

Filling Gaps: Transportation Options for Local Government



UBCM – Filling the Gaps: Demand Responsive Transportation Options

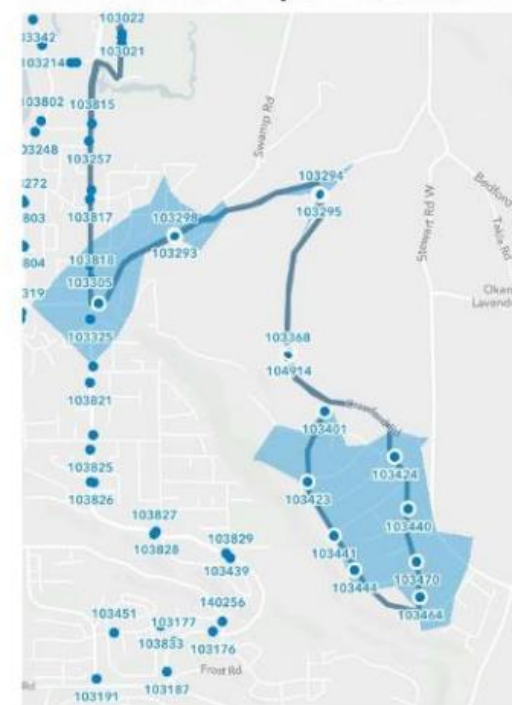
Mac Logan, GM Infrastructure

September 24, 2025

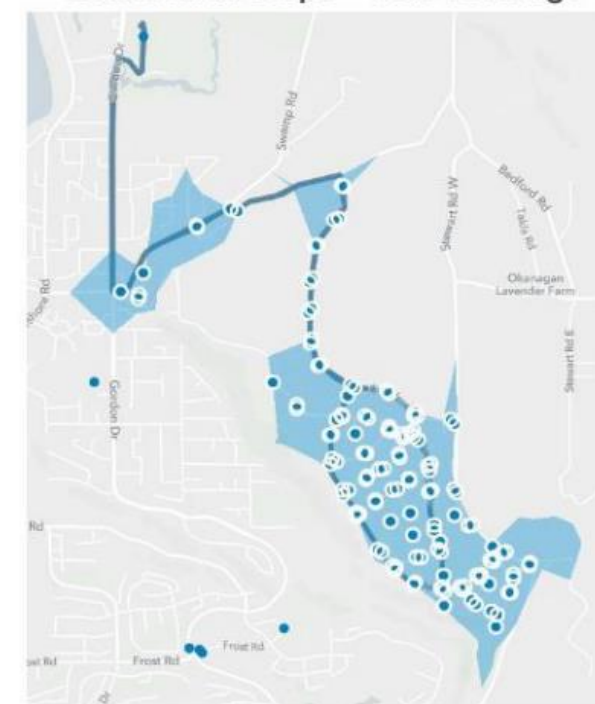
BC Transit's OnDemand Trial in Kelowna

- Commenced April '24 runs to Oct '25
- New service option
 - Crawford neighbourhood low density suburban
 - southern edge of the city
- Intelligent
 - Increased service during off-peak times, particularly on weekends.
 - Community sized bus
 - Book by App or Phone
- Outperformed Fixed Route - Ridership up as much as 100%
- Wait times average 9 minutes
- Customer satisfaction very high

