

**Salt Spring Island Transportation Commission
Tuesday, January 10, 2012 4-6 pm
PARC Annex, Vesuvius Bay Road**

MINUTES

Call to Order: 4:00 PM.

Attending: Chair McLennan, Commissioners Haigh, Swierenga, Taylor, Harkley, Lyonns, Visser, and Wakefield, CRD Manager Fenske, CRD Director McIntyre and Assistant Iverson

Regrets: None

1. Election of Officers

CRD Manager Fenske as Acting Chief Administrative Officer called for nominations for the Chair. Commissioner Harkley nominated Commissioner McLennan who was declared Chair by acclamation.

Chair McLennan called for nominations for Vice Chair, Commissioner Swierenga nominated Commissioner Wakefield who was declared Vice Chair by acclamation.

Chair McLennan proposed Commissioner Harkley stay on as Treasurer. She agreed and the nomination was supported by consensus.

2. Adoption of the minutes of the meeting held December 13, 2011.

MOVED and **SECONDED** that the minutes be adopted with the following changes: Items 7.1, 7.2, 7.4, 7.6, 7.8, 7.9 all have "(Refer to Manager's Report)" stricken.

CARRIED

Action: The Assistant will send the amended minutes for posting.

A proposal to format all correspondence in the minutes as to incoming and outgoing was agreed.

For Action by the Assistant.

3. Approval of the Agenda

MOVED and **SECONDED** that the agenda be approved.

CARRIED

4. Delegations

Christopher Roy of the SSI Exchange joined the meeting as a delegation at 5:00pm.

5. Reports

5.1 Report from the Chair

Chair McLennan tabled his Annual Report for 2011. He indicated his intention to schedule various follow-up meetings on initiatives being pursued by the SSITC and he signaled his intention to continue circulating regular newsletters to the Commission.

MOVED and SECONDED

Whereas the SSITC strives to adopt best practices which are in line with CRD guidelines and which promote administrative and operational efficiency and effectiveness.

It is MOVED that:

- the Chair will make every effort to ensure that a draft agenda is circulated one week prior to monthly meetings and that agenda suggestions are invited from all Commissioners
- a draft agenda will be sent to the CRD for posting by Thursday of the week preceding the monthly meeting
- the draft agenda and any related documents will be circulated to all Commissioners a minimum of four days before the monthly meeting
- draft minutes will be sent to CRD for posting within one week of the monthly meeting
- all Commission-approved invitations to guests will be extended by the Chair as delegated by the Chair

CARRIED

Action: Such procedural Motions will be presented as a separate agenda item in the future.

5.2 Report from Director McIntyre

Director McIntyre stated that he is getting settled in, that he will attend the CRD Board meeting in February and that there are some administrative changes planned for all Commissions.

5.3 Report from CRD Manager Fenske

Manager Fenske tabled his Monthly Activity Report and added an update regarding the outstanding SSITC invitation to BC Transit. The Commission agreed to the scheduling of a Special Meeting with Myrna Moore of BC Transit at 10.30am on February 23.

ACTION: Manager Fenske to liaise with Myrna Moore. Assistant Iverson to book space for the meeting. After the budget discussion meeting with CRD on 14 Feb 12, Commissioners will prepare questions in advance for submission to BCT.

6. Financial Report

Treasurer Harkley reported that she had asked CRD where in the budget the \$16k received from Mirakami as gift-in-lieu was to be found. CRD provided information on a budget called the "Pathways Fund".

Action: Treasurer Harkley to circulate information on the Fund. The subject of "Gifts-in-lieu" will be placed on a future agenda.

5:00-5:15pm Christopher Roy from the Salt Spring Exchange joined the meeting as a delegation.

MOVED and SECONDED that the Commission receive the delegation.

CARRIED

Mr. Roy presented the Commission with a community petition calling for action to fix the intersection at Central. The petition signature count was 703 and included 586 votes in a poll asking for input on the various options to either change the intersection or leave it as is. The petition was delivered on behalf of all signatories and Maggie Ramsey who initiated the signature drive.

Correspondence

- letters from the Chair to: L Cudmore, Leslie Wallace, Wayne McIntyre, Carol Eyles, Kelly Gesner, R Lapham, S Norton, Myles Wilson, S Cermak, Jeff Ward, K Ruurs, M Traverso, J Clouston, D O'Brien, E White, M Muir, BWG, J Frederick, David Marlor, Sue Hallatt, Bev Suderman, Jeff Tomlinson
- letters received from: M Muir, L Hartley, K Daniels, Judy Norget, Tony Maude, Margaret Ramsey, Joan Watterson, Renee Kreeft, Melanie Iverson, Vanessa Farias, Stacey Clarahan, Karen Pedersen, Gwen McDonald, Jay McAuley, Philip Grange, Jeff Tomlinson.

