 2028. Vernon will continue to participate.

E-scooters are small electric vehicles with a standing platform and handlebars. They must meet criteria defined in the *Motor Vehicle Act* including limitations on how powerful their motor can be and how fast they can go.

E-scooters are sometimes confused with other devices commonly called 'scooters', such as low speed motorcycles, mopeds, or motorized wheelchairs. These vehicles follow different rules and are not a part of this Pilot program. You can learn more about the differences from ICBC.

The e-scooter share program makes e-scooters publicly available to rent on a short-term basis through the Vendor's mobile app. Riders unlock e-scooters with their smartphone, ride them to their destination, and then park them for the next user within a limited service area. The dockless model offers flexibility in terms of pick-up and drop-off compared to a docked system where the rider must return the e-scooter to specific locations.





# Approach to the survey

Between April and June 2023, we reached out to the public to learn about the different ways e-scooters are influencing our community. The public was invited to complete a survey to gather perspectives from both people who use e-scooters (both shared and owned) and people who do not use e-scooters. In the survey, we set out to learn about the following key questions specific to Vernon residents and visitors:

1. What are the experiences of people who ride owned and shared e-scooters?
2. Does allowing e-scooters in our community help achieve our Climate Action Plan targets by helping make active transportation the first choice to move around Vernon?
3. What are the experiences of people who do not ride e-scooters?
4. What are the successes and benefits of e-scooters?
5. What should we do differently in Vernon?

The survey could be completed online on Engage Vernon or in-person. We also met community members at two local events: The Greater Vernon Chamber of Commerce's Community Exposition on April 22, 2023 at Kal Tire Place and the City's Capital Works Open House on May 30, 2023 at the Vernon Recreation Centre. See Appendix 1 for a copy of the survey questions and the results. Questions (Q) referenced throughout this report are located in Appendix 1.

## How we told the public about the survey

To ensure people knew about the survey, we advertised it on the City's Instagram and Facebook pages, Castanet, the Vernon Morning Star (Appendix 2), and on the radio.

When the survey closed in June 2023:

- 3,900 people visited the Engage Vernon Page,
- 1,726 people completed the survey, and
- 275 people talked to us at our events.



**68%**  
had not used an  
e-scooter

**94%**  
e-scooters users  
reported that they used  
shared e-scooters

**85%**  
respondents were  
from Vernon

## Who filled out the survey

### About a third of people who completed the survey had ridden an e-scooter.

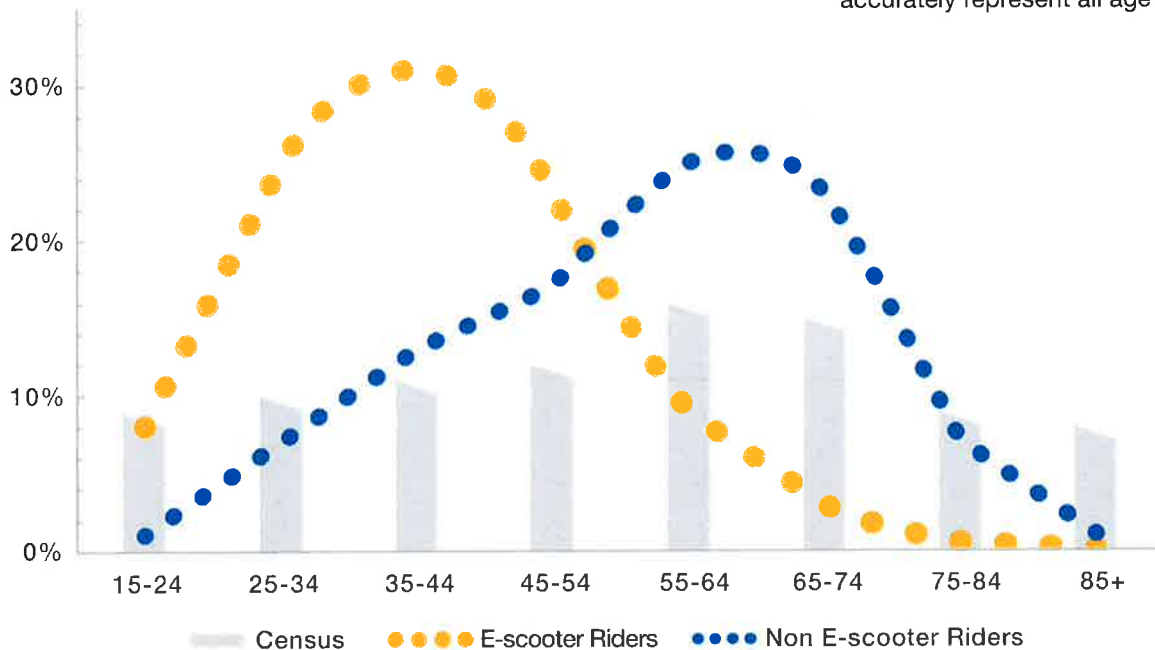
Two thirds of the survey takers (68%) had not used an e-scooter, while one third had (Q 1). Among people who used e-scooters, the majority (94%) reported that they used shared e-scooters, and a small group owned their own e-scooter (6%; Q 2).

### Most survey respondents were from Vernon.

Most of the respondents were from Vernon (85%) and other nearby places (9.5%) like Coldstream, Lumby, Armstrong, and Kelowna (Q 28). A small number of people were from other places in BC and Canada (0.5%) and a few did not say where they were from (5%). The survey results include responses from all locals and visitors to Vernon.

### People who use e-scooters are younger than people who do not use e-scooters.

E-scooter riders tend to be younger than non-riders. Most riders are between 25 and 55 years old, while non-riders are typically between 45 and 74 years old (Q 29). Figure 1 illustrates this age difference compared to 2021 Census data, which provides a comprehensive and accurate reflection of the age distribution in Vernon. Compared to 2021 Census data, the survey e-scooter riders are younger and non e-scooter riders are older. This means the survey may not accurately represent all age groups.



**Figure 1:** Age differences between e-scooter riders and non-riders compared to Census age groups.

# What we learned

## People who ride e-scooters had positive experiences

**People who ride e-scooters use them for short trips. People who own e-scooters use them more often than those who use shared e-scooters.**

Typically, riders used shared and owned e-scooters for short trips, with 81% of them reporting that their rides lasted 20 minutes or less (Q 4). A third of riders reported using e-scooters once or twice in the past year (Q 3). The remainder used e-scooters every few months (21%), a few times a week (14%), and at least once per week (10%). In contrast, Individuals with owned e-scooters use them weekly.

**People ride e-scooters because they are fun, convenient, and easy.**

The most common reasons riders use e-scooters were for fun, convenience, and ease/speed (Q 5). People were less motivated to ride e-scooters for avoiding traffic, saving on parking, helping the environment, and affordability. However, e-scooters can be a more affordable alternative for people who cannot afford a car.

**E-scooters help people connect to important destinations, like work.**

Many e-scooter riders told us shared e-scooters are a convenient way to help them get around the city. Some riders said the shared e-scooters helped them get to work on a daily basis.

"From the time they come back in the spring until they leave in the fall it's my primary transportation."

"As a manager, I LOVE the [shared] e-scooters! ...half my staff use them to get to work! They actually have to reduce their hours in the winter when they have to use the bus to get to work."

For people without a car or who can't drive, e-scooters gave them a new way to move around. One person without a driver's licence said e-scooters gave them more freedom to move through the community.

"The [shared] scooters have been a really great way to gain some independence. My husband drives and is my main source of transportation outside of walking, but he has mobility issues and the scooters have provided us with another avenue for say, a small grocery shop or errand running."

