



Making a difference...together

SALT SPRING TRANSPORTATION COMMISSION
Notice of Meeting on **TUESDAY, August 21, 2012 at 4:00 PM**
Portable Meeting Room, 145 Vesuvius Bay Rd, Salt Spring Island, BC

AGENDA

1. Approval of Agenda
2. Adoption of Minutes of July 17, 2012
3. Reports
 - 3.1 Chair Report
 - 3.1.1 Chair Comments
 - 3.2 CRD Director Report
 - 3.3 Senior Manager Project Status Report
 - 3.4 Financial Reports
4. Old Business
 - 4.1 SSITC Funding Priorities
 - 4.2 Fulford Parking
 - 4.3 Bus Shelter
 - 4.4 Ganges Sidewalk
 - 4.5 VIHA Request J. Taylor
 - 4.6 Speed Limits
 - 4.7 Referral From Islands Trust-Secondary Suits
 - 4.8 Traffic Calming
 - 4.9
 - 4.10
5. New Business
 - 5.1 Road Maintenance K. Visser
 - 5.2
6. Correspondence/Information
 - 6.1 Geocache request
 - 6.2 Rider's Bulletin
 - 6.3 Bus Service
 - 6.4 BC Transit Fare Increase
 - 6.5 Safety Hazard- Old Shell Station Corner
 - 6.6 Response – Coastal Ferry Act
 - 6.7 Media Release-NGTP
 - 6.8
7. Adjournment

To ensure quorum, advise Tracey Shaver 250.537.4448 if you cannot attend.

SALT SPRING ISLAND TRANSPORTATION COMMISSION

Minutes of the Regular Meeting
Held July 17, 2012 at 4:00 pm in the
Portlock Park Meeting Room

Attendance: Commissioner Donald McLennan - Chair
Commissioner Andrew Haigh
Commissioner Nomi Lyonns
Commissioner Jean Taylor
Commissioner John Wakefield
Wayne McIntyre, CRD Director
Staff: Kees Ruurs, CRD Senior Manager
Tracey Shaver, Recording Secretary
Excused: Commissioner Harold Swierenga
Commissioner Kees Visser

1. The Chair called the meeting to order at 4:02pm.
1.1 Agenda Approval

MOVED by D. McLennan, SECONDED by J. Wakefield,
That the agenda be approved with the following additions:

Item 5.1.1a	PCMP SSI Edition	Chair	
Item 7.2	Fulford Ferry Terminal Letter to MoT Minister		Chair
Item 8.4	Public Health Nurse	J. Taylor	

CARRIED

MOVED by D. McLennan, SECONDED by A. Haigh,
That Commission Move In Camera in Accordance with the
Community Charter Part 4, Division 3, Section 90 (1)

CARRIED

The meeting moved In Camera at 4:08pm.
The regular meeting reconvened at 4:15pm.

2. Approval of Minutes

MOVED by D. McLennan, SECONDED by A. Haigh,
That the minutes of June 19, 2012 Regular Minutes be approved as
presented.

CARRIED

3. Delegations / Presentations

There were no delegations to be heard at this time.

4. Rise and Report

There were no items for rise and report.

5. Reports

5.1 Verbal Updates

5.1.1 Chair Report

The Chair provided a project status report. It was generally agreed to accept the SSITC newsletter for information.

He reported the following items:

- Mr. Lapham and Ms. Dayton are scheduled to attend the September 18, 2012 meeting to answer questions and present information on potential future funding options for transit and transportation projects.
- The bus fare increase has received only one complaint to date. M. Moore will respond.
- The draft of the Regional Master Cycling Plan was presented at Velo Village. It was presented at 60% of completion. The next steps will be to identify major routes for SSI. Commissioner Wakefield advised that the target date for completion of the master plan is this fall.
- Congratulations were shared regarding the Velo Village event organizers. Several hundred participated with no negative incidents. Director McIntyre sent a public letter to the Driftwood and the Chair agreed to send a letter of congratulations to Island Pathways.
- Historical information was provided to assist Director McIntyre and the Commission with setting transportation priorities for the 2013 budget.

5.1.2 CRD Director's Report

Director McIntyre provided a prospective on the CRD Regional Planning and thanked Commission for assisting him to narrow down the following priorities:

- Regional Cooperation
- Regional Housing / Health

- Infrastructure – Water / Sewer
- Environmental Stewardship

Director McIntyre reported that some recent feedback suggested that he was not as supportive to transportation initiatives as previous Directors. He listed several ways in the last nine months that he has directly assisted the goals of the Transportation Commission. Director McIntyre reiterated his campaign platform to effectively serve the community. The Chair thanked Director McIntyre for his support.

5.1.3 Manager's Report

Manager Ruurs provided a verbal overview of the project status report. After a general discussion it was generally agreed to accept the report for information.

5.2 Financial Reports

5.2.1 Transit – Monthly Revenue Report

The Operating Period ending June 30, 2012 was received for information.

5.2.2 Transport

The report was received for information.

5.2.3 Capital Funds

The Capital Funds on June 30, 2012 report was received for information.

5.3 Continuing Projects Status

5.3.1 North Ganges Transportation Plan

The Chair reported that the first round of proposals exceeded the estimated budget. A second tender request was made with the proposal bids due on July 24, 2012. Should an acceptable proposal be found then it would be forwarded to the CRD Board for approval on August 8, 2012. The timing for the paving component may be difficult due to weather and asphalt sources.

It was generally agreed to move ahead in the agenda to the more time sensitive items due to time constraints.

8.1 SSITC Priority Project List

The Chair introduced the list of Capital Projects that have been identified as priority projects in the past

MOVED by D. McLennan, SECONDED by J. Taylor,
That the SSITC recommend to the CRD Director that he consider the following Capital Projects in order of priority when considering the overall plans for SSIEA CRD budgeting 2013:

- Phase II of the NGTP(a multi-use pathway in the school district on Rainbow Rd)
- CRD Regional Trail-follow up for the \$50,000 directed towards the "Ganges Hill" portion of the Regional Cycling Trail System
- Partners Creating Pathways- continue to support the new Island Pathways Projects with \$15,000 of annual contributions.
- Painting Yellow curbs throughout Ganges to signal no parking areas.

CARRIED

It was generally agreed to return to the regular order of the agenda.

5.3.2 Bus Stop Shelter Designs

The Chair provided a report on this item. There was general discussion regarding potential designs. It was generally agreed that D. McLennan and N. Lyonns would be on a working group to begin sourcing out design ideas and how best to engage the community for input.

The Chair reports that Country Grocer may be prepared to contribute towards two bus shelters in their area, and they will be asked to provide input on the design.

6. Islands Trust Referrals

There were no referrals for consideration at this time.

7. Old Business

7.1 Parking in Fulford Village

Mr. Ruurs reported that an individual request came in asking the Transportation Commission to come up with ways to improve parking in the Fulford village. This issue is not new and has not progressed due in part to the lack of parking enforcement. It was generally agreed that this item would be deferred to a work group.

7.2 BC Ferries – Letter

The Chair reported that a draft letter was being circulated for Director McIntyre's signature. The letter is directed to the Minister of Transportation regarding the planned upgrades to the Fulford Ferry terminal. The letter is in support of BC Ferries request to MOT to allow a variance on line widths in order to better accommodate pedestrians and cyclists.

MOVED by J. Wakefield, SECONDED by A. Haigh,
That the SSI Transportation Commission recommends to the CRD Director that a letter be sent to the Minister of Transportation that encourages a lane variance, consistent with the local communities desire to support alternative transportation, as part of the Fulford Ferry Terminal upgrade plan.

CARRIED

8. New Business

8.2 Wendy Hartnell - Bus Service extension petition

The Chair reported that a copy of the petition received from Ms. Hartnell has been forwarded to BC Transit for consideration.

