

**City of Chilliwack**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**MINUTES OF MEETING**  
**THURSDAY, FEBRUARY 20, 2025, 3:00 pm**  
**Dogwood Room / Held Electronically**

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- Council Members:** Councillor Jason Lum, Chair  
Councillor Chris Kloot, Vice-Chair
- TAC Members:** Bryden Nelmes, Community Member  
Brent Bowker, Community Member  
Tanis Bieber, ICBC  
Wayne Williams, SD33, Manager of Transportation  
Corporal Mike Sabulsky, Acting NCO i/c RCMP, Traffic Section  
Rob Ringma, Senior Manager, Government Relations, BC Transit  
Ann McNabb, Community Member  
Richard Procee, Board of Education, Chilliwack School District #33
- City Staff Members:** Doug Mossey, Manager of Transportation and Drainage  
Andrew Pipke, Senior Road Safety Specialist  
Colette McDiarmid, Supervisor of Roads, Transportation, Drainage & Dyking  
Jennifer Trithardt-Tufts, Administrative Assistant
- Regrets:** David Hill, ICBC  
Neal Moulton, Area Manager, Fraser Valley South, Ministry of Transportation  
Constable Matthew Wright, RCMP
- Guests:** Tessa Stewart, Manager of Business Development, BC Transit  
Midhat Malik, Business Development Advisor, BC Transit

**1. CALL TO ORDER**

Chair Lum called the meeting to order at 3:05 pm and provided territorial acknowledgement.

Chair Lum thanked Councillor Shields for his service as chair of the of the Transportation Advisory Committee and welcomed Councillor Kloot as the new Vice-Chair of the committee.

Chair Lum asked everyone to introduce themselves.

**2. ADOPTION OF AGENDA**

Moved / ) That the Agenda of the Transportation Advisory Committee held Thursday,  
Seconded ( February 20, 2025, be adopted as circulated.

Carried Unanimously

**3. ADOPTION OF MINUTES**

Moved / ) That the Minutes of the Transportation Advisory Committee Agenda held Thursday,  
Seconded ( October 3, 2024 be adopted as circulated.

Carried Unanimously

**4. DELEGATION / PRESENTATION****BC Transit Fare Review Update**

Midhat Malik, Business Development Advisor, BC Transit provided a slide deck presentation with support from Rob Ringma, Senior Manager, Government Relations, BC Transit and Tessa Stewart, Manager of Business Development, BC Transit.

BC Transit is conducting fare reviews across the entire Fraser Valley including Abbotsford, Mission, FVRD, Agassiz, Harrison, Hope as well as in Chilliwack. Traditionally BC Transit would conduct fare reviews with local government partners every three years on a regular basis. During these reviews BC Transit looks at what the costing trends are, where people are buying products, and what the revenue is that the system is gaining. BC Transit then provides the data to local governments and makes recommendations for the local governments to adjust the transit system revenues as they see fit.

R. Ringma shared the history of the BC Transit Act and how BC Transit and the City of Chilliwack co-share the cost of transit within Chilliwack, approximately 50/50. The City of Chilliwack recoups and keeps 100% of fare revenue that the Chilliwack transit system recovers. R. Ringma made it clear that BC Transit does not mandate price changes, increases and/or decreases and therefore it is within the City of Chilliwack's privity to make adjustments. R. Ringma also made it clear to the committee that transit is not a 100% user pay system, therefore what does not get recouped in revenues is taxed through municipal property taxes.

Currently there is misalignment in the cash fares between all the different systems within the Fraser Valley. BC Transit is encouraging dialogue to try to get to some consistency across the Fraser Valley to make it more convenient and easy for customers. The full roll out of UMO (electronic fare payment system) has occurred and been implemented on every bus, so now customers across the province can pay with cash, UMO reloadable card or with the UMO app on their phone. BC Transit has been able to collect useful data since the implementation and they are now ready to roll out phase two. Although there is no official roll out date set, they are aiming for Fall of 2025. Phase two will include open loop payment, where users can tap their debit or credit card and be charged the fare.

M. Malik noted that the City of Chilliwack has not been able to perform any fare reviews or increases due to Covid-19 restrictions. During Covid-19, ridership dropped off significantly which led to the Provincial and Federal governments providing restart funding in every community to help support the transit system. This support came with two stipulations: the transit system could not change its service levels and it could not raise its fares. Those restrictions will be removed in April 2025.

M. Malik stated that Chilliwack City Council will make the official decision on the Chilliwack system.

The objective of the Fare Review is to review and simplify the current options and make the user experience easier while boosting ridership and fully leveraging technology that has been implemented since January 2024. Ultimately, the goal of the review is to maximize revenue and also consider affordability for the residents using the transit system.

