

**NORTH SHORE**

**1. Documentation**

The documentation, which guides Cycling Without Age North Shore in carrying out its mandate, is listed in the Document Register.

**2. Definitions and Management Structure**

See: Management Plan

**3. Current Status – February 2025**

We have four 2-seater and two wheelchair carrying trishaws. We have a custom cargo trailer parked at Lynn Valley as a base and to serve as a mobile base and to facilitate trishaw rescue.

We have bases at Park Royal, Mahon Park, Creekside and Lynn Valley.

**Experience in 2025**

1. Management of Waivers – Care residence Recreation Managers retained signed waivers and assured Pilots that the passengers had completed waivers. Where Recreation Managers were not present, new waivers were signed and retained in the Trishaw Files. Recreation Managers provided pdf copies of waivers at the end of the year. Two of the care organizations failed to provide copies. Procedure to be revised in 2026.
2. Management of Pilots – Recruiting Pilots even for regular rides presented problems and required considerable efforts at some locations. The Sub-Chapter System worked well but sufficient Pilots were not always available. More Pilots to be recruited in 2026.
3. The Google Calendar system worked well.
4. We provided rides for 1071 people and served 21 care organizations.
5. Few people resident in their own homes signed up.
6. We operated from 4 bases with 3 trishaws for most of the season. This necessitated significant transfers of trishaws and Pilot time. Trishaws Gary and Amy were purchased Senator (Ami) was sold.
7. The Events at Bridgman Park and at the Demonstration Forest were well attended with an Accessible bus from West Vancouver Seniors' Activity Centre driven by Neil Prissick. This served the VCH care residences and was popular. Buses from care residences were also used. Saturday rides were poorly attended.
8. The Committee Members were overloaded, and we need to change our operations to ensure sustainability, especially of our core service, delivering rides at the door or care residences

**4. Plan for CWA North Shore in 2026**

1. Management of Waivers –Pilots are to ensure passengers have completed a Passenger Waiver-POA before each ride by consulting the Waiver List for the organization being served or obtaining a new waiver. The Waiver Lists are stored in the front of the Trishaw Files. File new waivers in the file at the base and add the names associated with new waivers to the Waiver List for the care organization being served. If needed Managers will consolidate the list in alphabetical order by family name.

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2. Management of Pilots – Pilots will be assigned to the Sub-Chapters of their choice, if possible, and to care residences associated with the Sub-Chapters. Regular commitment to care residences, and schedules will be expected. All Pilots to be trained on the VeloPlus trishaws when refresher training takes place.
3. The Google Calendar system will be used for scheduling rides and Pilots. Access will be provided to all Pilots and Recreation Managers (view only).
4. Sub-chapters – These will operate around the four bases. Sub-chapter managers will coordinate with Recreation Managers and schedule Pilots.
5. Bases – Trishaws will be dedicated to a base for the season. Joy and Any will be scheduled to move between bases.
6. Organizing Events. An organizer will be employed part-time to organize Friday Events and Special Events during July and August. Pilots will be asked to organize Friday Events in May, September and October.
7. Events – We will organize busloads of passengers to rides at Ambleside Park and Bridgman Park on Fridays. The WVSAC bus will serve the VCH care residences. Casual passengers will be directed to call Silver Harbour with their requests, and they will be asked to provide email address and cell phone number. Booking of casual passengers will be by Silver Harbour on Fridays at either Bridgman Park or Ambleside Park when bus passengers are scheduled.
8. Recreation Managers and passengers living in their own homes must be provided with a copy of 7.1 Passenger Handbook before a Waiver/POA. Is signed.
9. Special Events will be scheduled. Demonstration Forest (2) on weekdays using the WVSAC bus and buses from care residences. The public can also book rides.
10. We will take part in community events, especially the opening of the new Harry Jerome Centre on 25<sup>th</sup> July.
11. We will equip all trishaws with Tannus inserts over time to limit flats and provide run-flat capability.

**Commencement**

We will be recruiting and training pilots and refreshing training of all existing Pilots commencing early in 2026.