8.3 Ganges Sidewalk Working Group

This Item was tabled to the next meeting.

ITEM TABLED

8.4 Public Health Nurse

It was generally agreed to table this item to the next meeting.

ITEM TABLED

9. Tabled Items

9.1 Speed Limits

It was generally agreed to keep this item tabled.

10. Correspondence and Information Items
 - 10.1 Letter – CRD Transportation Commission
The letter was received for information.

11. Next Meeting
The next meeting is scheduled on August 21, 2012.

12. Adjourn

MOVED by D. McLennan, SECONDED by N. Lyonns,
That the meeting be adjourned at 6:05pm.

CARRIED

DRAFT

Chair's Report

NGTP

Joshua is absent until Aug 22 so it is difficult to obtain the latest information you have all seen the Media Release announcing the CRD Board approval of a contract award CRD was to issue a "Notice of Award" to the winning contractor (a Port Alberni firm; there were no bidders from SSI) on Aug 9 followed by a "Notice to Proceed" two weeks later the latter Notices start the clock ticking towards the contractor's committed completion date Josh expects construction to commence in September he also expects that a separate small contract will be let for vegetation and tree removal along the route of the pathway; I have been assisting JEA with the names of possible local bidders consideration should be given to some kind of brief media announcement when construction starts on this long-awaited project; CRD should take advantage of every opportunity to showcase this public-driven project

Fulford Terminal Upgrade

Wayne's letter was sent to Minister Lekstrom on July 25 it was endorsed by all elected officials on SSI plus the Chair of the SSI FAC, the Chair of Island Pathways and by the SSITC we must hope for the best in the interim, the noted cycling consultant John Luton has also written to Minister Lekstrom on the same subject; his letter was widely copied to the media and many other parties

PCMP SSI edition

the SSI Technical Advisory Committee continues to provide feedback to CRD HQ on the draft Masterplan being prepared by Alta consultants it has been suggested that the draft plan be consulted within the community by way of focussed conversations with business groups etc. to help build interest and get feedback on priority projects the TAC has been asked to consider to how, with whom and when this consultation might take place

September Bike Count

our third bike count exercise on SSI in July was a success Island Pathways provided three of the needed volunteers Corey Burger in CRD is processing the results dates have been agreed for the bike count next month September 11-13 I will be approaching members of the Commission in search of one or two volunteers

Velo Village Final Report

the final Report is on the BWG blog it wraps up a remarkably successful event

Correspondence

you may wish to review copies of a couple of interesting letters in "Correspondence" incoming letter re Safety hazard at Shell Station corner in Ganges incoming letters re morning SS Transit run to Vesuvius letter from Myrna Moore re the July SS Transit fare increase

SSITC Priority Projects - Transit and Transportation

The CRD Director has asked that the SSITC give further thought to the matter where transit fits into our budget priorities. Wayne is to take the pulse of the community as to budget priorities for the CRD in 2013 and beyond.

Transportation and transit will be competing for incremental funds with other sectors like water, low-cost housing etc.

Funding Capital Projects

Let us remind ourselves how capital projects get funded.

- transportation projects can be funded by:
 - a. gas tax funds at the discretion of the CRD Director
 - b. annual SSITC Transportation requisition of \$146,000
 - c. grants from government agencies (eg CIPP) or NGOs (eg SSI Foundation \$5k grant to fund a bus shelter in Ganges)
 - d. MoT (eg road “overlay“ paving, bikeways, “warranted” intersection improvements)
- at present, the annual SSITC tax requisition is insufficient to cover any major transportation capital projects or studies

Transportation Priorities

At our meeting on July 17, the Commission identified 2013 priorities as follows:

- Phase two of the NGTP (multi-use pathway in the school district): \$300k split three ways between the SSITC requisition; gas tax funds; and MoT
- Ganges Hill survey: \$50k of CRD Parks funds
- PCP if needed : \$15k

Transit Priorities

Bob Lapham has identified the need for an increase in our requisition of \$120k from \$84k to \$205k in order to fund:

- ongoing operations
- needed bus replacements
- our share of BC Transit's offer of 500 additional service hours

It is worth recalling that like all public transportation systems, SS Transit is not a money-maker. Passenger fares cover 25% of the annual operating cost; BC Transit pays 50% of the cost; and the SSI taxpayer covers 25% of the cost through the annual SSITC tax requisition of some \$86,000.

In discussions with the BC Transit Chief Operating Officer Mike Davis on Rider Appreciation Day, it was surmised that an increase of some \$40-50,000 would be sufficient to cover the SSITC taxpayer component of future operational costs. On the other hand, the provisional five-year operating budget for Transit presented to the Commission in February appeared to indicate that a requisition increase of some \$120k would be required. Updated advice from Bob Lapham and Peggy Dayton at our meeting in September will be very helpful.

5 Year Operating Budget - Transit

	2011		2012	2013	2014	2015	2016
	Actual	Budget					
Gross Municipal Obligation	142,240	150,000	177,040	261,640	281,030	283,840	286,680
Contract for Services - Admin Support	3,190	4,750	-	-	-	-	-
Consulting - Manager	12,890	14,400	-	-	-	-	-
Allocations	19,740	19,740	15,420	28,350	15,720	15,870	16,020
Other Operating Expenses	7,180	23,320	15,440	16,060	16,200	16,340	16,480
Unallocated Funds	-	21,610	-	-	-	-	-
TOTAL OPERATING COSTS	185,240	233,820	207,900	306,050	312,950	316,050	319,180
Transfer to Operating Reserve Fund (end 2011 \$96,430)	80,890	30,000	-	-	-	-	-
Transfer to Bus Shelter Reserve (end 2011 \$30,950)	5,000	-	6,650	6,650	25,000	25,000	25,000
TOTAL COSTS	271,130	263,820	214,550	312,700	337,950	341,050	344,180
FUNDING SOURCES (REVENUE)							
Surplus Carried Forward from 2010	(64,500)	(64,500)	-	-	-	-	-
Transit Revenue	(118,620)	(112,000)	(132,000)	(132,000)	(132,000)	(132,000)	(132,000)
Interest Income	(1,180)	(510)	(500)	(500)	(500)	(500)	(500)
Grants in Lieu of Taxes	(70)	(50)	(50)	(50)	(50)	(50)	(50)
Transfer from Operating Reserve	-	-	-	(96,430)	-	-	-
Requisition	(86,760)	(86,760)	(82,000)	(83,720)	(205,400)	(208,500)	(211,630)
TOTAL REVENUE	(271,130)	(263,820)	(214,550)	(312,700)	(337,950)	(341,050)	(344,180)

7

Summary

Budgets based on a tax requisition can move anywhere up to the maximum allowable and anywhere down from there.

As for the two SSITC requisitions, it is believed that CRD has been drawing pretty much the maximum allowed each year although some budget items have been intentionally underspent in order to build up reserve funds for the NGTP on the transportation side and for bus replacement on the transit side.

The Commission has always understood that our present requisitions are insufficient to cover Phases Three and beyond of the NGTP on the one hand and to cover the full cost of transit ongoing operations not to mention the full bus replacement costs on the other hand. It has been assumed in all previous meetings of the Commission with Bob Lapham that a referendum would be required to increase our requisitions in 2012/2013.

Next Steps

- engage Bob Lapham and Peggy Dayton at our meeting in September in a detailed discussion of the strategic factors at play in deciding whether to seek the necessary additional funds for SS Transit and the NGTP by counter-petition or by referendum and whether to combine the request for an increased transit requisition with a request for an increased transportation requisition
- discuss the timing of any referendum

-
- take all the strategic factors into consideration (e.g. leveraging gas tax funds and taxpayer funds to obtain MoT funding)
 - pass a Motion recommending a specific course of action to the CRD Director and the CRD for their ultimate decision

The Commission quite understands that any and all final decisions on funding and referendum requests are entirely in the hands of the CRD Director and Board. As the voice for the community on transportation matters, the Commission will wish to provide the CRD with a community view on funding the transportation and transit files.