Councillor Lum asked for clarification regarding the Province's 12 and under ride free legislation. Prior to this legislation from the Province, the City of Chilliwack allowed children 8 and under to ride for free. R. Ringma shared that when the Province implemented the free fare for 12 and under they used a formula which determined how much each individual transit system needed to recoup in order to provide the fare product. The Province used survey information that was established in Victoria. Considering Victoria has high student and youth ridership the data was beneficial to this formula development.

The committee asked if the implementation of UMO has allowed BC Transit to collect better demographic information from the 12 and under group. BC Transit staff stated that this continues to be a challenge because of privacy concerns.

Discussion ensued regarding the fact that some Chilliwack transit users claim they are 12 year olds and the bus drivers do not interfere. R. Ringma noted that there has definitely been increased pressure from the 12-15 age category regarding this program. R. Ringma also noted that from a BC Transit perspective, the operators are charged with the task of safely operating the buses and the number one cause of operator assault is around fares and trying to enforce fares. However, BC Transit has been putting transit supervisors in key transit locations at key times, and having more presence in some of those areas has thwarted that behavior.

The committee discussed the EcoPass program presented in this BC Transit presentation, however it was established that this subject matter falls under transit planning which is out of the scope of this committee. R. Ringma did note that 'no parking' minimums have been put in place without any support from the transit side and will continue to be a debated topic as work continues with the City of Chilliwack.

The BC Transit team offered 4 options for the committee to consider. All options focus on simplifying the product offering and aim to remove the concession single ride fare product. Once the open loop system is established, there will be one unified fare offered and the day pass will be removed in favour of fare capping. As a result the 10 ride ticket product will also be removed.

Option 1 generates the least amount of revenue and option 4 generates the most. Option 2 is the most aligned with neighbouring municipalities.

B. Nelmes asked what the ramifications would be if council decided to leave the fare price the way it is. R. Ringma explained that taxpayers would need to pay the difference.

Motion put forward by Councillor Lum:

Council should consider Option 3 as the Transportation Advisory Committee's preferred option, however Council should review all four options.

Carried Unanimously

R. Ringma and team left the meeting at 4:30 pm.

**5. OLD BUSINESS / ACTION ITEMS**

**6. NEW BUSINESS / DISCUSSION**

Colette McDiarmid, Supervisor of Roads, Transportation, Drainage & Dyking provided a presentation with respect to the following agenda item:

**1. Chilliwack Design and Construction Projects Update**

Discussion ensued throughout the update report regarding various aspects including:

- The road closure during the replacement of the Banford Road bridge at McGuire Road.
- The Princess Avenue portion of the Downtown multi-use path system is in design.
- Discussions with S.A.Y regarding traffic flow through their community. Incorporating a roundabout at Chilliwack River Rd at Knight Rd is preferable for both parties. W. Williams shared the School District's struggles with the current school bus stop. It was agreed that Engineering will coordinate the design with the School District's input.
- Discussions with the developer on the North West of the Yale Rd and Airport intersection regarding straightening Airport Rd and therefore decreasing pedestrian crossing and increasing efficiency of the intersection.
- W. Williams shared an issue with queuing adjacent to an RRFB crossing at Vedder Middle. Staff will follow up directly with him to mitigate.
- The logistics of the Emergency Pre-Emption system and the upgrade to a GPS-only system which the city has a plan to have implemented over the next 4-6 years.

A. McNabb shared her concerns about floating bus stops. D. Mossey shared that there are large bus pads on Knight Road which allow pedestrians to exit the bus onto a safe area.

B. Nelmes inquired about the removal of the Valley Rail Trail from the Ten Year Capital Plan. It was confirmed that the budget remains, however it was consolidated into the Active Transportation budget. Councillor Lum requested for a specific Valley Rail Trail discussion at the next meeting. D. Mossey shared that the connection to Evans Rd is still the objective, but the City will need to save up the funds from Active Transportation in order to build it.

B. Nelmes inquired about the Williams Street bridge design. Staff said they would provide an update at the next meeting.

B. Nelmes inquired about the hook turns in the Active Transportation Plan specifically the Yale North to Menzies. He suggested signage showing cyclists how to get to the Williams St Bridge.

**2. Traffic Calming Prioritization**

Due to time this presentation was tabled for the next meeting on April 17<sup>th</sup>.

**7. OTHER**

**8. INFORMATION / CORRESPONDENCE**

- a) 2025 Terms of Reference
- b) 2025 Membership List
- c) 2025 Meeting Schedule

**9. NEXT MEETING**

The next scheduled Transportation Advisory Committee Meeting will be scheduled on Thursday, April 17, 2025.

**10. ADJOURNMENT**

There being no further business, the Transportation Advisory Committee meeting adjourned at 5:20 pm.

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Chair

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