Conventional Stops – 63% coverage

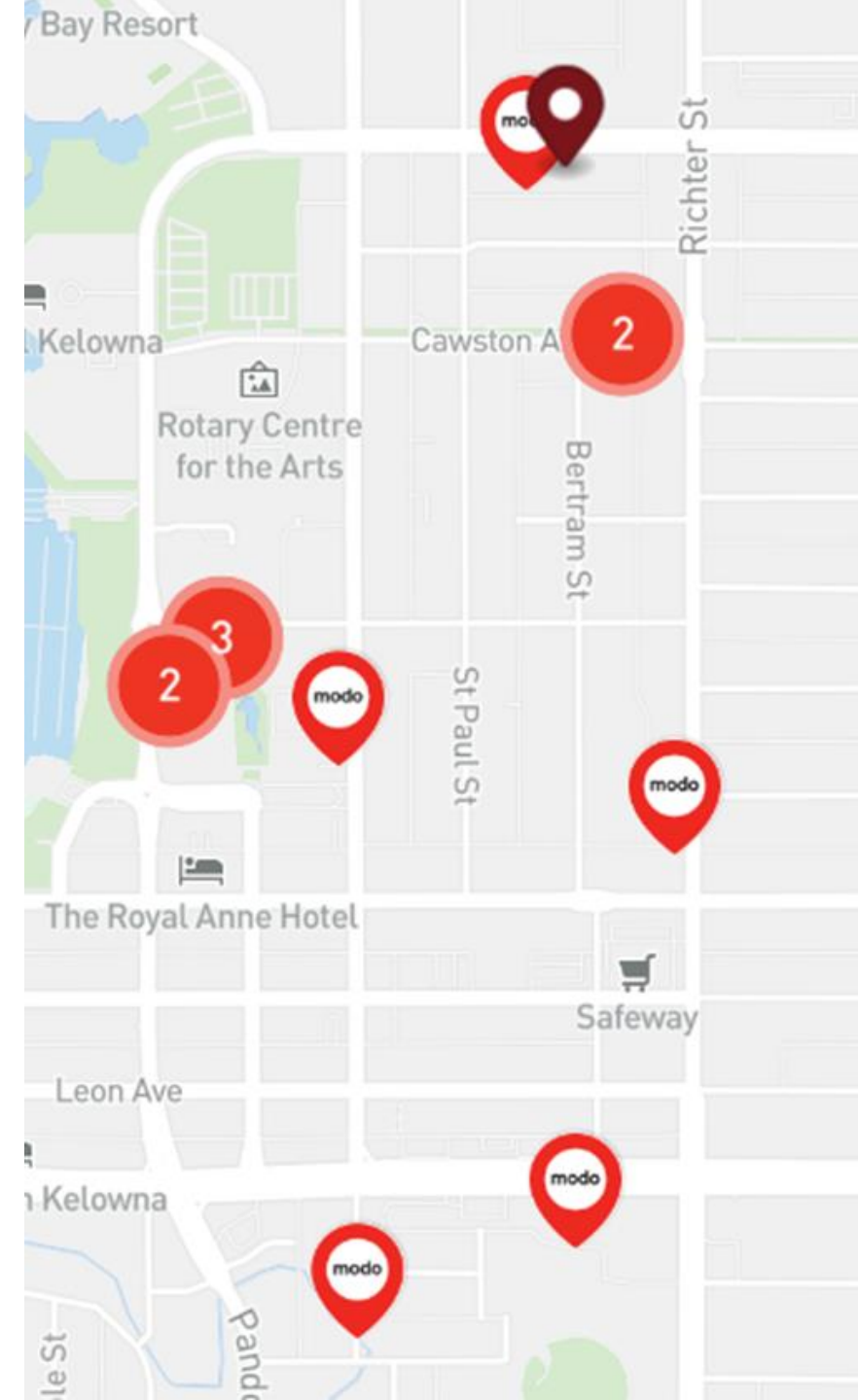


OnDemand Stops – 76% coverage



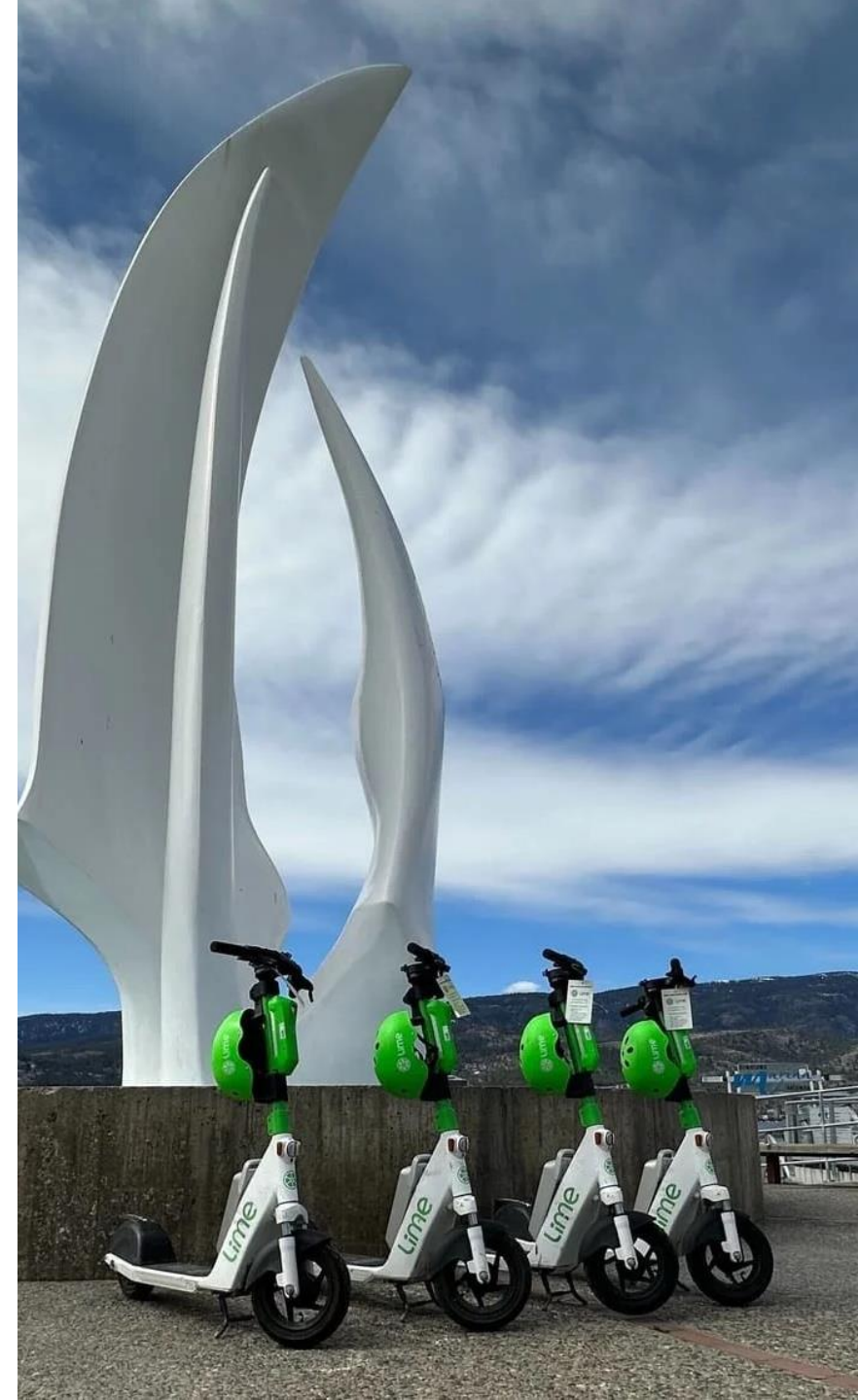
Kelowna Municipal staff use of **MODO** carshare

- MODO is the partner
 - 6 – 8 Vehicles parked at City Hall
 - Multiple local building partners
- Staff register with supervisor
 - Standard MODO application
 - Issue a key fob
- Objective is less light duty fleet vehicles
 - Less capital costs, longer vehicle lifecycle
 - Less operating costs, enviro friendly fleet
 - Ease of occasional use for staff
 - Less demand on Fleet staff
 - Dedicated parking lost to public use



Kelowna's Lime Scooter and Bike experience

- Significantly offsets the use of taxi, carshare and transit in the core area
- Emissions free, quiet
- No public capital or op costs
- On-street parking creates issues
- Frequent misuse of scooters
- Impacts on pathway, sidewalk users