Bus Shelter Designs – engaging the community

Report of the SSITC Working Group

Background

There will be an opportunity to build two bus shelters in the vicinity of GVM in the near term. The NGTP calls for bus pullouts for both northbound and southbound busses. The shelter budget stands at \$9k and is increasing at \$550/month; the budget includes \$5k from the SS Foundation which we have been holding for three years now. There is also thought to be a possibility of commercial sponsorship.

The Critical Path document on bus shelters states that:

- requests for installation of a bus stop facility may be expected to originate with SSI citizens groups, SS Transit, BC Transit Planning staff, the CRD or the SSITC
- all requests are to be referred in the first instance to the SSITC for review and comment
- the SSITC recommends a project for construction and funding to the CRD

When the time comes to build shelters at GVM, the Commission should have designs in hand to recommend to CRD.

Formation of the Working Group

At the SSITC meeting of July 17, it was agreed to form a WG to examine the question of engaging the community on the matter of bus shelter designs.

Meeting of the WG

The WG comprised of Nomi Lyonns, Phillip Van Horn and Donald McLennan met on Aug 2. Other volunteers are welcome to join the WG at any time.

Conclusions

The WG concluded that there is much merit in actively engaging the community for the following reasons:

- engaging the community builds visibility for the CRD, for SS Transit and for the SSITC
- building visibility works to the advantage of all three organizations:
 - the CRD image on SSI needs polishing in general terms
 - visibility for SS Transit builds ridership
 - visibility for the SSITC meets our goal of establishing credibility in the run-up to any request for an increase in our transit requisition
- community engagement and consensus on the sensitive and subjective matter of design builds community ownership
- local neighborhood input on all capital projects is a motherhood issue
- community engagement increases the possibility of community contributions of labour, materials or landscaping thereby saving valuable budgetary resources
- discussion with BC Transit Chief Operating Officer Mike Davis on Rider Appreciation Day confirmed BC Transit positive experience with community engagement across the board
- the SSITC is mandated to reflect the community view and has an established policy of actively seeking community input
- experience with both the Fernwood and Kitchen Road projects in 2011 demonstrated the advantages of actively reaching out to the community

Recommendations

The WG discussed various options for engaging the community and recommends the following approach:

- select a half dozen different sample designs as we did in the case of Fernwood and post them on the SSITC website and on the SS Exchange along with a clear statement of SSITC-approved shelter guidelines and a notional budget for guidance
- Nomi has volunteered to work on the website design
- include a select number of internet links to a wide variety of shelter design ideas
 - there are many design ideas for bus shelters on the internet (some are quite wild!)
 - three sites of possible interest include:

- <http://thewondrous.com/unusual-yet-creative-bus-shelters/>
- Images for bus shelter design images - Report images
- <http://historicheights.com/busshelter.htm>
- ask the public via the SSITC website and the SS Exchange to either vote for a preferred design or submit a personal design
- consider placing a 1/8th page ad in the Driftwood (approx. \$300) as to the SSITC interest in soliciting community input and encourage the Driftwood to publish a story on the matter (the Driftwood Publisher Amber Ogilvie is favorable needless to say)
- appoint a jury to select two preferred designs for submission to the SSITC
- the jury could be composed of the following:
 - professional designer (Phillip Van Horn has already donated a good number of hours to a previous shelter project with former SSITC Chair Bob Fenske and is a WG member)
 - student
 - Country Grocer rep (Scott Andrews)
 - Heritage Place rep (Donna Regen)
 - Islands Trust rep or alternatively IT Advisory Design Panel rep
 - CRD rep engineer Ralf Waters
 - SSITC rep John Wakefield (spokesperson for accessibility issues) - Chair

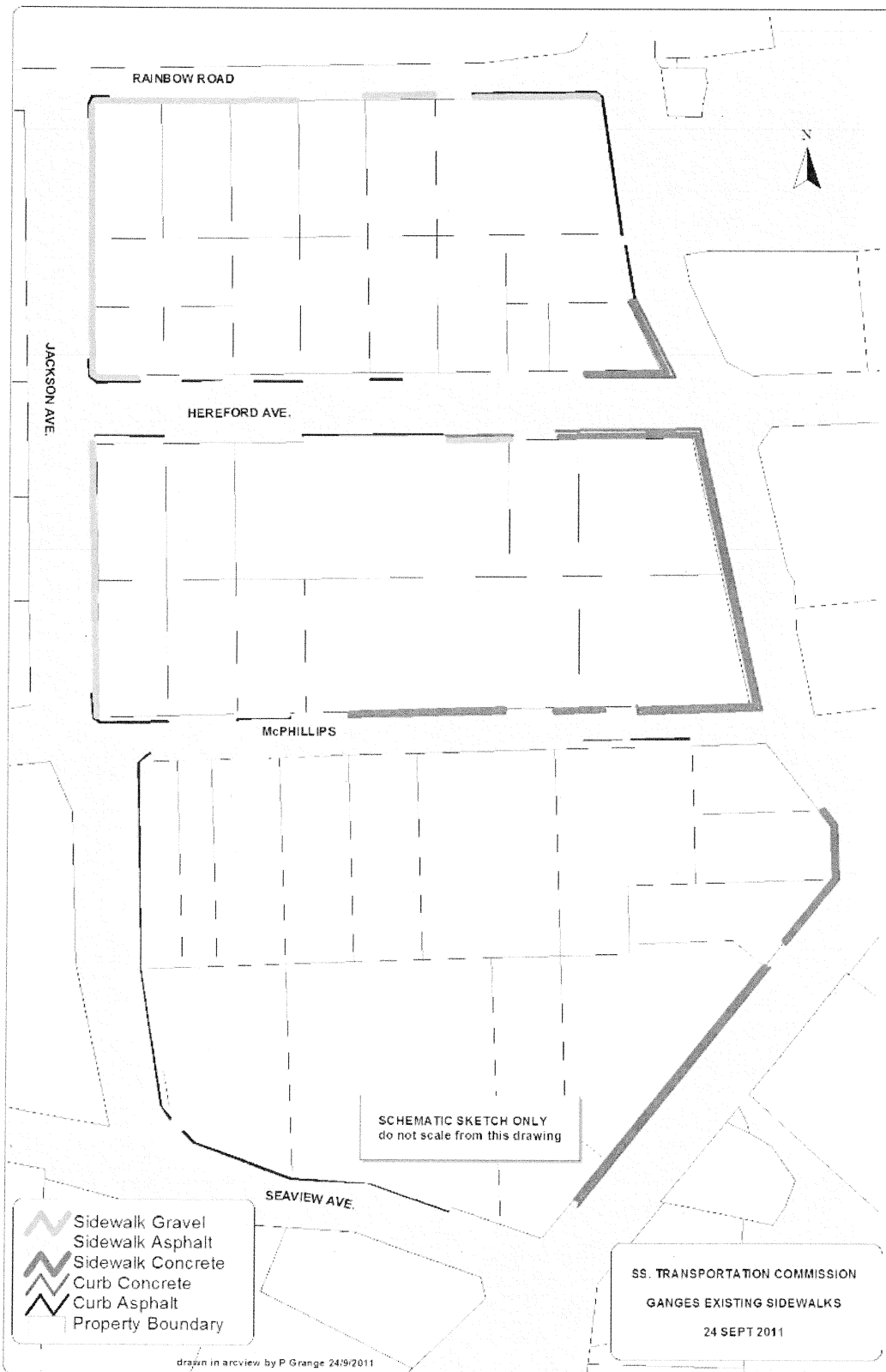
Ganges Sidewalk Working Group

- attached is a sketch showing existing sidewalks in Ganges produced by Philip Grange at the request of the SSITC
- the sketch is indicative only and is not a survey; it was produced late last year at the initiative of Nigel Denyer but it never made it on to the agenda of the SSITC
- in Ganges, there is a mix of sidewalk types (concrete, asphalt, boardwalk and gravel) of varying widths, sometimes raised above the road surface, sometimes not
- the sidewalks are mostly separated from the road by curbs made of concrete or gravel
- the Philip Grange sketch does not convey all this information, and presents only the sidewalk existence, surface, and presence of curb