Other people said e-scooters can help people be part of the community even if they can't or don't want to drive. Some riders suggested improvements like lower prices and better parking solutions.

"E-scooters are a fabulous option for people to get around ... in a community like Vernon that is very vehicle centric. They help people participate in community life even if they can't or don't want to drive a car. This includes young people who haven't earned their licence yet, people who can't afford a car and solo folks who need to drop off their vehicle for service etc."



## E-scooters helped make active transportation the first choice to move around Vernon and achieve our Climate Action Plan targets



### E-scooters replace some car trips and encourage some riders to change their driving habits.

71% of riders would have driven their own car or caught a ride as a passenger in a car if e-scooters were not available. By including the other car-based modes of taxi and ride hail service, the percentage rises to 87% (Q 6). This indicates that e-scooters are helping shift people from using cars to active transportation – a major target in the Climate Action Plan and a commitment in the 2023-2026 Council Strategic Plan.

In addition to replacing car trips, e-scooters may also help people who drive reduce their overall car use, potentially leading to giving up their cars entirely (Q 8). Among e-scooter riders, 50% reduced their driving only a little, while 17% drove much less (ranging from half as much to getting rid of their car). A third of e-scooter riders did not change their driving habits.

### E-scooters encourage people to take new trips and combine trips with the bus.

Some riders indicated that they would not have made the trip if an e-scooter was not available (11%; Q 6). This is an indicator that e-scooters offer a new way to get around Vernon that is not otherwise possible. This type of travel, often referred to as discriminatory or trips that the individual does not need to make, are positive for improving social connections and economic activity throughout the community.

E-scooters also encourage more travel via the bus because they make it easier to get to and from the bus stop. The “last mile” connection between a destination and the bus stop is often what determines if the person will make the trip at all, because walking can be time consuming and a barrier for people with mobility limitations. Of the people who completed the survey, 36% indicated that using an e-scooter lead them to use public transit more, 42% reported no change, and 22% were not sure (Q 7). Increasing bus ridership is a co-benefit of the e-scooter program and critical to achieving the City’s climate action targets.

## Non-riders had mixed experiences with concerns about rider behaviour

People who do not ride e-scooters regularly see the shared e-scooters around the city.

Most non-riders said they see e-scooters every day or a few times a week (97%), usually on the sidewalk and the street (Q 17-18). This demonstrates a clear increase in the awareness of active transportation options in the city.

In the open-ended response, non-riders also said they see e-scooters in other locations, including lawns, roads, and parking lots. They reported that e-scooters sometimes block paths and driveways, indicating a need for better e-scooter parking practices.

### Some non-riders have experienced conflicts with e-scooters.

The most common issues were e-scooters blocking the way or causing a near miss (Q 21). Some people who do not ride e-scooters, especially seniors or those with trouble moving around, mentioned concerns about sharing the sidewalk with e-scooter riders. They said sometimes they don't hear the e-scooters coming, and it's hard for them to move out of the way quickly. This may indicate a need to improve education on using the bell supplied on shared e-scooters.

### Non-riders are worried that riders are not following the local bylaws and provincial regulations.


Non-riders were specifically concerned about people not wearing helmets, doubling up on e-scooters (i.e. two people on one e-scooter), being underage, and riding on sidewalks and roadways. It is important to note that e-scooters are permitted on sidewalks and roadways.

Some people also perceived that there is not enough law enforcement to ensure that e-scooter riders follow the rules.

"As a senior who mainly walks on multi use paths I am often startled by scooters who fly by with no warning that they are behind and plan to pass, it would be easy to accidentally step in their path..."

**99%**  
non-riders see  
e-scooters every day or  
a few times a week





"I see double riders frequently and they are rarely wearing helmets. On shared trails and sidewalks, they go very fast and do not slow down or yield to walkers. Often the riders do not appear to be old enough... The rules need to be enforced."

"I'd fully support e-scooters if the riders would ride responsibly and obey the rules."

## The Pilot had several successes

The most effective way to communicate e-scooter rules is through the shared program for riders and through local news for non-riders.

As new modes of active transportation are introduced into our community, it is important to raise awareness of both the provincial legislation outlined in the Motor Vehicle Act and local bylaws. Throughout the Pilot, the City and Vendor both shared information and held educational events to increase awareness on the rules and how to use e-scooters safely.

People who rode e-scooters learned about the rules through the Vendor's app, messaging located on the shared e-scooters, and via social media (Q 24). Many non-riders reported that they did not see information about e-scooter rules. Those that did see information about e-scooter rules found their information through local news channels, on the City of Vernon website, talking to others, and social media (Q 24). Further, e-scooter riders are more aware of the local bylaws and provincial regulations than non-riders (Q 25).



**Self-reported injuries involving e-scooters are low. Most injuries reported are minor and did not require a visit to the doctor.**

Out of 554 riders, there were 49 reported injuries (9%; Q 13). 37 of these people reported only minor injuries that did not need medical attention, nine had moderate injuries but were sent home from the hospital, and three had severe injuries that needed a hospital stay (Q 14). Younger riders (15-34 years) were more likely to report an injury compared to older riders (35 and older).

Out of 1172 non-riders, 27 reported that they were hurt because of an e-scooter (2%). 19 of these people had a minor injury that did not need a doctor, six had a moderate injury but were sent home from the hospital, and two had a severe injury that needed a hospital stay.

No other details were collected regarding the circumstances of the injuries (e.g. how they happened, who was involved, the extent of the injuries).

E-scooter injury data was not available from Interior Health in the Vernon region due to resourcing and their current system limitations. However, it is expected there will be a province-wide update to start collecting this information moving forward. At that time, more details will be available to assess e-scooter injury trends.



90%

E-scooter riders believe e-scooters have a positive impact on Vernon

## There were several suggestions to improve the Pilot

People who use e-scooters find it important to have access to an active transportation network, such as multi-use pathways, bike lanes, and sidewalks, because they prefer not to share their travel space with cars.

E-scooter riders were most comfortable on multi-use pathways, bike lanes, and sidewalks and preferred not to ride their e-scooter on roadways with vehicle traffic (Figure 2; Q 12).



Figure 2: E-scooter riders' perceived comfort riding on different types of city infrastructure.

## People who ride e-scooters think they're good for the community, but some non-riders disagree.

Most of the e-scooter riders expressed positive opinions about e-scooters, while non-riders were less optimistic (Q 26-27). Few respondents gave neutral responses.

E-scooter riders believe e-scooters have a positive impact on Vernon (90%) and there is enough safe infrastructure (70%). Most riders also think other riders are considerate (80%). They feel e-scooters are safe for both riders (84%) and other people (83%). Additionally, a majority want shared e-scooters to continue as an option (93%) and think people in Vernon should be allowed to own their own e-scooters (94%).

Close to half of non-riders agree that e-scooters have a positive impact (49%) and that there's enough safe infrastructure (47%). A smaller percentage believe most riders are considerate (34%) or that e-scooters are parked considerately (28%). Few agree that considerate riding and parking is improving over time (27%). In terms of safety, 33% think e-scooters are safe for the riders, while only 27% believe they are safe for other people. Opinions are divided on whether shared e-scooters should continue to be an option (47%) and whether people in Vernon should be allowed to own and ride their own e-scooters (66%).

In the written answers, some riders stated that it was important for the City to keep building multi-use pathways and bike lanes to create a bigger network. This feedback supports the Climate Action Plan and Council Strategic Plan commitments to prioritize active transportation investments.