CHARTING UBCM 2025 THE COURSE





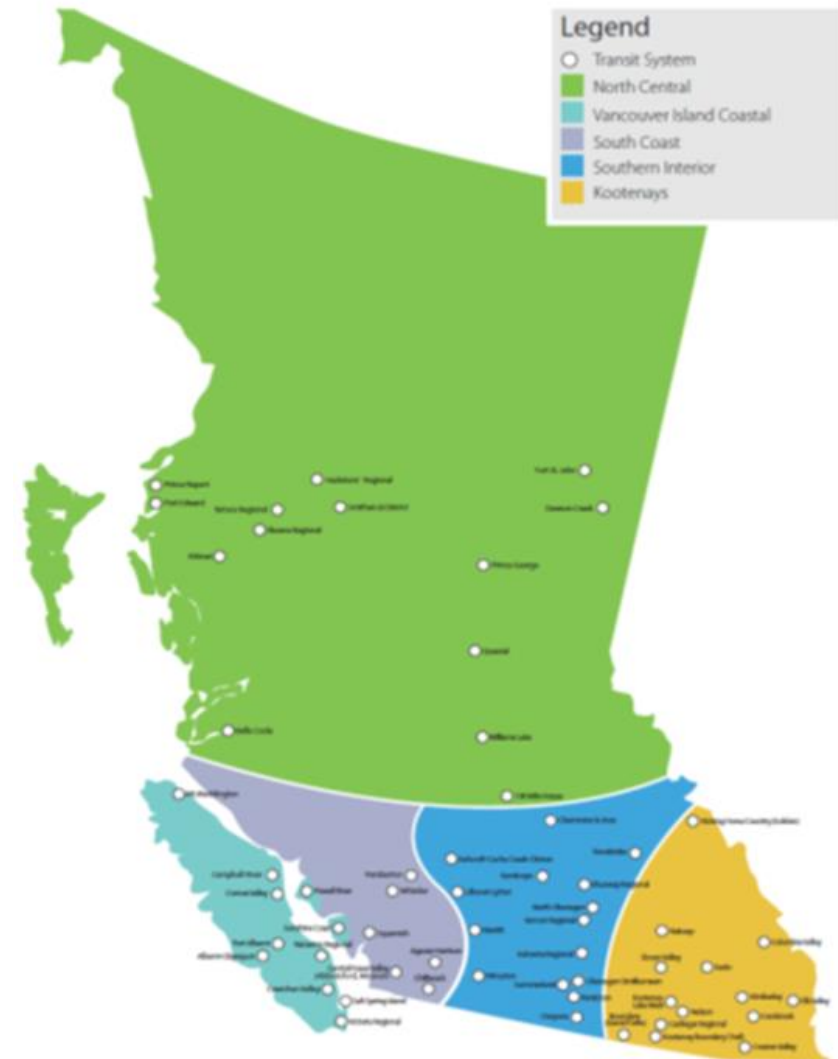
BC Transit – Filling Gaps: Transportation Options for Local Governments

Union of BC Municipalities
September 23, 2025

BC Transit

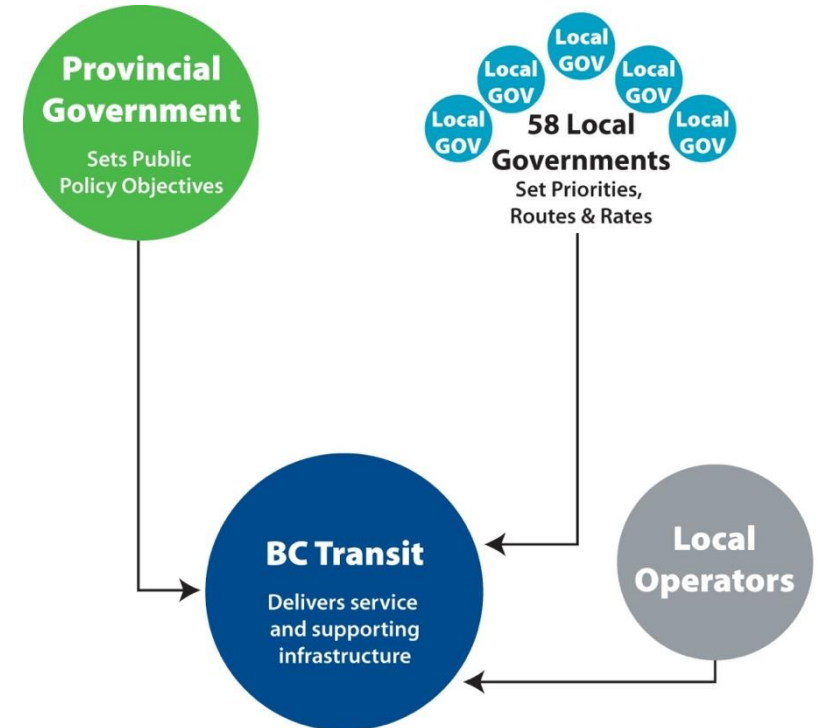
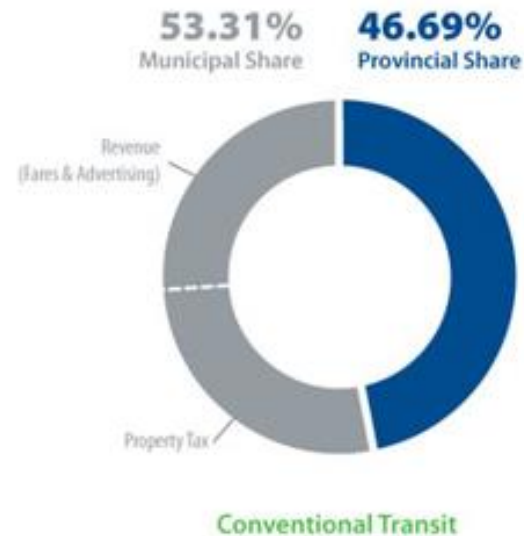
- BC Transit is the provincial Crown agency charged with coordinating the delivery of public transportation across British Columbia, except for those areas serviced by TransLink (Metro Vancouver).
- More than 1.8 million British Columbians in over 130 communities across the province have access to BC Transit local and regional transit services.