Suggested Next Steps

- form a community Sidewalk Working Group of volunteers (2 or 3 SSITC and IP reps?)
- Richard Shead of IP is interested as is Martin Ogilvie of 125 Rainbow Rd
- walk Ganges to understand the existing situation and problem areas
- come up with ideas as to which segments require attention
- and what the surface treatment should be
- present a concept masterplan plan with an order of priorities to the SSITC and IP for discussion and hopefully for eventual endorsement at the table

Such a prioritized plan for the village core would make for a solid compliment to the PARC Masterplan and the IP Ganges Urban Pathway Network.



RAINBOW ROAD







JACKSON AVE.

HEREFORD AVE.

McPHILLIPS

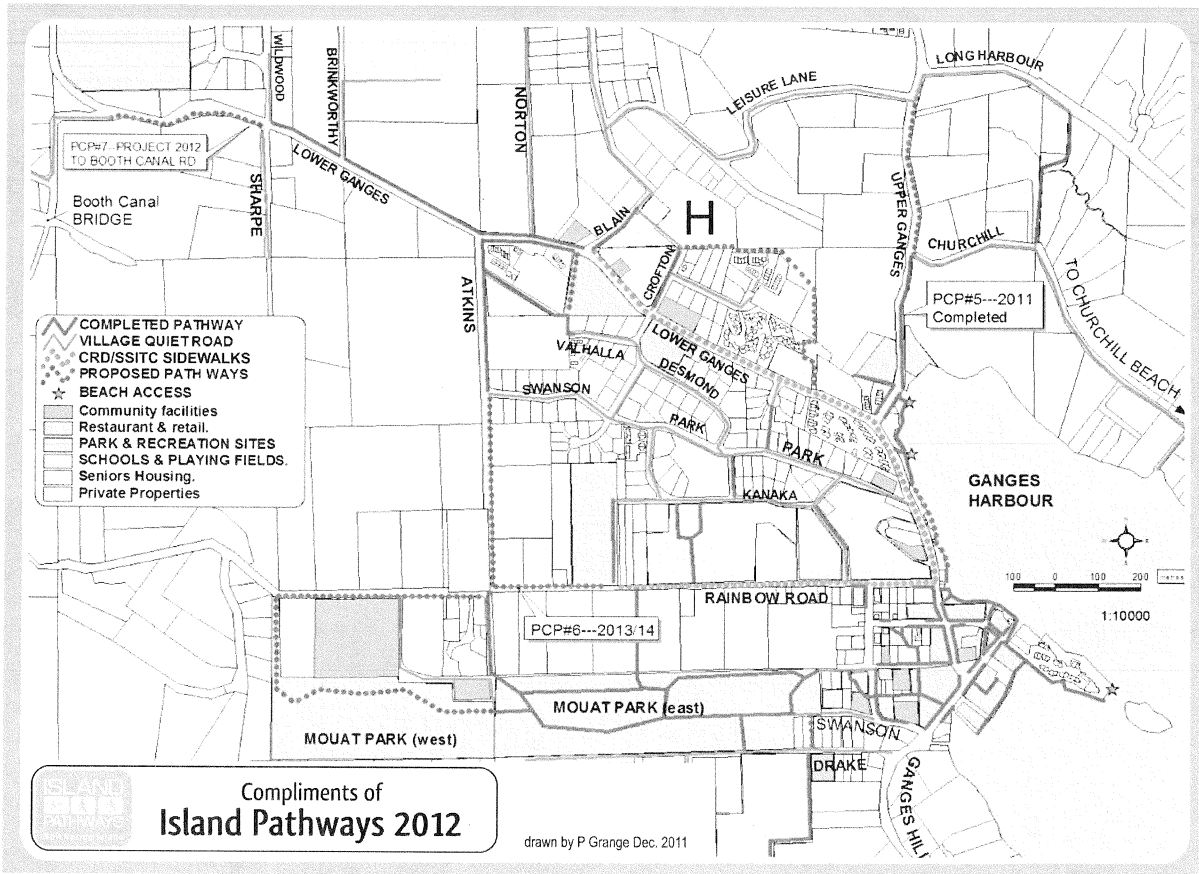
SCHEMATIC SKETCH ONLY
do not scale from this drawing

SEAVIEW AVE.

-  Sidewalk Gravel
-  Sidewalk Asphalt
-  Sidewalk Concrete
-  Curb Concrete
-  Curb Asphalt
-  Property Boundary

SS. TRANSPORTATION COMMISSION
GANGES EXISTING SIDEWALKS
24 SEPT 2011

drawn in arcview by P. Grange 24/9/2011



Speed Limits

action item

at our meeting on 26 July 11, the Commission decided to consider at a future meeting the matter of speed limits on SSI as distinct from traffic calming in Ganges

we know for example that Fulford Ganges Road is engineered at 60kph but posted at 80kph the RCMP have twice recommended that the speed limit be reduced across the board in Ganges Cushion Lake Road has been on the minds of residents there for some time

a recent SSITC recommendation which reflected a Bunt & Associates report regarding the Slegg development on Beddis was quickly acted upon by the LTC and MoT to reduce the speed limit on Beddis in the vicinity of Douglas to 40kph

are there any volunteers who might wish to form a Working Group on speed limits?

how best to approach the subject?

how best to assess and to reflect the views of islanders including the RCMP?

publish a request for input in the Driftwood?

what are our next steps?

Project	Comments	Budget (B) Donations (D) Actual (A)
<i>ITALICS - new information</i>		
1. TRANSPORTATION		
1.1 Partners Creating Pathways	<i>The new pathway along Lower Ganges between Sharp Road and Booth Canal Road was completed by August 15th. The project came in under budget.</i>	\$15,000 (B) \$35,000 (D)
1.2 Hereford Merchants Sign Request	Discussed with MoT and IT. Obtained sign standards and provided those to merchant representative. Merchants developing sign design. Staff will submit application. MoT to replace curbs that were damaged after design has been received.	See attached
1.3 Ganges Hill/Regional Trail	<i>Plans for the use of \$50,000 from Regional Parks for Ganges Hill cycling lanes have been discussed with the CRD Manager of Park Planning and Joshua F. It has been determined that a feasibility study and detailed design drawings can be prepared for that amount. As a result the project will be 'shovel' ready in case a cycling grant becomes available.</i>	\$50,000 (B)
1.4 Parking in Fulford	Letter reviewed from Fulford resident asking for assistance from SSITC for the parking issue in Fulford. Chair and Manager met with Mr. Alan Goldin. <i>Report to Commission on previous agenda.</i>	
1.5 Commission Handbook	The SSITC Handbook will be updated to reflect the new SSI Admin structure and new protocol.	
1.6 CIPP Grant Program	A new grant program for BC Government funding for bicycle lanes has been announced. <i>CRD has submitted an application for phase 1 of the NGTP under this program.</i>	
1.7. N.G.T.P.	<i>On August 8th the CRD Board approved the contract in the amount of +/- \$1.2 million for the development of bikelanes and pedestrian pathways along appr. 1 km of Lower Ganges Road. Construction to commence within a few weeks.</i>	
1.8 127 Rainbow Road	<i>Mr. and Mrs. Todd have agreed to a similar amount as was set for 125 Rainbow Road to be put in a CRD reserve fund for when a pathway is developed in front of their property. This is in relation to their rezoning application to the Trust.</i>	
2. TRANSIT		
2.1 Painting of red marks for Vesuvius Ferry Parking Area	The Manager has arranged for BC Ferries to paint red lines/marks at the Vesuvius Ferry Parking area for the BC Transit Bus <i>This will happen in September.</i>	
2.2 Bus stop sign to be moved	The Manager has arranged for MoT to move 1 of the new bus stop signs at the tourist info centre at the request of the local service operator. <i>New sign located at corner of bus stop.</i>	
2.3 Bus Parking	Ms. Irene de Jong has made an agreement with the Legion for the parking of the busses at the Legion.	Budget item
2.4 Park N Ride Fulford Inn	The matter has been put on a back burner until real estate matters have been settled.	