"I would love to see Vernon keep investing in more bike lanes or wider sidewalks. The easier it is to get around Vernon without a car the more and more people will. I believe the future is not in cars but in alternate modes of transportation."

88%

Most e-scooter riders were aware of the rule

83%

People who have their own e-scooters are more likely to use a helmet

Although most e-scooter riders are aware that they are required to wear a helmet, only a third of people who use the shared e-scooters regularly wear the helmets provided by the Vendor.

In British Columbia, it is the law for e-scooter riders to wear helmets. Most e-scooter riders (88%) said they were aware of the rule (Q 25). However, only 57% of all e-scooter riders said they always wear a helmet, and only one third of shared e-scooter riders use the helmets provided by the Vendor (Q 9-10).

For people using shared e-scooters, about one-third said they always use the helmet provided, and 16% said they use it sometimes. Some people indicated they won't use the shared helmets because they worry about them being dirty or just don't like wearing them (i.e. uncomfortable, unfashionable). Sometimes, the helmets are not available or broken. Some riders bring their own helmets instead.

People who have their own e-scooters are more likely to use a helmet (83%), and older riders are more likely to wear one compared to younger riders.

Ensuring compliance to the e-scooter rules and regulations are limited because of staffing, resourcing and competing priorities for both RCMP and local Bylaw Compliance.

People who do not ride e-scooters shared their frustration about not everyone following the rules while riding them. They've called for stricter enforcement of the rules. RCMP enforcement and Bylaw Compliance during the Pilot has been a challenge because of available staff, resources, and other pressing matters. Only the RCMP can enforce on moving violations, such as double riding and helmet use. Local Bylaw Enforcement can only address violations when riders are stopped, such as parking issues.

These difficulties in enforcement highlight the importance of spreading awareness about safety regulations among e-scooter riders. It also underscores the need to collaborate with the local Vendor to implement more effective strategies or technology for ensuring shared e-scooters are parked correctly.



To ensure safety and compliance to the Provincial helmet law, all shared e-scooters supply a helmet. When someone starts a trip on an e-scooter, they are reminded to wear it through the app and receive a voice prompt on the e-scooter.



# Conclusions

The findings from the survey offer perspectives on the community’s sentiments, experiences, and opinions of e-scooters. We gathered insights from 554 e-scooters riders and 1172 non-riders.

The comments from e-scooter riders generally express positive opinions about e-scooters in the City of Vernon. Many people find them convenient, fun, and a helpful mode of transportation, especially for those without a driver’s licence or for quick errands. Some suggest improvements for a shared e-scooter program like lower prices.

Most riders and non-riders, support continuing to allow privately owned e-scooters to operate in Vernon. There was more concern voiced among non-riders regarding the continuation of the shared e-scooter program, with some suggesting improvement like better parking solutions, education and awareness, and enforcement. Overall, there is a strong desire to continue the e-scooter program in Vernon.

As we move forward, it is crucial to address concerns raised by both e-scooter riders and non-riders to ensure a safe and inclusive environment for all members of our community. While some appreciate the convenience and benefits of e-scooters, concerns about safety, rule compliance, and their impact on the community have been voiced. These apprehensions highlight areas that have the potential to be addressed through a future application program.



The E-scooter Pilot is being extended for an additional four-year term, starting April 5, 2024. The City of Vernon will continue to participate in the Pilot.



# Appendix 1

SURVEY AND RESULTS

# Appendix 2

SURVEY ADVERTISEMENTS



# Appendix 1

## 2023 Electric Kick Scooter Community Survey

**Whether you have used an e-scooter or not, we want to hear from you!** Your feedback will be used to understand how the Electric Kick Scooter Pilot Program is working and how it can best serve our community and help inform future provincial e-scooter regulations.

Note: Responses to this survey are anonymous and no personally identifiable information is captured unless you voluntarily offer personal or contact information in the comment fields.

### Section 1: Ridership

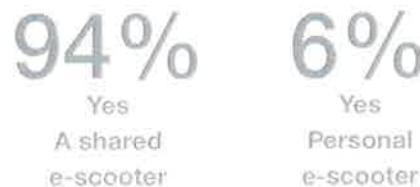
1. In the last year, have you used an e-scooter in Vernon?



Percentages are based on 1726 responses; 554 people had indicated that they ridden e-scooters in the last year and 1172 people indicated that they had not.

If you answered YES to question 1, please answer questions 2-16.  
If you answered NO, please skip ahead to Section 2 "Non-Users".

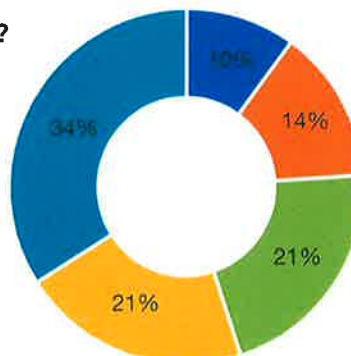
2. In the last year, what kind of e-scooter did you ride?



Percentages are based on 550 responses. We removed four people from the sample who indicated "other" and no responses were provided in the open-ended option. One responded said they used a rental e-scooter that was not provided by the vendor, this response was merged into the category "a shared or rental e-scooter".

3. In the last year, how often did you use an e-scooter?

- At least once per week
- A few times per week (3-5 times)
- Several times per month (4-8 times)
- Every few months
- I tried it once or twice
- Unsure

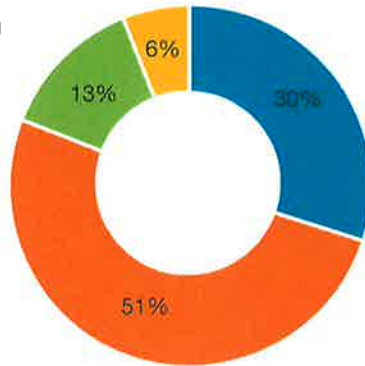


Percentages are based on 554 responses to the question "In the last year how often did you use an e-scooter".  
Percentages may not add up to 100% due to rounding.

## Section 1: Ridership

### 4. Generally speaking, how long are your e-scooter rides?

- Under 10 minutes
- 10-20 minutes
- 20-30 minutes
- Over 30 minutes



### 5. Generally speaking, why did you use an e-scooter instead of another mode of transportation?

	Selected	Not Selected
Most fun option	44%	56%
Most convenient option	35%	65%
Easiest/Fastest	32%	68%
Affordable	15%	85%
To help the environment and/or air quality	14%	86%
Avoid having to find parking/pay for parking at my destination	13.5%	86.5%
Other	9%	91%
Avoid traffic	3%	97%

Survey respondents were asked to select their top two answers. Percentages are based on 916 multiple responses and therefore column percentages exceed 100%.

## Section 1: Ridership

### 6. If you did not have access to an e-scooter, how would you have traveled to your destination?

Mode of Travel	Percent of Survey Takers		
	All Riders	Shared e-scooter riders (94%)	Owned e-scooter riders (6%)
Private vehicle as a driver (car, truck, motorcycle, van)	56%	55%	71%
Walking (incl. jogging)	39.5%	41%	16%
Taxi, ride hail (e.g. Uride)	16%	11%	7%
Private vehicle as a passenger (car, truck, motorcycle, van)	15%	16%	7%
Would not have taken the trip	11%	7%	22%
Bicycle (including electric devices or shared devices)	9%	5%	16%
Public Transit	8.5%	8%	13%
Small wheel transport (e.g. skateboard, roller-blades, scooter, longboard)	1%	1%	0%
Multi-modal (e.g. more than one way to complete commute such as a combination of walking and transit)	1%	1%	0%
Other	1%	1%	0%
Mobility aid	0.5%	0.5%	0%

Survey respondents were asked to select their top two answers. Percentages are based on 879 multiple responses and therefore column percentages exceed 100%.