Map of BC Transit Systems



Funding and Governance

- Local share of costs determined by funding formula
- Service levels and budgets are approved each year by local government, who also set fares and local property taxes
- Local cost sharing measures can vary from one system to another
- Some systems have expanded to include neighbouring jurisdictions



Diverse Range of Service Types

Conventional Transit

- Fixed routes & schedules
- Mainly urban settings

Custom Transit (handyDART)

- Door to door; demand responsive
- Eligible people with a disability

ParaTransit

- Flexible routing and schedules
- Small towns, and rural communities

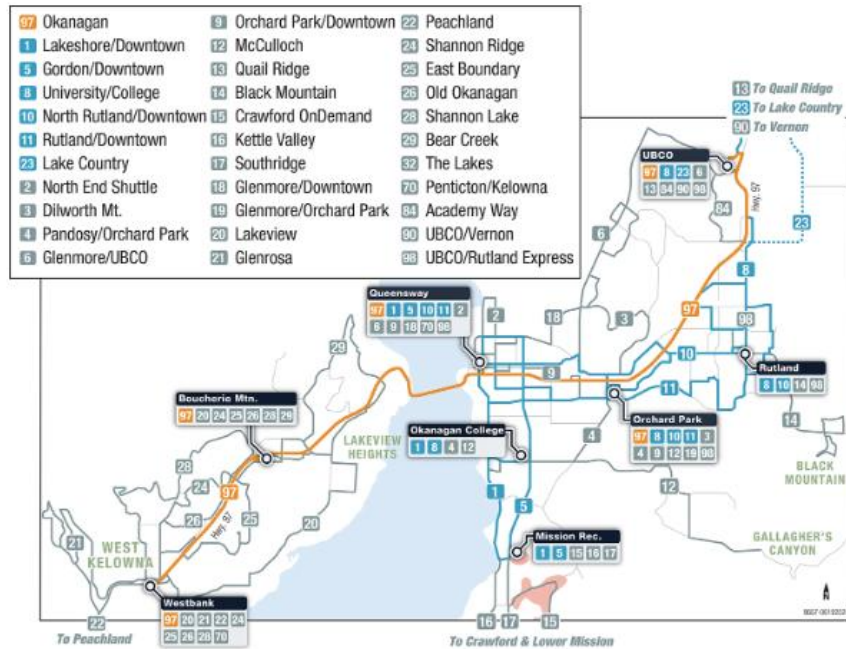
Interregional Transit

- Links to remote and smaller communities
- Access to healthcare, services and amenities

