

Salt Spring Island Transportation Commission
Thursday, February 23, 2012 10:30 am -12:30 pm
PARC Annex, Vesuvius Bay Road

Minutes

Call to Order: 10:30 am

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

Regrets: Treasurer Harkley, Commissioners Lyons and Visser

1. Approval of the Agenda

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

2. Invited Guests

Myrna Moore, Regional Transit Manager, Vancouver Island Coastal Municipal Systems and James Wadsworth, Senior Planner

Budget: budget projections 2012 and beyond

- the different fiscal years between BCT and the CRD make budgeting a challenge
- it is normal for revenue to level off three years after the launch of a new system
- strong ridership growth would normally taper off after 3-5 years
- the 2011 service expansion has done well on the revenue side
- the necessity to replace fleet vehicles in 2014-15 will have a major impact on revenue
- the government has set a provincial target of doubling ridership by 2020

Service Review

- the timing of a Service Review is determined by such factors as: an up-dated local OCP; a change in the local economy; the need to evaluate a new service

System Performance

- the possibility of expanding service to Fernwood and on Sunset is being evaluated and would require funding 500 incremental hours
- work remains to be done by BCT to assess the feasibility of a taxi supplement to target overloads in Fulford
- statistics were circulated on ridership by route
- SS Transit remains a leader among small systems in the province in terms of "productivity" (i.e. ridership per capita)

11:30 am - CRD Director McIntyre departed the meeting.

HandyDart

- the eligibility criteria for access to HandyDart services are being reviewed by BCT with a provisional target date of Dec 2012
- it is expensive to operate a full HandyDart door-to-door service; costs are \$4-7/passenger for a regular service and \$32/passenger for HandyDart

- BCT has six transit planners on staff whose time is programmed 1-2 years in advance for major projects like feasibility studies
- all options would be evaluated in a feasibility study including a taxi supplement service
- pursuant to the SSITC Motion of 08Nov11, BCT hopes to schedule the Study to commence sometime in 2013; it will take 6-12 months to complete and will be 100% funded by BCT
- cost-sharing for transit is roughly 47% BCT and 53% municipality/taxpayer/fares
- the province offers a subsidy for HandyDart to bring the BCT share to 67% and the local share to 33% for a “pure” system
- funding the expansion of the regular system will need to be prioritized vs HandyDart depending upon the results of the feasibility study

Fleet Turnover

- the current Ford Polars are due for replacement after five years, i.e. in early 2013
- a fourth vehicle will need replacement in 2015
- the “Arboc” (with a ten year life expectancy) is the likely replacement vehicle a decision which will be made by BCT fleet experts
- BCT includes bus storage and parking in discussions with the operator at the time the AOA is negotiated
- the CRD is looking at a new parking arrangement on Salt Spring

Transit Fares

- a review of fares is normally conducted every three years
- it is rare for a system to run as many as five years with no increase
- a temporary slump of 3% in ridership is a normal consequence of a fare increase
- a fare review will be conducted for SS Transit in conjunction with setting a budget around the upcoming fleet replacement
- BCT prefers to maintain sales of ticket booklets at discounted prices as opposed to the Calgary Transit example of selling booklets at full price

Bus Shelters

- prime factors driving ridership are:
 - frequency of service
 - all day service
 - fares
 - price of gasoline
 - comfort of the experience including shelters/weather protection

The Chair expressed the appreciation of the Commission for the BC Transit representatives being so generous with their time.

3. Business Arising

3.1 Small Capital Projects: Fernwood bus shelter

- Manager Fenske reported that while the Fernwood shelter has been completed, it remains fenced off until such time as a CRD engineer conducts a final inspection
- the Fernwood community organizers would welcome an event in Fernwood to officially “open” the new shelter
- the pros and cons will be discussed after the Commission receives the Final Report from the Manager in March

3.2 Islands Trust Referral: Beddis/Slegg project:

MOVED and **SECONDED** that

WHEREAS

- the SSI Transportation Commission has received a Referral from the Islands Trust 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 "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 the SS Transit bus system
- the Trust Planning consultant notes that "there are gaps in the policy and implementation structure which hamper the ability of the Islands Trust to fully achieve its objectives and policies, as contained in the OCP: ... mechanisms for accepting cash-in-lieu for pathway development and future road improvements"
- the developer engaged the services of Bunt & Associates to conduct a traffic impact study that addresses possible safety issues related to additional traffic and increased traffic flow
- Bunt drew 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
- Bunt 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 20Dec11:
 - "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 20Dec11, the intersection at Beddis/Fulford Ganges Road/Charlesworth remains a matter for consideration
- the Bunt Report notes 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 increase in left turns at this intersection are noteworthy in this respect:
 - Beddis/FGR left turns are projected to increase 200% from 2vph to 6vph
 - 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
- that in the interim, the Islands Trust provide guidance 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
- that a policy framework be put in place between the Trust and the CRD to facilitate cash-in-lieu contributions for the construction of transportation infrastructure such as pathway development and future road improvements
- that MoT monitor closely the Beddis/FGR/Charlesworth intersection as to whether the increased traffic volumes resulting from the Beddis development might warrant any improvements at this location
- that in the event of a re-design of the Beddis/FGR/Charlesworth intersection, provision be made for a bus pull-out for transit and school buses as per Exhibit 24 of the Bunt Report and subject to BC Transit approval. MoT has already stated that: "the Ministry would give favourable consideration to issuing a permit for the proposed bus stops/pullout upon CRD application"
- 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
 - the provision of a multi-use trail fronting the properties in question based upon Salt Spring Island PARC/CRD Trail Guidelines
 - 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

3.3 Invitation to RCMP

- the Head of the RCMP detachment will be invited as a guest to the Commission meeting in April
- discussion topics will be consolidated at a later date

3.4 Drop Box for agenda-related documents - deferred

3.5 BC Ferries Master Plans update

- Commissioner Swierenga brought the Commission up-to-date on BC Ferries Master Plan for Fulford ferry terminal
- BCF recently confirmed Fulford as a priority project
- the final design should be available in time for the meeting of the Ferry Advisory Committee on May 1
- it is hoped that construction may commence in autumn 2012 but the timing is not firm
- the upgrade will solve the “pinchpoint” issue
- no final decision has been made regarding the nature and location of sidewalks, trails, pathways etc. It was pointed out that to provide one on each side may mean a major cutback in some frontage lots and be very difficult given the surveyed width of the road allowance
- Commissioners noted that BCF has not as yet replied to our letter and Motion of last September
- the current work at Vesuvius is not related to the concept of the future as identified in the BCF 20 Year Plan. It is current maintenance but there is a 20 Year Plan component for Vesuvius on the record

3.6 Grant Programs for Action by CRD Manager - deferred

4. New Business

4.1 Fire Hall project: pathway - deferred

4.2 Climate Action Council invitation - deferred

5. Priority items for next business meeting

- 5.1 Fire Hall project: pathway
- 5.2 Climate Action Council invitation
- 5.3 CRD Parks funding
- 5.4 PARC Trail Advisory Committee
- 5.5 Hereford sidewalk
- 5.6 Island Pathways request for Support for Rural Cycling
- 5.7 SSITC priority projects for MoT funding
- 5.8 SS Transit Parking in Ganges
- 5.9 Fernwood bus shelter

6. Adjourn meeting

MOVED and **SECONDED** that the meeting be adjourned at 12:30 pm
CARRIED

Next Meeting to be held Tuesday, March 13, 2012, 4-6 pm, at the PARC Annex.