Abbreviations:

CRD	Capital Regional District	RoW	Right-of-Way
MoT	Ministry of Transportation (Provincial)	SROW	Statutory Right-of-Way

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Operating Period ending July 31, 2012

AGENDA ITEM 3.4

SSI TRANSIT

2012
Y-T-D

2012
Budget

Sources of Income

Transit Passes	81,641	132,000
Requisition	0	82,000
Other	68	550
	<u>81,709</u>	<u>214,550</u>

Expenses

BC Transit	84,655	177,040
Maintenance	0	4,520
Advertising	0	4,500
CRD Allocations	9,173	15,420
General Administration	2,283	6,420
	<u>96,111</u>	<u>207,900</u>

Transfer to Capital Reserve	<u>3,879</u>	<u>6,650</u>
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Total Expenses	<u>99,990</u>	<u>214,550</u>
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Surplus/(Deficit)	<u>-18,281</u>	<u>0</u>
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SALT SPRING ISLAND TRANSPORTATION COMMISSION

Operating Period ending July 31, 2012

SSI TRANSPORTATION

**2012
Y-T-D**

**2012
Budget**

Sources of Income

Requisition	0	146,250
Other	115	620
	<u>115</u>	<u>146,870</u>

Expenses

Engineering	0	45,960
General Administration	13,430	16,550
CRD Allocations	5,071	19,850
	<u>18,501</u>	<u>82,360</u>

Transfer to Reserve Funds

NGVTMP	28,882	49,510
Pathways	8,750	15,000
	<u>37,632</u>	<u>64,510</u>

Total Expenses 56,133 146,870

Surplus/(Deficit)

-56,018 0

Salt Spring Island Transportation Commission
2012 Budget – Capital Funds at July 31, 2012

SSI Transit Operating Reserve	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	96,431	96,431	96,431	96,431	96,431	96,431	96,431	96,431					96,431
Transfer from Operating													
Interest Income													
Ending	96,431	96,431	96,431	96,431	96,431	96,431	96,431	96,431					96,431

SSI Transportation Pathways Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	6,762	12,912	14,162	15,412	16,662	42,912	54,162						6,762
Transfer from Operating	1,250	1,250	1,250	1,250	1,250	1,250	1,250						8,750
Gift in Lieu	4,900												4,900
Contributions					25,000	10,000							35,000
Interest Income													
Expenditures							(439)						(439)
Ending	12,912	14,162	15,412	16,662	42,912	54,162	54,973						54,973

SSI Transportation NGVTMP Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	196,267	199,028	199,186	645,274	639,448	636,034	1,196,099						196,267
Transfer from Operating	4,126	4,126	4,126	4,126	4,126	4,126	4,126						28,882
Grant - Provincial			450,000										450,000
Contribution						563,134							563,134
Interest Income													
Expenditures		(45)	(23)	(79)	(372)	(12)	(899)						(1,429)
CRD Engineer/Real Estate	(1,365)	(3,923)	(8,015)	(9,872)	(7,169)	(7,183)	(3,513)						(41,040)
Ending	199,028	199,186	645,274	639,448	636,034	1,196,099	1,195,814						1,195,814

SSI Transit Bus Shelter Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	31,445	31,877	7,802	8,356	8,650	9,204	9,758						31,445
Transfer from Operating	554	554	554	554	554	554	554						3,878
Interest Income													
Expenditures													
Kitchen Road													
Fernwood Road	(122)	(24,629)		(260)									(25,011)
Ending	31,877	7,802	8,356	8,650	9,204	9,758	10,312						10,312

Total Capital Funds	340,248	317,581	765,473	761,191	784,581	1,356,450	1,357,529						1,357,529
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From: Barry Spence [mailto:bspence@telus.net]
Sent: Thursday, July 26, 2012 12:44 PM
To: directorssi
Subject: (CRD Website Submission)

Hello Wayne,

The description of 'construction and maintenance' services supplied by the Salt Spring Transportation Commission implies that the commission may be the proper body to which this request should be directed, so this message is addressed to you in your role as a member of the commission.

I am requesting permission to place a geocache at the bus stop shelter on Fernwood Road, near the Raven Street Market Cafe.

Geocaching is a 'real-world treasure hunting game,' enjoyed by about five million participants world-wide, in which the players, equipped with a set of geographic co-ordinates and a GPS enabled device seek hidden containers, called geocaches, placed by similar individuals and families at close to two million locations scattered around the world.

The proposed geocache for this location is a magnetic key case, containing only a logbook (actually a log-strip) identifying the container as a geocache, and in which cachers will record their finding the container.

Placing the cache will involve no alteration to the shelter.

Based on data from a similar cache in this area, in place for 16 months now, I would expect about 50 finds to be logged in a typical year. Many of these will be multiple logs, resulting by families (or groups of friends, caching together) to the cache location.

Thanks for your attention to this. Please contact me if you have questions, or if this request should be directed elsewhere.

Regards,
Barry Spence
[REDACTED]

On Jul 26, 2012, at 1:00 PM, directorssi wrote:

Barry does this request have a commercial component? At this time the SSI Transportation Commission/CRD has a restriction on advertising and commercial applications and other forms of display. I will also copy your question to CRD SSI staff and the Chair of the Transportation Commission, Donald McLennan
Wayne McIntyre

From: ~~sspencc@telus.net~~ [~~mailto:sspencc@telus.net~~]
Sent: Thursday, July 26, 2012 3:06 PM
To: directorssi
Cc: Kees Ruurs; ~~mclennandj@shaw.ca~~
Subject: Re: (CRD Website Submission)

Hi Wayne,

Thanks for the (very!) quick response.

The closest thing to a 'commercial component' would be the enclosed note identifying the container as a geocache. The note includes a reference to a web address, geocaching.com, to which anyone accidentally finding the cache is directed for more information regarding geocaching. The cache container itself, a uniformly grey key case, which does have a logo (GE) molded into the lid, smaller than a dime and not coloured, will not be displayed, and should remain pretty much invisible to anyone not actually finding for the cache.

Anyone intending to find the cache will already be aware of the geocaching.com site, as that is where they will have gone to get the map coordinates for the cache location, and where they will return to record their find.

Regards,
Barry

Cc: Kees Ruur, Donald Mclennan

From: Kees Ruurs <kruurs@crd.bc.ca>
Date: July 29, 2012 10:43:04 AM PDT (CA)
To: "~~sspencc@telus.net~~" <~~sspencc@telus.net~~>, directorssi <directorssi@crd.bc.ca>
Cc: "~~mclennandj@shaw.ca~~" <~~mclennandj@shaw.ca~~>
Subject: RE: (CRD Website Submission)

Hello Barry,

Thank you for asking and checking with us. We have no concern about you placing a geocache at the bus stop on Fernwood Road.
Please go ahead based on the assumption that you do not need to make any changes, alterations or additions to the structure of the bus stop itself.