We should commence operations in May. Rides will commence from pickup points as set out in the descriptions below.

**Operating Description**

1. West Vancouver Sub-chapter

We will continue to serve Amica WV, the Adult Day Care Centre, the Capilano Community Centre, Hollyburn House and Inglewood and Amica Edgemont Village using their own Pilots. We will reach out to Kiwanis. The residences and apartments near West Vancouver Seniors’ Activity Centre can be served from the door, since riding along all trails is now permitted, allowing access to the Centennial Sea Walk via Bellevue Ave West and to the Spirit Trail. Pickups can be at Park Royal, The Boat Shed or the Squamish Adult Day Care Centre. Friday rides, with trishaw Jenny, are planned every second week for bus passengers and the public.

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2. Mahon Sub-chapter

Continue to serve Margaret Fulton Adult Day Care, Summerhill PARC, Sunrise of Lonsdale Square and Evergreen Care Centre. We will engage with Veterans' Residences to encourage them to join. Rides on the Green Necklace and local streets.

3. Lynn Valley Sub-chapter

Continue to serve Cedarview Care Centre, Cedar Gardens, Sunrise of Lynn Valley and Lynn Valley Care Centre. The Disability Resource Centre will be encouraged to join. Eastview Park will likely be upgraded in 2027 for Frisbee Golf. The new Cross-Cut Bridge will give access to Loutet Park Trails.

4. Phibbs Sub-chapter

Creekstone Care Centre will operate using its own Pilots. We will continue to serve Berkley Care Centre and Cedar Springs PARC. Friday rides are planned every second week for bus passengers and the public. Gavin and Joy will be available on most Fridays.

5. Lower Seymour Conservation Reserve

For Special Events we can arrange group excursions to the gazebo at the LSCR trailhead. Metro Vancouver has agreed to us parking the cargo trailer and will provide a power supply. The residences will be encouraged to arrange or use WVSAC buses. The trailer and trishaws Mike and Gavin will be used. Joy could be ridden up from Creekstone if needed.

6. Bridgeman Park and Lower Lynn Trail

Creekstone Care Centre base can be used for Friday Events. Residences will be encouraged to arrange their own or use WVSAC buses. Trishaws Gavin and Joy can be used.

**Ride Scheduling**

Rides on trishaws will be scheduled by the four Sub-Chapter Managers.

**Routes**

Descriptions and/or maps of routes are available on the website under the Pilot Tab.

**Route Limitations**

Pilots must ride all routes with a loaded trishaw before transporting mobility-challenged passengers. This should preferably be done with two passengers. The Pilot should give particular attention to identifying cross-falls and obstacles which could result in loss of control.

1. Spirit Trail

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The Spirit Trail between 16<sup>th</sup> Street West Vancouver and The Shipyards will be used from Park Royal. Trishaws to be walked through the dog off-leash section. The ascent of the spiral bridge going South from West 1<sup>st</sup> Street is not to be used with two passengers. The Mackay Creek loop and the 3<sup>rd</sup> Street bypass of the spiral bridge and trail back via Bewick Ave to the Spirit Trail can be used.

2. Green Necklace

The switchback between Mahon and Chesterfield on 21st Street is not to be used with passengers. Caution must be taken when using this route to access Sunrise care facility at Lonsdale.

3. Berkely Care Centre Trail

The steep section of the trail heading South should not be used.

4. Kirkstone Trails

The bridges are too narrow for safe passage of a trishaw.

5. Eastview Park

The East trails are too uneven for trishaws. until the planned upgrade is completed.

6. West Vancouver Seawall

Speed must be limited to pedestrian pace. In most cases, pilots will not pass any pedestrians walking in the same direction.

On the nearby roads, trishaws must not carry passengers on Bellevue Drive's "Library Hill" section between 19<sup>th</sup> and 20<sup>th</sup> Streets.

7. Loutet Park

These trails to be evaluated and test ridden before use.

IR-I/EB – May 9<sup>th</sup>, 2026