OnDemand Transit

- Flexible, demand responsive service



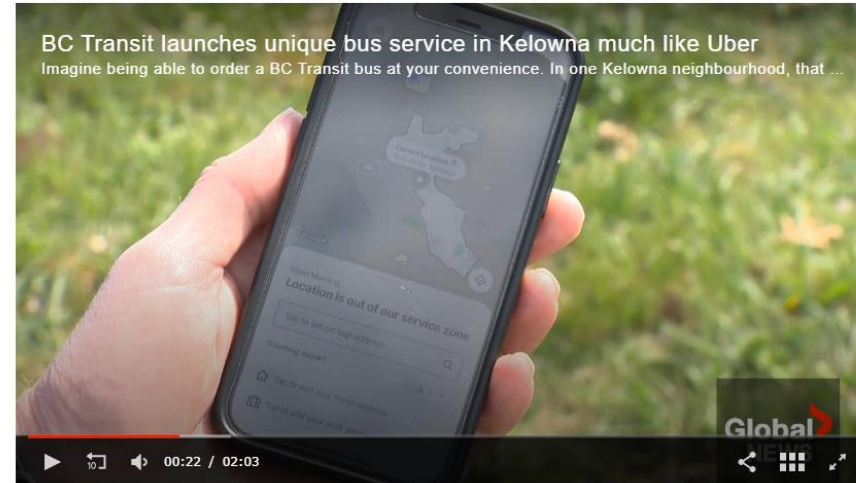


OnDemand transit service well-received in Kelowna's Crawford community

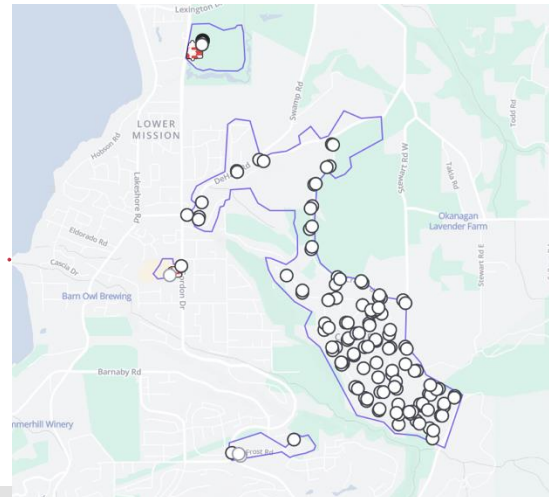
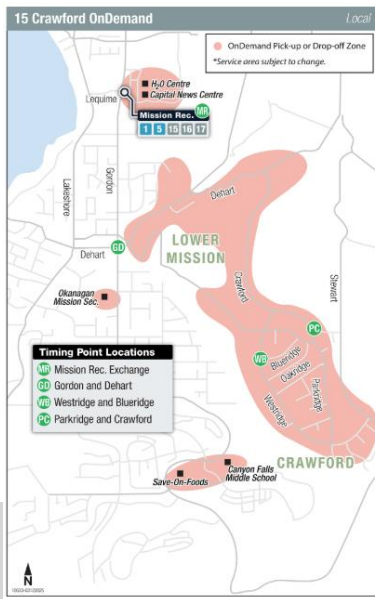


By Ben Low-On • Global News

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WATCH: Imagine being able to order a BC Transit bus at your convenience. In one Kelowna neighbourhood, that is about to become a reality. The on-demand bus service is about to be launched in Kelowna and as Klaudia Van Emmerik reports—it's the first of its kind service in all of BC. — Apr 18, 2024



Thank you.

Matthew Boyd
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CHARTING UBCM THE COURSE 2025





Filling Gaps: Transportation Options for Local Governments

Union of BC Municipalities
September 23rd, 2025
Sandra Phillips - CEO



*We build a sustainable, inclusive future where
shared vehicles strengthen communities.*

Since 1997. 1,000 vehicles in 25 communities.

55%

of BC residents are
interested in carsharing –
that's over 3 million people

(Leger Survey, 2025)



33

vehicles reduced

City of Vancouver right-sized at program start.



50%

lower cost/km

in City of Richmond compared to owned vehicles.



Vanpool solved a real pain point for shift workers

10 vehicles serving 60 UBC employees

+1 Vanpool takes 6 cars off the road
+ \$850/month savings





Thank you!