Kees Ruurs
Senior Manager CRD
Salt Spring Island

From: Pringle, Kealey [Kealey_Pringle@BCTransit.Com]
Sent: Thursday, July 12, 2012 5:09 PM
To: Ineke de Jong; SSI Transportation Commission; Kees Ruurs
Cc: Moore, Myrna; Moss, Linda
Subject: Salt Spring RB, FOR REVIEW

Hello everyone,

Could you please review the attachments (Rider's Bulletin and text for the print ad and IBC/Interior Bus Card) and let me know of any corrections or approval by Wednesday, July 18.

The full Rider's Guide for September 30 will be in full colour with a routing map and more Rider Information text.

Thank you,

Kealey

Kealey Pringle, MA

Marketing

Phone: 250.385.2551

Fax: 250.995.5641

Cell: 250.216.7576



520 Gorge Road East,
P.O. Box 610 Victoria,
BC V8W 2P3
www.bctransit.com

From: Donald & Judy McLennan [dsmclennand@shaw.ca]
Sent: Saturday, July 14, 2012 4:10 PM
To: Pringle, Kealey
Cc: Moore, Myrna; Moss, Linda; Kees Ruurs; Ineke de Jong; SSI Transportation Commission; John Wakefield
Subject: Re: Salt Spring RB, FOR REVIEW

Dear Kealey

Thank you for providing the SSITC with an opportunity to review the new Rider's Bulletin for SS Transit.

I have only one comment this time around.

It is stated in the RB that: "Funding for your local transit system is cost shared between the Capital Regional District and BC Transit."

That is quite correct of course. But what is left unstated is that the Salt Spring taxpayer picks up 25% of the funding cost via the annual tax \$86,000 requisition of the SSITC. Those funds are channelled through the CRD which should certainly be mentioned as a funding partner. But in my view, the Salt Spring taxpayer deserves a mention as well.

I would venture a guess that very few riders have any idea how SS Transit is funded. And fewer still are likely to be aware that their tax dollars are supporting the system. In the interest of full transparency and a reader-friendly RB, I would argue in favour of including the SSI taxpayer in the list of funding partners.

My two cents.
With kind regards.

Donald

Donald McLennan, Chair
Salt Spring Island Transportation Commission
5-105 Rainbow Road
Salt Spring Island, BC V8K 2V5
e-mail: ssitc@crd.bc.ca
web: www.crd.bc.ca/saltspring/transportation
tel: (250) 537-4448
res: (250) 538-5567

From: "Pringle, Kealey" <Kealey_Pringle@BCTransit.Com>
Date: July 16, 2012 8:54:34 AM PDT (CA)
To: Donald & Judy McLennan <mclellandj@shaw.ca>
Cc: "Moore, Myrna" <Myrna_Moore@BCTransit.Com>, "Moss, Linda" <Linda_Moss@BCTransit.Com>, Kees Ruurs <kruurs@crd.bc.ca>, Ineke de Jong <ssstransit@telus.net>, SSI Transportation Commission <ssitc@crd.bc.ca>, John Wakefield <johnw@shaw.ca>, "Wasiuta, Anita" <Anita_Wasiuta@bctransit.com>, "Sheehan, Maureen" <Maureen_Sheehan@BCTransit.Com>
Subject: RE: Salt Spring RB, FOR REVIEW

Dear Donald,

Thank you for taking the time to review the Rider's Bulletin.
Your point is well taken, I believe it is covered in the following standard provincial statement which is also on the Rider's Bulletin, "Operating costs are met by a combination of farebox revenues and joint regional district and provincial funding." The statement you are referring to is restricted to the legal signatories on the Annual Operating Agreement.

Thank you again,

Kealey

Kealey Pringle, MA

From: Knight, Kimberley [REDACTED]
Sent: Wednesday, August 01, 2012 2:03 PM
To: SSI Transportation Commission
Subject: Bus Service on SSI

Thank you for the opportunity to provide feedback to the bus system on Salt Spring.

It is truly wonderful to see the introduction of the bus system & celebrate its success on SS.

As a commuter (for work) to Salt Spring on the Vesuvius Ferry 5 days a week, I know I would take advantage of a monthly bus pass and utilize the current system

if there was a morning bus at the ferry. At present, myself and a number of other commuters all have a secondary vehicle we park on this side of the terminal as we ride the ferry back and forth as passengers because the cost to drive on is too high.

Current personal expense of insuring a vehicle, paying maintenance/repairs and gas versus purchasing a bus pass would be cheaper and easier for a number of the full time commuters on the Vesuvius run.

At present we have (of the top of my head):
4 employees of Island Savings (soon to be 5)
2 from Country Grocer
1 from Thriftys
1 from Mark's Work Wearhouse
2 hospital employees
2 construction (glass installer & a welder)

There are a number of school teacher that commute as well, from the high school and the elementary. Some employees of the fish hatcheries and other places that I may not be aware of because they stay in their vehicle and therefore I don't know who they are.

On the other side of that argument there are also a number of commuters off the island on the morning ferries as well, 3 employees of Island Savings take the boat every morning to Crofton where they have a vehicle parked. Wouldn't it be nice for them to just be able to catch a bus to the ferry rather than keep vehicles on both sides!

Thank you & happy potential bus route expanding...

Kimberley Knight, [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
124 McPhillips Avenue, Salt Spring Island B.C., V8K 2H5

From: Donald & Judy McLennan <[REDACTED]@shaw.ca>
Date: August 10, 2012 8:06:58 PM PDT (CA)
To: KKnight@[REDACTED].com
Cc: SSI Transportation Commission <ssitc@crd.bc.ca>, Myrna Moore <myrna_moore@bctransit.com>, Ineke de Jong <sstransit@telus.net>
Subject: Re: Bus Service on SSI

Hello Kimberley

As Chair of the SSI Transportation Commission, I very much appreciate the time and effort you put into your e-mail below.

The information therein is very useful and timely. The SS Transit Rider's Guide which is available on all buses states quite clearly that: Decisions on fares, routes and service levels are made by the regional district [CRD] board based on public feedback and information provided by BC Transit.

Public input is valued and appreciated. It is very helpful to the SSI Transportation Commission which is always consulted by the CRD and BC Transit on service enhancement options.

We welcome at all times enquiries regarding our award-winning bus system on Salt Spring.

SS Transit, its operator Ineke de Jong and its loyal stable of friendly drivers are doing an exceptionally fine job of building ridership and building loyalty as a first class transportation system. Salt Springers are rightly proud of this ever-building success story for the following reasons:

Salt Spring Transit received an award from the Canadian Urban Transit Association for outstanding performance and exceptional service. To achieve this in its first year of operation is rare and noteworthy

in the 1st year of service (2008), 16,000 riders were expected; passenger volumes have shown exponential growth since then and have climbed 500% from year one estimates to 81,000 riders in 2011

BC Transit characterizes SS Transit as the most "productive" small bus system in the entire province; in other words, SS Transit has the best ridership per capita in BC for small bus systems

In fact, SS Transit has been so successful, we now find that requests for new service are outstripping our ability to fund them.

Last summer, with the needed and much appreciated support of BC Transit and the CRD, a huge service expansion was introduced including:

Sunday service

Holiday service

additional trips to meet ferries in Fulford and Vesuvius

extra service to Fernwood

While we are always open to input from the community regarding new or expanded routes, we are still digesting last summer's major expansion. And we must bear in mind that our current bus fleet will soon need to be replaced which will bring pressure to bear on our present financial situation. So adding any new routes in the short to medium term will require very careful analysis.

Your suggestion of added morning service to Vesuvius will be given every consideration by all involved in planning the way forward for SS Transit.

Thank you once again for your enquiry.