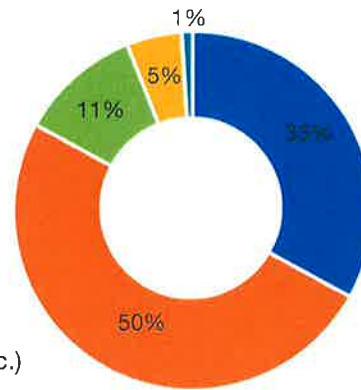
### 7. Does having access to an e-scooter make you more likely to use public transit?



## Section 1: Ridership

8. In the last year, have you reduced the amount of driving you do as a result of riding an e-scooter?

- Not at all
- Only a little
- Around half as much
- I rarely drive now
- I got rid of my car
- I don't drive anymore
- Not applicable (I do not have a driver's licence/car/etc.)



We removed 47 people from this sample who had did not have a driver licence or a car, therefore percentages are based on 507 responses.

9. When you ride an e-scooter do you wear a helmet?



If you've ridden a Neuron e-scooter, please answer question 13 and 14. If you have **NOT** ridden a Neuron e-scooter, please skip to Q10 and 11.

10. If you've ridden a Neuron e-scooter, have you used the shared helmet that Neuron provides for each e-scooter?



Percentages are based on 554 responses. We removed eight people from this sample who had skipped the question, therefore percentages are based on 546 responses.



## Section 1: Ridership

11. If **SOMETIMES** or **NEVER**, what are the reasons you do not wear a shared helmet on a Neuron e-scooter?

	Yes	No
Hygiene	55%	45%
Don't want to	15%	85%
Fit	6%	94%
Helmet are in poor condition	6%	94%
Other	6%	94%
Style	3%	97%

We removed eight people from this sample who had skipped the question, therefore percentages are based on 546 responses.

12. **Where do you feel most comfortable riding an e-scooter?** Please rank the options below from 1-5, with (1) being least comfortable and (5) being most comfortable.



13. **Have you injured yourself while riding your e-scooter?**

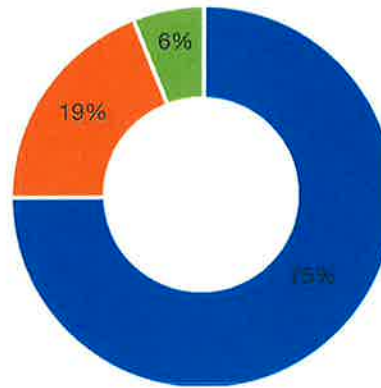
Percentages are based on 554 responses.



## Section 1: Ridership

### 14. If YES, how severe was your injury?

- Minor (i.e. did not require medical attention from a healthcare professional)
- Moderate (i.e. required a visit to an emergency department or urgent care clinic but was discharged)
- Severe (i.e. required a hospital stay)



You've completed Section 1. Please Proceed to Section 3: Education and Awareness (Q23).

## Section 2: Non-Users

### 15. How do you normally travel to your destinations in Vernon?

Mode of Travel	Percentage of survey takers
Private vehicle as driver (car, truck, motorcycle, van)	89%
Walking (incl. jogging, mobility aid)	38%
Private vehicle as passenger (car, truck, motorcycle, van)	18%
Bicycle (including e-bikes or shared e-bikes)	13%
Public transit	4%
Mobility aid	1%
Taxi, ride-hail (e.g. Uride)	1%
Other	1%
Small wheeled transport (e.g. skateboard, roller-blades, scooter, longboard)	0.5%
Multi-modal (e.g. more than one way to complete commute such as a combination of walking and transit)	0.5%

Survey respondents were asked to select their top two answers. Percentages are based on 1937 responses and therefore column percentages exceed 100%.

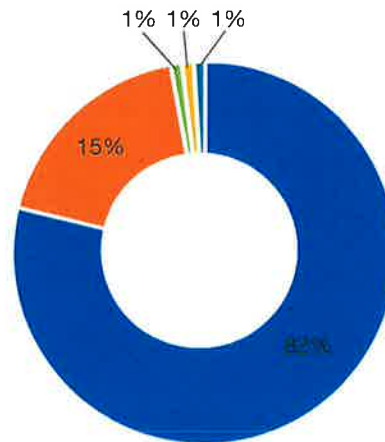
### 16. In the last year, have you seen people riding e-scooters in Vernon?



## Section 2: Non-Users

17. If YES, In the last year, how often have you come across e-scooters in Vernon?

- Almost every day
- A few times per week
- A few times per month
- Only a few times in the last year
- Unsure



Percentages are based on 1164 responses, from people who did not ride e-scooters in the past year, as we removed eight people who indicated they had not seen people riding e-scooters in the last year.

18. Where have you encountered e-scooters in Vernon?

	Seen e-scooters	Have not seen e-scooters
On the sidewalk	94%	6%
In the bike lanes	69%	31%
On multi-use paths	58%	42%
On street	80%	20%
On park trails	23%	77%
Other	11%	89%

Percentages are based on 1164 responses, from people who did not ride e-scooters in the past year, as we removed eight people who indicated they had not seen people riding e-scooters in the last year.

19. Have you come into conflict with an e-scooter?

## Section 2: Non-Users

19. Have you come into conflict with an e-scooter?

40%  
Yes

60%  
No

20. If YES, what was the nature of the conflict?

	Have experienced this conflict	Have not experienced this conflict
E-scooters were blocking or impeding path	30%	70%
I had a close call	23%	77%
My conflict resulted in a minor injury (i.e. did not require medical attention from a healthcare professional)	2%	98%
My conflict resulted in a moderate injury (i.e. required a visit to an emergency department or urgent care clinic but was discharged)	0.5%	99.5%
My conflict resulted in a severe injury (i.e. required a hospital stay)	0.2%	99.8%
Other	6%	94%

Percentages are based on 1164 responses, from people who did not ride e-scooters in the past year, as we removed eight people who indicated they had not seen people riding e-scooters in the last year.

## Section 2: Non-Users

21. Have you wanted to try riding an e-scooter?



22. What stops you from trying to ride an e-scooter?

	Selected	Not Selected
No access to an e-scooter	1%	99%
Too expensive (purchase or rental)	5%	95%
I don't have a credit card	1%	99%
I don't have a smart phone	2%	98%
E-scooters seem unsafe	2%	98%
E-scooters are missing features I would like (e.g. basket, seat)	2%	98%
I have a disability that makes it hard to ride an e-scooter	4%	96%
I am not interested	1%	99%
Other	18%	82%

Percentages are based on 1164 responses. We removed eight people who indicated they had not seen people riding e-scooters in the last year.

.....  
 You've completed Section 2. Please Proceed to Section 3: Education and Awareness (Q24)  
 .....



### Section 3: Education and Awareness (E-scooter users and nonusers)

These questions will help us understand how well we have communicated the rules of the road for e-scooters.

#### 23. Whether or not you have ridden an e-scooter, where have you seen information about the rules for e-scooters in Vernon?