MOVED and **SECONDED** that the correspondence be received.
CARRIED

8. Business Arising

8.1 Small Capital Projects: Bus shelters

- The CRD decided to proceed with the Fernwood project and to defer the Kitchen Road project. Manager Fenske reported that cost will be approximately \$25k for Fernwood alone the majority of the costs being for site preparation
- the Commission expressed the wish that the CRD seek the views of the SSITC in future as to the priority to be assigned to such projects
- the Commission will come back to the matter of bus shelters to be considered for 2012 after the budget discussion with Bob Lapham in February

8.2 NGTP

- CRD has advised that the "Charter" or Project Definition Statement has been signed off while the issuance of a Permit to Construct by MoT has been subject to a delay

8.3 Referral from the Trust: Beddis/Slegg

MOVED and **SECONDED**:

WHEREAS

- the SSI Transportation Commission has received from the Islands Trust a request for advance consultation pertaining to a Rezoning Application SS-RZ-2008.3: Beddis Developments
- the OCP designates Beddis Road, in its entirety, as a Heritage and Scenic Road but Trust staff has noted that "unfortunately policies on scenic roads to assist in this application review are not yet developed sufficiently to provide clear direction"
- the Beddis/Fulford Ganges intersection is an important pick-up/drop-off location for SS Transit
- the developer engaged the services of consulting engineers to conduct a traffic impact study that addresses possible safety issues related to additional traffic and increased traffic flow
- the consulting engineers have drawn a number of conclusions and made a number of recommendations regarding mitigating the effects of the additional traffic
- the consultants provided a concept design for the intersection of Beddis/Fulford Ganges/Charlesworth in Exhibit 24
- the consultants thought such a design may reduce the collision rate for this intersection
- the BC Ministry of Transportation (MoT) was asked through the Trust referral process to comment on the sufficiency of the road and connections to accommodate the proposed rezoning and development

- MoT responded as follows on 20 Dec 11:
 - “the accident history and traffic volumes do not warrant any improvements at this location. Therefore, MoT does not require any improvements to the [Fulford-Ganges Road/Beddis Road] intersection as a result of the proposed Slegg Lumber
 - development on Beddis Road
 - ”The Ministry will arrange to have a 40 km/h speed advisory for the corner/intersection with Douglas Road and Beddis Road.”
- notwithstanding the MoT response of 20 Dec 11, the intersection at Beddis/Fulford Ganges Road/Charlesworth remains a matter for consideration
- the Islands Trust Staff Report and the Bunt Report both note the fact that the accident history for this intersection indicates a collision rate higher than the average provincial collision rate for similar intersections
- it seems to be a fairly safe assumption that the accident rate is going to climb higher with the increased traffic volume at this intersection arising from the new building centre
- the projected figures for left turns at this intersection are noteworthy in this respect:
 - Beddis/FGR left turns are projected to increase 200% from 2vph to 6 vph
 - FGR/Beddis left turns are projected to increase 43% from 55vph to 79vph

The Commission concludes that a re-design of the Beddis/FGR/Charlesworth intersection is desirable.

The Commission recognizes and appreciates the fact that the applicant on its own initiative engaged a consultant to study the traffic impact of the Slegg project. The resulting Bunt Report contains much useful information.

The Commission recommends:

- that the Local Trust Committee work with the MoT to identify and develop guidelines for designating and protecting the scenic and heritage value of island roads; and that in the interim, guidance be provided to the developer and to the prevailing MoT road maintenance contractor on the timing and extent of the recommended vegetation clearance on Beddis Road to take account of the scenic and heritage factors which are at play in this situation
- Approval of the OCP and Land Use Bylaw amendments for a portion of 201-225 Beddis Road subject to the Conditions outlined below:
 - receipt from the applicant of an analysis of the south bound Left Turn movement at the Beddis/FGR/Charlesworth intersection so as to determine when a separate Left Turn lane may be warranted for this movement on Fulford Ganges Road
 - provision for a bus pull-out for transit and school buses subject to BC Transit approval as per Exhibit 24 of the Bunt Report at the time of any intersection redesign
 - the provision of a pathway fronting the properties in question based upon published CRD Guidelines on Sidewalks (http://www.crd.bc.ca/regionalplanning/transportation/cyclingwalking/documents/PCMP_Design_Guidelines_lowRes.pdf) or alternatively payment of a gift-in-lieu to the CRD to be applied to the construction of pathways in the core of the village of Ganges
- implementation of the various recommendations made by the consulting engineers Bunt and Associates, namely:
 - establishment of a secondary point of access to the developments for emergency use; Bunt mentioned the option of providing a gate between the abutting land uses so that their driveway access could serve as an emergency access if needed.
 - installation of an advisory speed of 40 km/h on Beddis northbound south of Douglas Rd in conjunction with vegetation clearance to ensure minimum sight distances are met

CARRIED

8.4 Referral from the Trust: Kings Lane

MOVED and SECONDED:

WHEREAS

- the Salt Spring Island Transportation Commission (SSITC) has received from the Islands Trust a request for advance consultation pertaining to a Rezoning Application SSRZ-2011.4: 154-164 Kings Lane
- the BC Ministry of Transportation (MoT) was asked through the Trust referral process to comment on the sufficiency of the road and connections to accommodate the proposed rezoning and development
- the SSITC has been asked for advice and views on transportation implications pertaining to the development and on any potential pedestrian or traffic studies which might be needed
- the SSITC would be supportive of decreasing future dependence on cars reaching the site by developing "transit" and multi-use pathways
- SS Transit has a commercial arrangement with the Kings Lane owner/Manager to park SS Transit buses on the property
- the SSI OCP calls for support for "strategies that cause the servicing needs of new development to be largely borne by the proponent rather than the community at large"
- local regulations require 93 parking spots for the full development; the proposal accommodates this requirement
- the current project design calls for gravel parking spots and travelways on the site with harder surface pathways linking the various buildings and parking areas
- the current project design envisages extensive pathways on the property as follows:
- fronting the lot on private property along Kings Lane as per the Island Pathways Urban Pathway Network
- linking all buildings on site
- running along the southern boundary to link up with the Legion in the back of the property as per the Staff recommendation
- SS Transit services the Hospital and Greenwoods by running the Ganges local loop up Crofton and past Kings Lane
- the applicant has agreed to commission a pedestrian and traffic impact study to project the increase in traffic which might be generated by an eventual 30,000 sq. ft. medical centre
- the geography of Howell and Leisure Lane (narrow sinewy roads) are traffic calming by definition
- the North Ganges Transportation Plan makes allowance for a future left turn lane off Lower Ganges Road to Blain which would serve traffic heading for the medical centre

The Commission appreciates the fact that the Applicant has signaled his intention to negotiate an arrangement with SS Transit for the parking of buses on the property as part of Phase One of the development. It is hoped that a mutually beneficial lease may be concluded in this respect.

The Commission recommends:

- Approval of the re-zoning application for the Kings Lane development subject to the Conditions outlined below:
- implementation of the current project design which envisages extensive pathways on the property as follows:
 - fronting the lot on private property along Kings Lane as per the Island Pathways Urban Pathway Network
 - linking all buildings on site
 - running along the southern boundary to link up with the Legion in the back of the

- property as per the Staff recommendation
- implementation of the current project design which calls for gravel parking spots and travelways on the site with harder surface pathways linking the various buildings and parking areas
- implementation of the current project design which calls provision of 93 parking spots for the full development as per local regulations

CARRIED

8.5 Central Intersection

MOVED and SECONDED:

Regarding the intersection of Lower Ganges Road, Upper Ganges Road, North End Road and Vesuvius Bay Road, hereafter referred to as the Central Intersection:

Whereas:

- the intersection has the highest rate of serious collisions and other traffic incidents and is commonly known as the most dangerous intersection on SSI
- the intersection is bordered on all four corners by relatively high traffic uses, to wit: a fire hall, a road maintenance facility, a theatre and a recreational facility
- the intersection experiences traffic surges hourly with the arrival of the 65 car ferry at the Vesuvius BCF terminal
- southerly traffic on North End Road crests a significant hill just before entering the intersection as a through road
- the current and previous Heads of the local RCMP detachment consider Central to be the most dangerous intersection on SSI and recommend a roundabout
- Islands Trust documents going back to 1990 call for action to address the dangerous nature of the intersection
- public concern regarding the safety of this intersection has existed for some time but in reaction to the latest serious accident it is now demonstrated by a petition representing 703 SSI residents requesting action to be taken Notwithstanding the results of the most recent MOTI survey indicating that signalization at this intersection is not warranted

Be it resolved that:

- the SSITC formally supports the stated intention of MOTI to install traffic control consisting of a four-way stop system with recommended advance warning signage as expeditiously as possible as a minimum action to improve safety at the intersection
- MoT provide the SSITC with a copy of the recent study of Central showing at what level the intersection functions and which warrants were met for signalization and which were not the SSITC and MOTI continue in an urgent manner to survey and evaluate this intersection with the objective of installing a roundabout as a long-term solution to the safety issues.

CARRIED

8.6 SS Transit proposals for route alterations or additions – Deferred

8.7 Community Recreation Grant Program and Electric Car Plug-in Program – Deferred

8.8 Parc Trail Advisory Committee Report – Deferred

8.9 Complimentary SS Transit tickets – Deferred

8.10 Drop box for agenda related documents – Deferred

8.11 HandyDart – Deferred

9. New Business

9.1 Scheduling of future meetings – Deferred

9.2 SSITC Commissioners Handbook: updated version - Deferred

10. Priority items for the next meeting – Deferred

11. Adjourn meeting

MOVED and **SECONDED** that the meeting be adjourned at 6:05 PM.
CARRIED

Next Meeting to be held Tuesday, February 14, 2012, 4-6 pm, at the PARC Annex.