Donald

----- Original Message -----

From: "Mary Weller" <weller@telus.net>
To: <sstransit@telus.net>
Sent: Friday, August 10, 2012 1:30 AM
Subject: no response from BC Transit re. fare increase

Hello Ineke,

I hope you remember me - I wrote to you about the unequal fare increase of the 10-ticket booklet. You kindly forwarded my message to the BC Transit authorities on July 12. When I hadn't heard a word from them by July 30th, I sent my email (to sstit@crd.bc.ca) again. You guessed it - still no response, as of today.

Could you prod them for me?

Cheers,

Mary Weller

-----Original Message-----

From: Ineke de Jong [mailto:ssstransit@telus.net]
Sent: Friday, August 10, 2012 2:16 PM
To: Moore, Myrna
Cc: SSI Transportation Commission
Subject: Fw: no response from BC Transit re. fare increase

Hello,

I told Mary I would forward it again. Thanks.

Ineke de Jong
Saltspring Island Transit
System Operator
250-537-6758

From: Moore, Myrna [Myrna_Moore@BCTransit.Com]
Sent: Monday, August 13, 2012 6:30 AM
To: <weller@telus.net>
Cc: Ineke de Jong; SSI Transportation Commission
Subject: RE: no response from BC Transit re. fare increase

Good Morning, Mary

Thank you for your patience and I apologize for the delay in responding to your query.

Decisions on fares, routes and service levels are made by the regional district [CRD] board based on public feedback and information provided by BC Transit.

Based on BC Transit's Fare Structure Guidelines, transit fares are set using factors that build off the adult cash fare. For example,

o Monthly passes are normally set at 20-30 times the cash fare rate, with adult passes falling in the upper part of this scale and seniors and students passes falling in the lower part. On Salt Spring Island, monthly passes generally follow this rule, with adult monthly passes currently at 25 times the cash fare (25 x \$2.00 = \$50), seniors passes at 20 times the senior cash fare, and student passes at 20 times the student cash fare.

o Tickets are normally set at 9 times the cash fare rate in order to retain the ability to easily convey the savings involved: 10 rides for the price of 9, or one ride free. With the introduction of transit on Salt Spring Island in 2008, the CRD Board approved a deeper discount on tickets in order to more heavily promote the implementation of the new service and, as a result, tickets were priced at only 7.5 times the cash fare rate. With the latest review of the Salt Spring Island Transit's fare structure, the CRD Board approved the recommended ticket pricing based on the Fare Structure Guidelines, which provides for one free ride for every ticket booklet purchased.

Mary, I hope this assists in answering your query. I would be pleased to discuss this further with you via phone after August 22nd if you wish to discuss further. Please contact me at my phone number noted below, or please send me your phone number in a subsequent email so that I can contact you.

Best regards,

Myrna Moore
Senior Regional Transit Manager,
Vancouver Island Coastal
Municipal Systems
Phone: (250) 995-5612
Myrna_Moore@bctransit.com

----- Original Message -----

From: Ben Goodman

To: andrew.newell@gov.bc.ca

Sent: Tuesday, August 07, 2012 11:13 AM

Subject: Saltspring Island - parking hazard

Mr. Newell: I understand from the RCMP that the concern outlined below is in your jurisdiction to act on.

At the corner of McPhillips and the Fulford Ganges road (location of the out-of-service Shell Station) there is a serious parking problem. When the Shell station was operating, there was no parking on both angles of the road. Now that the station is closed, cars and trucks are parked willy-nilly wherever a space permits. This includes right up to the stop sign and on the main road.

Site-lines are disrupted and to me, this represents a serious traffic hazard. Traffic is often backed up on McPhillips as there is only a single line approaching the corner. It is an accident waiting to happen. The solution is simple: place no parking signs all along the blue fencing and have a yellow grid painted on the road surface to re-enforce this no parking.

It will likely be many years before the owners of this property do anything with it so there is a great need to resolve and take action on this parking problem.

I would appreciate if you would get back to me with the timing for action on this problem

Thanks, Ben Goodman

From: Ben Goodman [REDACTED]

Sent: Tuesday, August 07, 2012 11:22 AM

To: SSI Transportation Commission

Subject: Safety hazard at Shell Station corner

Mr. Newell: I understand from the RCMP that the concern outlined below is in your jurisdiction to act on.

At the corner of McPhillips and the Fulford Ganges road (location of the out-of-service Shell Station) there is a serious parking problem. When the Shell station was operating, there was no parking on both angles of the road. Now that the station is closed, cars and trucks are parked willy-nilly wherever a space permits. This includes right up to the stop sign and on the main road.

Site-lines are disrupted and to me, this represents a serious traffic hazard. Traffic is often backed up on McPhillips as there is only a single line approaching the corner. It is an accident waiting to happen. The solution is simple: place no parking signs

all along the blue fencing and have a yellow grid painted on the road surface to re-enforce this no parking.

It will likely be many years before the owners of this property do anything with it so there is a great need to resolve and take action on this parking problem.

I would appreciate if you would get back to me with the timing for action on this problem

Thanks, Ben Goodman

----- Original message -----

From: Donald & Judy McLennan
To: [REDACTED]
Cc: SSI Transportation Commission
Sent: Friday, August 10, 2012 7:12 PM
Subject: Safety hazard at Shell Station corner

Dear Ben

Thank you very much for your message below.
Parking is a problem in various locations on Salt Spring and your description of the situation at the former Shell station is very relevant in this respect.

The SSI Transportation Commission is a relatively young organization. We are an advisory body to the CRD comprised of eight community volunteers. On our webpage <http://www.crd.bc.ca/saltspring/transportation/index.htm>, you will find on the home page a detailed description of the mandate of the Commission. It is pretty straightforward; as an advisory body to the CRD, we make recommendations to the CRD Director Wayne McIntyre (who is a member) and he chooses to take matters (or not) to the CRD Board.

There is no parking authority per se on Salt Spring as yet. Over the past year, the SSITC has been tentatively exploring with CRD HQ exactly how or if our mandate extends to parking in some fashion. As it happens, we do hope to bring about the re-painting of some faded yellow no parking lines in Ganges later this year which would move us in very modest fashion towards an expanded role related to parking. It sounds from your description like the corner of McPhillips and LGR would be a good place to start.

There is also the matter of jurisdiction over our roads. It is the BC Ministry of Transportation (MoT) which oversees all roads on SSI and generally, MoT must give permission or some form of licence for any initiative on the road right-of-way.

That can get rather bureaucratic as you can imagine.

You have requested a time table for action on the situation you describe. The only action to which I can commit is to bring the matter to the Commission for general discussion as to how we might proceed. We meet monthly but I cannot assure you that there will be time on the agenda at our next meeting on August 21st to address your concern.

I do wish to thank you once again for bringing this important matter to our attention. I am sure you share my wish that there was a quick or easy solution or that there was a body on SI which had the necessary authority to act expeditiously.

With personal regards.

Donald McLennan, Chair

From: Ben Goodman <ben@ben-goodman.com>
Date: August 10, 2012 9:20:42 PM PDT (CA)
To: Donald & Judy McLennan <dmclennandj@shaw.ca>
Subject: Re: Safety hazard at Shell Station corner

Thanks for your prompt response Don. As you may have noticed, my request was directed to the MOT for action and to you for info. I have had an email response from MOT indicating that they would be on SSI today and would have a look at the concern I noted. I will keep you informed as I get a response from MOT.

Thanks, Ben

----- Original Message -----

From: Coulter, Colin TRAN:EX

To: 'Ben Goodman'

Cc: Newall, Andrew R TRAN:EX

Sent: Tuesday, August 14, 2012 11:53 AM

Subject: RE: Saltspring Island - parking hazard

Good Morning Mr. Goodman,

I had the opportunity to examine the site at Lower Ganges/McPhillips yesterday. There were many vehicles parked adjacent to the temporary fencing as you have suggested. I drove through the intersection multiple times in an effort to gauge sightlines. The fact that McPhillips Ave is a one way street reduces the number of potential vehicle movements and certainly decreases the risk of collision. Parking in the area of question has no impact on right turn movements and sightlines to the north of McPhillips are adequate. I imagine your primary concern is for vehicles turning left from McPhillips Ave on to Lower Ganges Road.