	All		People who ride e-scooters		People who have not ridden e-scooters	
	Seen it	Have not seen it	Seen it	Have not seen it	Seen it	Have not seen it
<b>Vendor</b>						
In the Neuron app	68%	32%	82%	18%	8%	92%
On the scooters themselves	20%	80%	42%	58%	10%	90%
Neuron website	9%	91%	17%	83%	5%	95%
At ScootSafe events hosted by Neuron	4%	96%	9%	91%	1%	99%
I spoke to a Neuron staff person	3%	97%	4%	96%	2%	98%
<b>City Information</b>						
City of Vernon website	15%	85%	15%	85%	16%	84%
I spoke to a City staff person	1%	99%	1%	99%	1.5%	98.5%
<b>Media</b>						
Local news	20.5%	79.5%	13%	87%	24%	76%
Social media	16%	84%	19%	81%	15%	85%
<b>Other</b>						
Word of mouth	17%	83%	19%	81%	16%	84%
Brochure	3%	97%	3%	97%	3%	97%

Percentages are based on 1727 responses.

### Section 3: Education and Awareness (E-scooter users and nonusers)

24. Let us know about your knowledge of current e-scooter regulations with the following statements:

All	People who ride e-scooters		People who have not ridden e-scooters			
	Aware	Unaware	Aware	Unaware		
Did you know that it is mandatory to wear a helmet while riding an e-scooter? (Based on 1662 answers)	86%	14%	88%	12%	85.5%	14.5%
Were you aware that e-scooters may be ridden on roads and in bike lanes while following the same rules of the road as a cyclist? (Based on 1587 answers)	80%	20%	93%	7%	74%	26%
Were you aware that e-scooters may be ridden on sidewalks, but riders need to slow down near pedestrians and yield to pedestrians? (Based on 1562 answers)	66%	34%	87%	13%	55%	45%
Did you know that it is illegal to ride double or carry a passenger on an e-scooter? (Based on 1647 answers)	73%	27%	78%	22%	71%	29%
Did you know that you must be at least 16 years old to ride an e-scooter? (Based on 1649 answers)	68%	32%	80%	20%	62%	38%

Sample sizes in each question vary because we excluded responses from people who indicated that they were “unsure”. Percentages may not add up to 100% due to rounding.

## Section 4: Perceptions (E-scooter users and non-users)

These questions will help us understand whether or not people feel e-scooters are having a positive impact on our community and why.

### 25. In your opinion, what are the benefits of e-scooters in Vernon?

	All		People who ride e-scooters		People who have not ridden e-scooters	
	Yes	No	Yes	No	Yes	No
They are a convenient way to get around	76%	24%	89.5%	10.5%	69%	31%
They reduce greenhouse gas emissions	53%	47%	62.5%	37.5%	48%	52%
They make the city more lively	40%	60%	67%	33%	28%	72%
They are an affordable way to get around	50%	50%	62%	38%	44%	56%
They are good for the economy	26%	74%	40%	60%	19.5%	80.5%
They help connect people to transit	33%	66%	46%	54%	28%	72%
They are fun to ride	50%	50%	82%	18%	36%	64%
They make it easier to get around on the hills	33%	66%	46%	54%	28%	72%
There are <b>no</b> benefits to electric kick scooters	15%	85%	3%	96%	20%	80%

Percentages are based on 1726 responses. Percentages may not add up to 100% due to rounding.

## Section 4: Perceptions (E-scooter users and non-users)

26. Let us know how much you agree or disagree with the following statements:

	All (1471)			People who ride e-scooters (470)			People who have not ridden e-scooters (1001)		
	Agree	Neutral	Disagree	Agree	Neutral	Disagree	Agree	Neutral	Disagree
E-scooters have had a positive impact on Vernon	62%	12%	26%	90%	6%	4%	49%	15%	36%
There is enough infrastructure (like bike lanes, multi-use paths, sidewalks, and roads) to ride e-scooters safely	54%	13%	32%	70%	10%	20%	47%	15%	38%
Most people ride e-scooters in a considerate way	48.5%	12%	39%	80%	10%	10%	34%	13%	53%
E-scooters are mostly parked in a considerate way	40%	12%	48%	65%	15.5%	19%	28%	10%	62%
Considerate riding and parking of e-scooters is improving over time	42%	20.5%	38%	73%	17%	10%	27%	22%	51%
E-scooters are safe for the people riding them	49%	19%	31.5%	84%	9%	7%	33%	24%	43%
E-scooters are safe for other people	45%	20%	35%	83%	11%	7%	27%	24%	49%
I want shared e-scooters to continue to be an option in Vernon	61%	11%	28%	93%	3%	4.5%	47%	15%	38%
People in Vernon should be able to own and ride their own e-scooters	75%	16%	9%	94%	4.5%	2%	66%	21%	13%

Percentages are based on 1471 responses; 256 responses were excluded from people who live outside of the City of Vernon. Percentages may not add up to 100% due to rounding. Merged answer categories "Strongly Agree" and "Agree" to create "Agree" and "Strongly Disagree" and "Disagree" to create "Disagree".



## Section 5: Perspectives (E-scooter users and non-users)

We are asking these questions to better understand how e-scooters are impacting different members of our community.

### 27. Do you live in the City of Vernon?

	All Survey Takers	People who ride e-scooters	People who do not ride e-scooters
Live in the City of Vernon	85%	85%	86%
Elsewhere in the Okanagan	9.5%	8%	9%
Elsewhere in British Columbia	0.5%	1%	0%
Elsewhere in Canada	0%	0.5%	0%
Outside of Canada	0%	0%	0%
I'd prefer not to say	5%	6%	5%

Percentages are based on 1726 responses.

### 28. What is your age group?

	All Survey Takers	People who ride e-scooters	People who do not ride e-scooters
15-24	3%	8%	1%
25-34	13%	25%	7%
35-44	19%	31%	13%
45-54	19%	23%	17%
55-64	20%	9%	25%
65-74	17%	3%	23%
75-84	5%	0.5%	7%
85+	0.5%	0%	1%
I'd prefer not to say	4%	2%	6%

Percentages are based on 1726 responses. Percentages may not add up to 100% due to rounding.

## Section 5: Perspectives (E-scooter users and non-users)

### 29. Which gender do you most identify with?

	All Survey Takers	People who ride e-scooters	People who do not ride e-scooters
Woman	50.5%	50%	51%
Man	40.5%	43%	40%
Gender fluid	0.5%	0.5%	0.5%
Non-binary	1%	1.5%	0.5%
Trans woman	0.5%	0.5%	0.2%
Trans man	0.1%	0.1%	0.1%
Two-spirit	0.1%	0.5%	0%
I prefer not to say	7%	3%	9%
Another gender identity not listed	0.5%	1%	0.5%

Percentages are based on 1726 responses. Percentages may not add up to 100% due to rounding.

### 30. What is your highest level of education?

	All Survey Takers	People who ride e-scooters	People who do not ride e-scooters
No certificate, diploma, or degree	1%	2%	1%
High (secondary) school diploma or equivalent certificate	16%	17%	16%
Non-apprenticeship trades certificate or diploma	4%	4%	4%
Apprenticeship certificate	5%	5%	5%
College diploma or certificate	34%	36%	32%
Bachelor's degree	19%	19%	19%
Graduate degree	12%	11%	12%
I prefer not to say	9%	6%	11%

Percentages are based on 1726 responses. Percentages may not add up to 100% due to rounding.

## Section 5: Perspectives (E-scooter users and non-users)

### 31. What is your household composition?

	All Survey Takers	People who ride e-scooters	People who do not ride e-scooters
Single Adult	14%	13%	15%
Single Adult with 1 or more kids under 18 years of age	3%	7%	2%
Two or more adults	50%	38%	56%
Two or more adults with 1 or more kids under 18 years of age	23%	33%	18%
Other	9%	8%	9%
I'd prefer not to say	1%	1%	1%

Percentages are based on 1726 responses. Percentages may not add up to 100% due to rounding.