Sandra Phillips, CEO
sandra.phillips@modo.coop



CHARTING UBCM 2025 THE COURSE

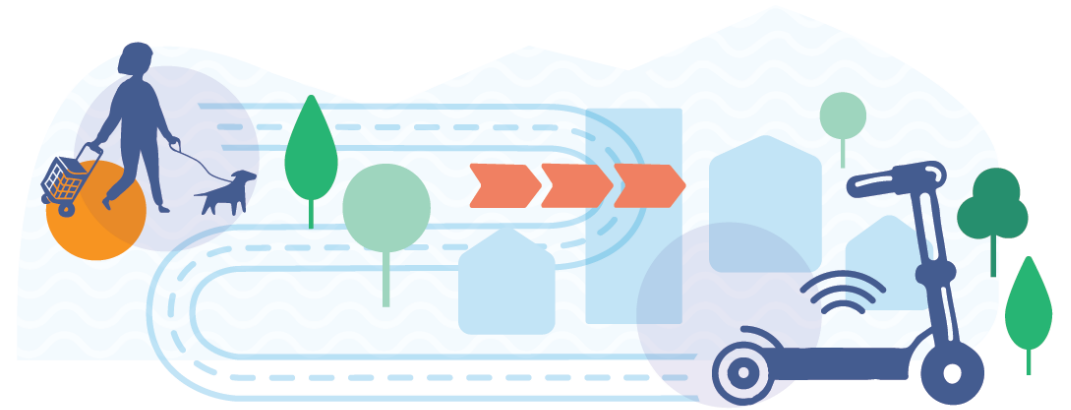


B.C. Electric Kick Scooter Pilot Project - Year One Results

Brad Gerhart

Senior Legislative Director,
Strategic Policy and Legislation
Branch

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Ministry of
Transportation
and Transit

About the pilot project

- Allows residents and visitors to use electric kick scooters in participating communities
- Four years in length (April 5, 2024, to April 5, 2028)
- Electric Kick Scooter Pilot Project Regulation sets out rules for devices and operators
- Pilot project data will help government determine whether these devices should be permanently regulated
- Ministry website:
<https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/personal-mobility-devices/scooter>

Provincial Regulatory Framework

Electric Kick Scooter Pilot Project Regulation sets out default rules and requirements

- Device requirements
 - Max speed of 25 km/h
 - Max continuous power output of 500W
 - Does not have a seat or enclosure
- Safety rules
 - Minimum age of 16 years
 - Must wear a helmet
 - Not permitted on sidewalks or in crosswalks
- Road Rules
 - Speed limit of 50 km/h or less
 - In cycle lane if there is one, or
 - As far right as practicable unless directed elsewhere by a sign
 - Speed limit above 50 km/h
 - May only ride in a designated cycling lane

Participating communities (33) as of Sept 23, 2025

Greater Vancouver / Fraser

- Chilliwack
- Coquitlam
- North Vancouver
- Port Moody
- Richmond
- Vancouver
- North Vancouver
- Squamish
- West Vancouver
- Langley

Southern / Interior / North

- Cranbrook
- Kamloops
- Kelowna
- Penticton
- Salmon Arm
- Vernon
- Tumbler Ridge
- Oliver
- Osoyoos
- Valemount

Vancouver Island / North Coast

- Colwood
- Courtenay
- Langford
- Nanaimo
- Victoria
- Central Saanich
- Saanich
- Oak Bay
- Comox
- Sidney
- Esquimalt
- View Royal
- Cumberland

How communities can participate

- Municipal council must pass a resolution (or bylaw) consenting to the pilot project and communicate it to the Ministry
- Municipality is listed on the pilot project website with the start date for the participating community
- Municipality may also pass bylaws and/or erect traffic control devices for certain matters specified in the regulation
- Interested municipalities can contact the Ministry for more information and onboarding support

Data sources for year one results

- Data is critical to assess safety and regulatory framework
- Ministry is collecting data from a variety of sources
 - Annual reports from
 - 27 municipalities (communities participating as of April 4, 2025)
 - 4 shared service providers (Bird Canada, Lime, Neuron and Sparrow Scooters operating in at least 9 participating communities)
 - Information sharing with
 - ICBC
 - BC Injury Research and Prevention Unit (BCIRPU)
 - British Columbians voluntarily reporting incidents to the Ministry

Accessibility and affordability

- Electric kick scooters are a convenient, accessible and affordable way for many people to move around
- Year one data indicates high levels of electric kick scooter use in communities, particularly where shared services are available
 - 722,000 electric kick scooter trips and 1,435,000+ kms travelled
- Several cities have established parking areas for shared service devices to ensure sidewalks are clear for pedestrians and people with accessibility needs

Environmental benefits and public transit connections

- Electric kick scooters are a clean transportation option that help reduce vehicle travel and greenhouse gas emissions
 - In Kelowna, electric kick scooters helped to replace 127,000+ vehicle trips, saving an estimated 354 metric tons of CO₂
- Electric kick scooters have proven to be critical for connecting people to local transit services
 - 30% of electric kick scooter trips in Coquitlam started and ended within 100m of rapid transit services such as Skytrain