### 32. What is your annual household income before taxes?

	All Survey Takers	People who ride e-scooters	People who do not ride e-scooters
Under \$30,000	4%	5%	4%
\$30,000 - \$50,000	9%	11%	9%
\$50,000 - \$80,000	13.5%	15%	12%
\$80,000 - \$125,000	18.5%	22%	16.5%
More than \$125,000	21.5%	27%	19%
I am not sure	1.5%	2%	1%
I prefer not to say	32%	18%	38.5%

Percentages are based on 1726 responses. Percentages may not add up to 100% due to rounding.



## Section 5: Perspectives (E-scooter users and non-users)

### 33. Do you personally identify as belonging to any of the following groups?

	All Survey Takers	People who ride e-scooters	People who do not ride e-scooters
Indigenous (First Nation, Metis, or Inuk/Inuit)	6%	10%	4%
LGBTQIA2S+	5%	9%	3%
Youth	1%	3%	0.3%
Visible minority	3%	4%	3%
Live with a visible or invisible disability	9%	8%	11%
Experience housing insecurity or homelessness	2%	3%	1%
Experience mental health or mental illness	7%	13%	5%
Experience with substance use	2%	4%	1%
Belong to an excluded socio-economic group	1%	1%	1%
Not applicable	49%	43%	52%
I prefer not to say	16%	12%	18%
Other	2%	2%	2%

Survey respondents could select multiple answers. Percentages are based on 1732 responses and therefore column percentages exceed 100%.

### 34. Please share any other comments or feedback you have about e-scooters. (DATA NOT SHOWN)

**END OF SURVEY. Thank you for your feedback.**

Please return a scanned version this form by email to [transportation@vernon.ca](mailto:transportation@vernon.ca) or in person to the Community Services Building located 3001 32 Avenue, Vernon, BC. Our offices are open Monday to Friday from 8:30am-4:30pm.

# Appendix 2

## Survey Advertisements

### Social Media Advertisements



## Newspaper Advertisements

### Hey Vernon, what *do you think* about the e-scooters?


We want to hear from you. Here is how you can share your feedback:

- ☑ Complete a survey by **June 15, 2023**. Visit [www.engagevernon.ca/escooter](http://www.engagevernon.ca/escooter) or scan the QR code
- ☑ Find City staff in-person at various community events throughout May and June. Locations are published on the Engage Vernon page and on the City's social media channels (Facebook and Instagram: @cityofvernon).
- ☑ A paper copy of the survey can be printed on request. Residents can email [ahuisken@vernon.ca](mailto:ahuisken@vernon.ca) or call 250-550-7831 to have a survey printed.








## Castanet Advertisements




### Hey Vernon, what *do you think* about the e-scooters?




Complete your survey by **June 15, 2023**





### Hey Vernon, what *do you think* about the e-scooters?

Click to complete a survey by **June 15, 2023**



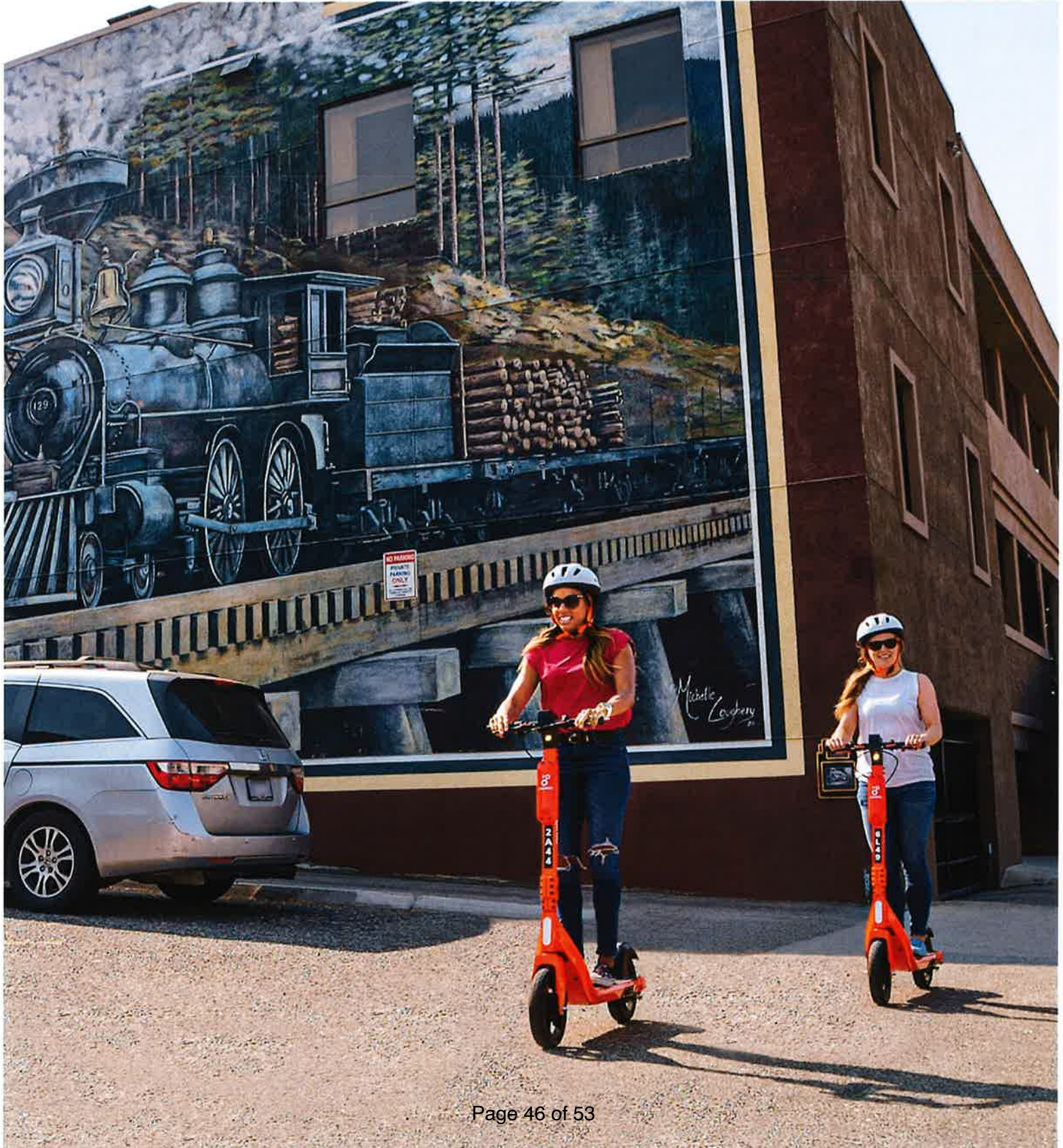












Salmon Valley Agricultural Representatives  
C/O Scott Syme & Michael Schroeder  
Salmon Arm, BC

January 6, 2024

Salmon Arm Mayor and Council  
City Hall  
500 2<sup>nd</sup> Ave NE  
Salmon Arm, BC

To: Salmon Arm City Council

**Subject: Active Transportation from Agriculture's Perspective**

This letter is to follow up the agriculture input sessions hosted by OCP Planning City Staff and the Salmon Arm Agricultural Producer Group at the Mt. Ida Hall on June 20, 2024, and November 20, 2024.

**Background**

Mike Schroeder and I have taken the initiative to form a producer's group to represent commercial agricultural producers in Salmon Arm. We both operate commercial farms in the Salmon Valley. Mike and his family operate Lakeland Farms and Lakeland Feeds; two operations that encompass certified organic egg, grain, and livestock feed production. My wife and I operate Torphichen Farms: an organic dairy; in addition to Syme Structural Engineering. Mike and I are both members of the Ag Advisory Committee. With this producer group we're looking to bring value to agriculture in the region through advocacy, infrastructure projects and group purchases. The group's direction and formation are still in its infancy, but in the short term we've been focussing on the Official Community Planning (OCP) process. We've brought the agriculture community together in June 2024 for a producers OCP input session. The second input session on the Draft OCP occurred the week of Nov 20th. City staff has been accommodating and producer engagement has been excellent. We are encouraged by the permissive nature of the process and the language adopted in the recent OCP drafts specific to agriculture; however, the current Active Transportation Network Plan (ATNP) has caused a great deal of concern with rural and agricultural residents. As we continue to work on creating a formal producer group, we feel it is important to address this issue now.

It is obvious that active transportation is in the best interest of the community. The OCP surveys have indicated a high value of support by community members. A strong active transportation infrastructure improves a community through health outcomes, entertainment and outdoor connection. However, it's our opinion that the proposed active transportation route through agriculture zones, in combination with the "developer pays" model for rural areas has not been well conceived.



### **Counter to the CSA's 2012 OCP and 2024/2025 OCP Draft**

The City of Salmon Arm has committed to support agricultural production for a variety of reasons in both the 2012 OCP and the 2025 Draft OCP. The biggest threat to food production and food security continues to be the loss of agricultural land. The proposed long term active transportation corridor through the Salmon Valley will require an expansion of the existing road and utility corridor. This project will take agriculture land. A 15' wide path, 5.5 miles long (Salmon Arm West School to Branchflower Road) equates to 10 acres. 10 acres of land can grow the following annually:

- 60 tons of forages that can equate to 96 000l of milk or 4000 lbs of butter.
- 25 tonnes of wheat equating to 15 000 dozen eggs or 45 000 loaves of bread.
- 200 tons of potatoes
- 380 bins of apples
- 150 000 ears of sweet corn

### **Cost**

It's our opinion that the "developer pays" cost structure outlined in the City's Develop Services By-law is not compatible for rural holdings with large frontages. Landowners are being asked to pay for active transportation improvements on a frontage basis when initiating a building permit. Some farm frontages are measured in kilometers. This can result in active transportation development service charges exceeding \$400 000. It's our opinion that the active transportation corridors proposed for rural areas are predominantly recreational with little benefit to agriculture. We do not feel this is equitable.

Further to development services charges, the cost of such a project through the Salmon Valley will be enormous. The existing elevated roadway, utilities and ditch network highly complicate any further expansion. The acquisition of a larger road allowance will require purchasing significant quantities of land from multiple landowners.

### **Road Safety and Conflict**

Agricultural zones are work zones. Farm equipment is big, heavy and wide. Navigating large farm vehicles among other road users creates safety concerns for producers, motorists and ATN users. As a recreational pathway, this is further urban encroachment into agriculture areas. Corridors through agriculture zones will require effective buffering to prevent spread of invasive weeds, pet harassment of livestock, trespass, vandalism and crop damage. Regardless of buffering ATN users will be exposed to noise, dust, spray activity, machinery, livestock and chemicals.

### Consultation

We believe that the current ATN Plan lacks consultation with the agricultural community. 38% of the City's land falls within the ALR. The ATN Plan proposes approximately 30km of corridors through the ALR. Although the 2012 Agriculture Area Plan was not adopted by council, it highlighted that traffic affects agriculture and that the agriculture community should be consulted in the long-term transportation planning.

### An Alternative Solution and Specific Requests

Let's keep agriculture and recreation separate. This will balance community goals in Active Transportation, safeguard agriculture production, and benefit road safety. It's our opinion that the City should pursue a corridor elevated from the valley floor on the foothills of either Mt. Ida or Fly Hills. This option has benefits beyond active transportation and agriculture. Further to active transportation, an elevated corridor could serve as a rapid response route for forest fires or encourage tourism with vista's rivaling the Kettle Valley.

With regards to develop service charges, we understand that the council has been supporting variance applications, but we're asking for certainty through a bylaw amendment.

We're asking that council put forward the following motions to City staff to act on:

1. Amend the current cost structure and service levels designated in the Subdivision and Development Services Bylaw (SDSB) to omit cost charge requirements for sidewalks/multi-use paths/bike lanes for rural areas.
2. Revise the current long-term active transportation route from the Salmon Valley floor to an alternative pathway on crown land.
3. Provide language in the current OCP to discourage the planning of future recreational infrastructure within agriculture zones.
4. Update and adopt an Agriculture Area Plan as put forward in 2004.

Regards,



Scott Syme, P.Eng, BASc  
Torphichen Farms Ltd.



Mike Schroeder  
Lakeland Farms Inc.  
Lakeland Feeds Inc.



## INFORMATION ONLY

To: Mayor & Members of Council

Title: Manager of Planning and Building and City Engineer – Active Transportation Requirements in Rural Areas

Date: February 24, 2025

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### **Background:**

At the January 13, 2025 Regular Council Meeting a letter authored by Scott Syme and Mike Schroeder was presented that outlined concerns with the identification of Active Transportation Routes in the rural areas and the negative impacts of infrastructure development and public use within agricultural and rural areas.

To summarize, the authors cite that frontage requirements at the time of development are particularly onerous for owners of agricultural land. Frontage requirements, in some areas, include road dedication, multi-use path and/or bike lane design and construction, road widening and ditching. As noted in the correspondence, these requirements compounded by the length of frontage typical for agricultural properties and the area necessary to complete the improvements removes that land(s) from agricultural productivity.

Staff recognize that the scale of development in rural areas is typically limited to the construction of a single-family dwelling or an accessory dwelling. In some instances, the estimated cost of the frontage improvements is appreciably more than the estimated cost of the development. Furthermore, in some areas the existing road right of way is narrow and in combination with required ditching the required area of road dedication can be substantial. Additionally, due to legislative amendments in 2019, road dedication and construction of infrastructure through land within the Agricultural Land Reserve (ALR) requires the separate approval of the Agricultural Land Commission (ALC). Therefore, there may be situations in which the landowner seeks to complete the requirements of the bylaw, but the road dedication and/or infrastructure construction are not approved by the ALC.

Owners may apply for a Development Variance Permit to request that Council waive all or some of the servicing requirements of the bylaw.

Staff note that from 2020 to 2024 there have been eight (8) servicing variances to address waiving all or some of the servicing requirements in rural areas or areas outside of the Urban Containment Boundary. Of these variance requests Council waived most if not all of the requirements.

Staff also note that in the Active Transportation Network Plan (ATN Plan) endorsed by Council in 2022, multi-use paths and/or bike lanes were identified along major streets in the Gleneden, Salmon Valley and North Broadview areas as desired bike routes. The ATN Plan also prioritized

routes in the community and highlighted major project priorities within a ten (10) year timeframe (refer to attachments). It is worthwhile to note that very few of the priority projects are located in the rural areas. In implementing the ATN Plan, the mechanism to see non-priority routes develop is through development triggered frontage improvements. The Subdivision and Development Servicing Bylaw (SDSB) was amended to include widened shoulders on rural roads as opposed to offset multi-use paths. The ATN Plan recommended a study be completed to determine appropriate AT facility types on various roadway types which may result in recommend changes to the SDSB. This study is anticipated to be completed in 2026.