Health and safety

- Service providers reported a total of 53 safety incidents. 99.99% of shared scooter trips ended without incident
- Emergency department cases related to electric kick scooter injuries reported low helmet usage and prevalent underage riding
 - Kelowna General Hospital reported 85% of electric kick scooter injury cases related to no helmet used and 18% to underage riding
- Members of the public voluntarily reported approximately 9 safety incidents to the Ministry

Education and awareness

- Ministry held information sessions in March 2024 attended by staff from 26 municipalities
- Participating communities provided information on webpages, public education campaigns, and pop-up events
- Service providers delivered 42+ education opportunities such as community events and media campaigns to promote safety and compliance
- Richmond RCMP organized community events in 2024 and 2025 specifically on electric kick scooter safety and compliance

Compliance and enforcement

- Ministry worked collaboratively with the BC Association of Chiefs of Police Traffic Safety Committee to distribute resources to all police agencies across the province
- Compliance and enforcement issues were raised through public feedback and comments, most notably issues with helmet usage, underaged riding, carrying passengers and excessive speed
- Compliance and enforcement are essential to ensuring safe and legal electric kick scooter use

Year two and beyond

- The “*BC Electric Kick Scooter Pilot Project Interim Report – Year One Results (April 5, 2024, to April 4, 2024)*” will be released through the Ministry’s internet site
- Communities can still join with a resolution and/or bylaw
- Pilot project regulations expire April 5, 2028
- Ministry welcomes feedback and input on the pilot project by email: mva.pilot.project@gov.bc.ca
- Year two ends April 5, 2026

Future pilot projects

- Part 13 of the MVA allows for pilot projects to test matters relating to the Act
 - New personal mobility or micro-utility devices
 - Experimental rules of the road
 - Automated vehicles
- Requests for new pilot projects are increasing
- Pilot projects require new policies and regulations

Pilot project program

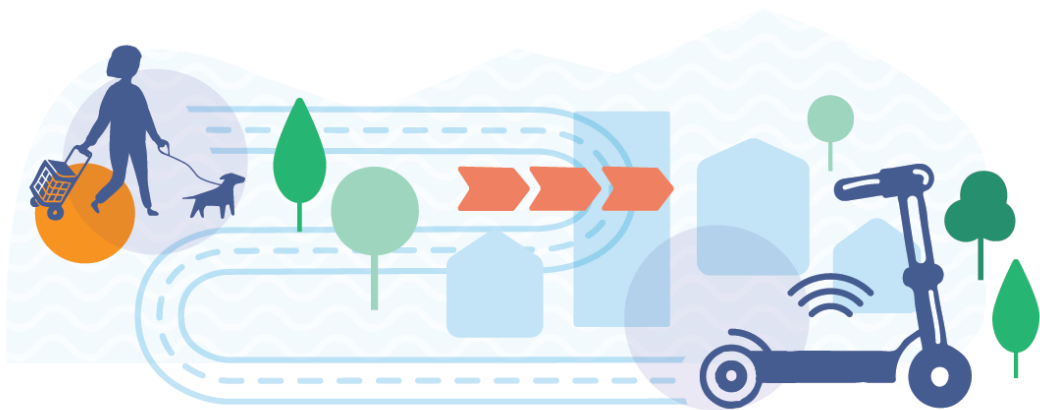
- Ministry has a new website with information on mandatory criteria for future pilot project proposals
- Proposals must meet legal requirements under Part 13 of the MVA and be suitable for a pilot project
- A proposal must provide sufficient details on what is to be tested and be supported by research and evidence
- Provincial Cabinet approval is required

Criteria for new pilot projects

- Proposals must
 - Have public benefits and be supported by interested parties
 - Be enforceable and not negatively impact road safety
 - Have measurable results and collectable data
 - Require reasonable costs and/or resources to implement
 - Align with the Minister's Mandate Letter and Government priorities
 - Meet other relevant Ministry criteria

Proposals under development

- Serve Robotics: Testing automated sidewalk food delivery robots on public roads in Vancouver and at UBC
- Waabi Innovation: Testing Society of Automotive Engineers Level 4 (fully automated) heavy commercial vehicles on public roads in BC
- Contact us if you have questions or are developing a proposal for a future pilot project: mva.pilot.project@gov.bc.ca



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Questions?

Brad Gerhart, Senior Legislative Director

Contact us: mva.pilot.project@gov.bc.ca