Given the correspondence and information above, should Council wish to consider amendments to the Subdivision and Development Servicing Bylaw No. 4293, below is a summary of amendments that could be considered:

1. Amend the service level in the rural areas to reduce the service level of AT infrastructure in rural areas:

Require that future AT Facility Type study reviews options for AT infrastructure and optimal facility types that can fit within existing or reasonable dedication (18 – 20m ROW) in rural areas. Review options to amend SDSB and/or ATN plan upon completion of the study (note that in the meantime current SDSB requirements would be in force).

2. Amend the service level in rural areas to remove AT infrastructure in rural areas:

Remove the requirement for constructing or dedicating land for AT improvements (shoulder widening, bike lanes, MUPs) for developments in all rural areas. This option would be a significant departure from our major project priorities as identified in the ATN plan.

3. Amend the service level in rural areas to remove AT infrastructure in rural areas where not in the short/medium term priorities of the ATN plan:

Remove the requirement for constructing or dedicating land for AT improvements (shoulder widening, bike lanes, MUPs) for developments in the rural areas excluding those fronting the ATN plan priority projects.

4. Transfer the responsibility of constructing AT projects in rural areas to the City:

Require dedication of land for future ATN identified projects but remove requirement of developers to design and construct the works. Staff's experience is that significant trail development bisecting agricultural land should be forwarded as a community project given the multiple applications that need to be made to the ALC. On a parcel-by-parcel basis this is problematic.

The City is currently working towards a Complete Streets guide that would append to the SDSB and allow for varying service levels throughout the City. Currently a single road cross-section standard holds for all roads of a certain type (rural local roads, urban collector roads, etc.). A Complete Streets Guide adds flexibility to add a variety of service levels along the same road type while offering clarity to developers on requirements. The Complete Streets Guide will be attached to any future SDSB amendments and will be enhanced over time as specific studies are completed such as the Sidewalk Infill Study for approved in the 2025 budget.



Council direction to advance any of the changes noted above will effectively amend the ATN Plan either through reduced service levels or anticipated timelines and would give staff direction to amend the SDSB where necessary. With the upcoming Complete Streets Guide, the City would have the tools to implement any of the above changes easily.

If Council was to decide to provide any guidance or direction, staff would suggest that Option 3 would be the most likely to provide much of the relief sought by the authors of the correspondence, while still maintaining some focus on AT projects in rural areas.

**Legislative authority / plans / reports:**

	Official Community Plan		Master Plan
	Community Charter/LGA	x	Active Transportation Network Plan
x	Bylaw No. 4293		Corporate Strategic Plan
	Zoning Bylaw		2024-2028 Financial Plan
			Long Term Financial Plan

**Financial Considerations:**

N/A

**Alternatives & Implications:**

1. Information Only – No Motion Required.


















**Communication:**

Prepared by: City Engineer  
 Prepared by: Manager of Planning and Building  
 Reviewed by: Director of Engineering and Public Works  
 Approved by: Chief Administrative Officer

**Attachments:**

- Active Transportation Network Plan – Figure 17: Priority Infrastructure Projects

# MAJOR PROJECTS - PRIORITIES

-  Existing Underpass
-  Future Underpass
-  Trail Head
-  Long-Term Active Transportation Network
-  Existing Trails
-  Proposed Trails
-  Sidewalk
-  Municipal Boundary
-  Highway
-  Railway
-  School
-  Park / Protected Area
-  Industrial Area
-  Commercial Area
-  Forest Reserve
-  ALR
-  First Nation Reserve

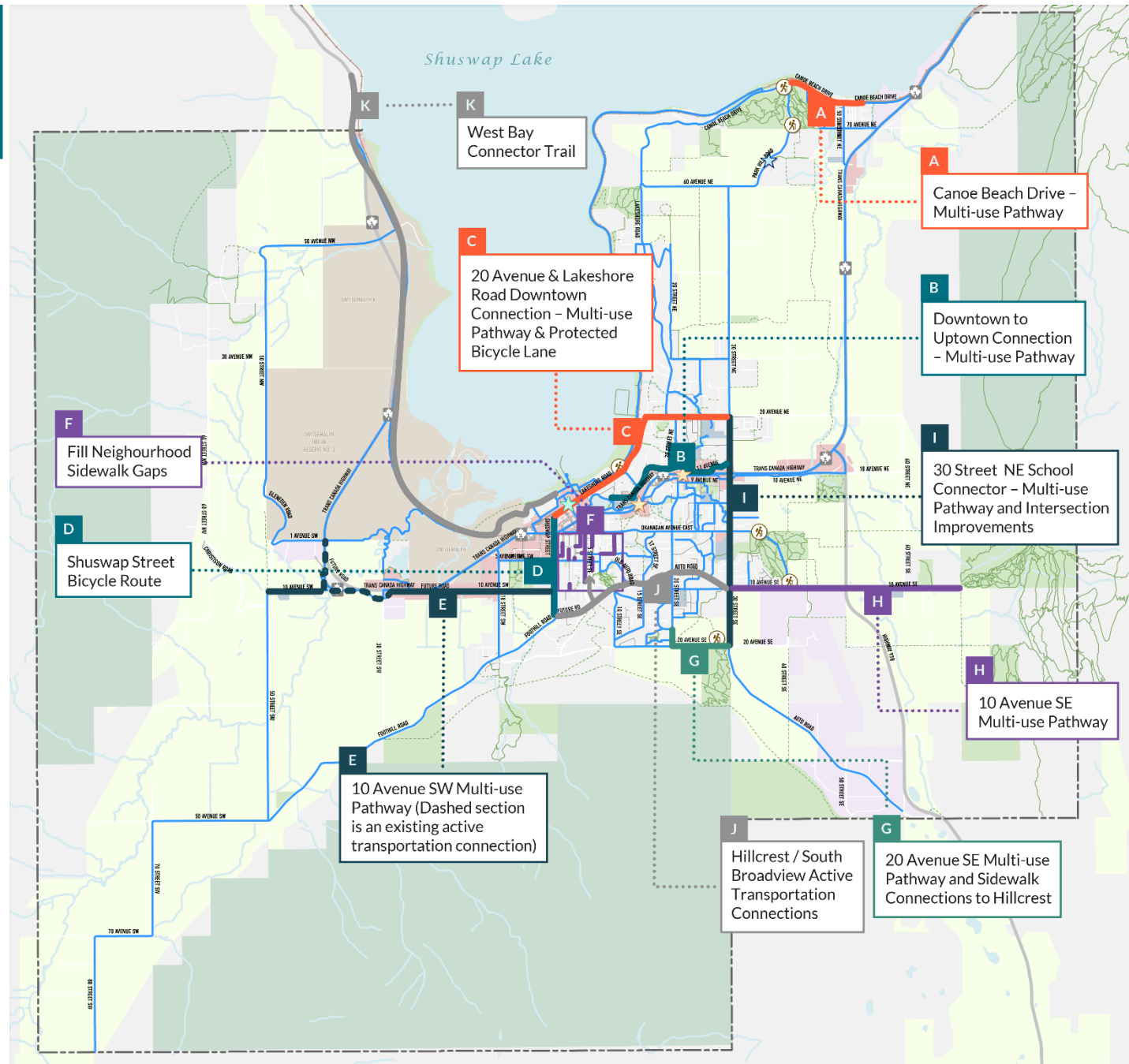


Figure 17: Priority Infrastructure Projects