I have done up a simple mock up on an air photo of the site in order to better explain my reasoning:

The yellow hatched areas represent areas where vehicles currently park. Once a driver stops at the stop bar on McPhillips and ensures that the crosswalk is clear, the vehicle is able to creep forward significantly into the intersection. The blue line represents the edge of the traveled lane on Lower Ganges. There is approximately 9m of clearance between the stop bar and the traveled lane. Once the vehicle has crept into the intersection, the green line represents the driver's sightline. The sightline when looking south is approximately 60m in length which is precisely the recommended sight distance for a 50km/h road.

So long as vehicles along Lower Ganges parallel park and are not backed out towards the traveled lane, I find the sightlines at the intersection to be adequate. If you find that vehicles are commonly traveling above the posted speed limit on Lower Ganges than I must refer you back to the RCMP as this is an enforcement issue.

By further limiting parking in Ganges we would likely find increased non-compliance with our existing restricted parking areas, as well as individuals becoming increasingly "creative" with the places they choose to park. I want to reiterate

that road safety is the first priority. In this case it is my opinion that the intersection will continue to function safely without limiting vehicle parking.

My only suggestion at this point would be to perhaps place a sign along the Lower Ganges frontage stating 'Parallel Parking Only.' I am sure this is not the response you were hoping for, but I hope I have clearly explained my reasoning behind this decision.

Thank you again for bringing this issue to my attention and please let me know if you have any other questions.

Regards,

Colin Coulter

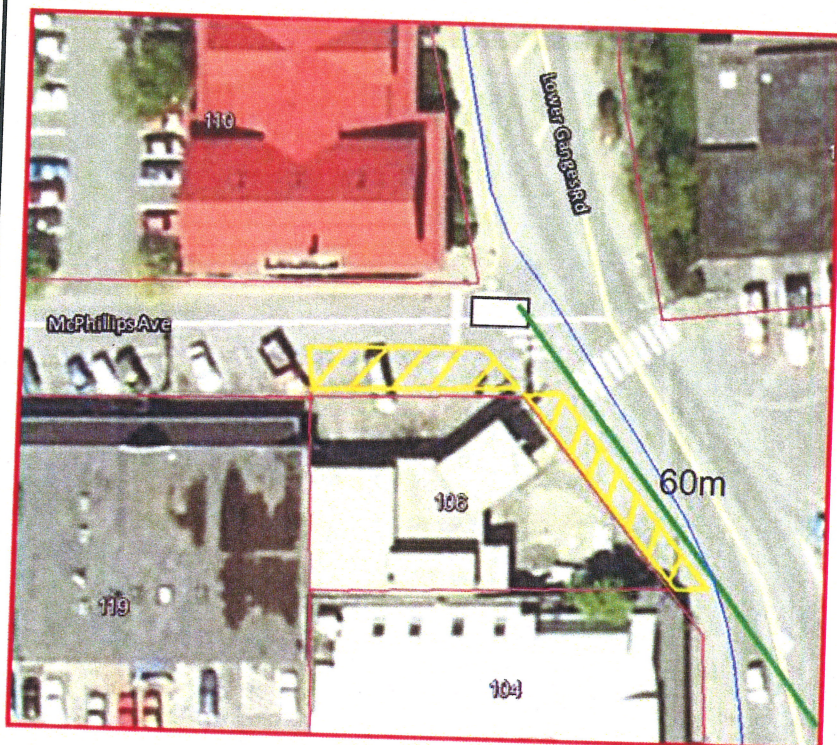
Operations Technician/Area Manager

Vancouver Island District - South Island

Ministry of Transportation & Infrastructure

Tel: 250-952-4481 Cell: 250-812-7305

Please consider the environment before printing this email



----- Original Message -----

From: Ben Goodman

To: Coulter, Colin TRAN:EX

Sent: Tuesday, August 14, 2012 2:19 PM

Subject: Re: Saltspring Island - parking hazard

Thanks for your very prompt review of my concern. I understand the need to maximize parking spaces in the Ganges area. Perhaps it would be possible to take two actions:

1. At least restrict the size of vehicles parking right up to the corner on McPhillips. Some very large trucks are often parked right at the corner.
2. At the very least, reduce the number of vehicles parking right up to the stop sign at McPhillips and the main road, and along the fence on the main road.

It may be that at the time of your observations, this was not a problem. By posting no parking signs on the fence right at the corner, as well as yellow hash marking close to the corner on McPhillips and on the main road, it mitigates the problem as I see it.

At present, it is a bit of "free for all" situation with no restrictions of any kind. Since this corner will likely remain static for several years until the old Shell Station goes through some kind of remediation, some parking control should be in place.

Enough from me as an amateur - I will leave it in the hands of the experts.

1

Ben Goodman

From: Ben Goodman <ben.goodman@shaw.ca>

Date: August 14, 2012 9:28:11 PM PDT (CA)

To: Donald & Judy McLennan <mclennandj@shaw.ca>

Subject: Fw: Saltspring Island - parking hazard

Hi Don: Below is the MOT response to my concern. I don't really agree with their conclusion - some type of control is important in my view. As I said in my answer to Colin, perhaps restricting the size of vehicle and at least reducing the parking right at the corner with "no parking" signage and some yellow hash marks would help.

I won't be pursuing this any further.

Ben

Salt Spring Island Transportation Commission

5-105 Rainbow Road
Salt Spring Island, BC
V8K 2V5

T 250-537-4448
ssite@crd.bc.ca

www.crd.bc.ca/saltspring/transportation

May 9, 2012

The Honorable Christy Clark
Premier of British Columbia
via e-mail to premier@gov.bc.ca

Dear Premier

Re: Coastal Ferry Act Review Report

We have read the Coastal Ferry Act Review Report released by Ferry Commissioner Gord Macatee. The recommendations contained in the report are encouraging and we, as residents of Salt Spring Island applaud the Commissioner for his comprehensive report and recommendations.

We urge the government to implement the Report's recommendations. Current high ferry rates continue to impact adversely the economic well being of Salt Spring. The number of visitors to Salt Spring has declined by 11 per cent over last year as ferry rates have continued to increase by about 80 per cent over the past eight years. It is imperative that the ferries be considered as part of B C's overall transportation strategy. A decrease in fares would greatly improve island tourism and the economic health of the community.

We ask the government to act quickly to redress the considerable obstacles to tourism and economic growth that result from an outdated Coastal Ferry Act.

sincerely

Donald McLennan, Chair

cc: Hon. Blair Lekstrom Minister of Transportation and Infrastructure
via email to blair.lekstrom.mla@leg.bc.ca

Hon Murray Coell, MLA, Saanich North and the Islands
via e-mail to murray.coell.mla@leg.bc.ca

> From: Transportation, Minister TRAN:EX [Minister.Transportation@gov.bc.ca

>]

> Sent: Thursday, July 05, 2012 10:06 AM

> To: SSI Transportation Commission

> Cc: OfficeofthePremier, Office PREM:EX; Coell.MLA, Murray LASS:EX

> Subject: 203783 – BC Ferries

> Donald McLennan, Chair

> Salt Spring Island Transportation Commission

> ssitc@crd.bc.ca

>

> 203783 – BC Ferries

>

> Dear Chair McLennan:

>

> Re: BC Ferries

>

> Premier Christy Clark has asked me to respond on her behalf to your

> letter of May 9, 2012, regarding BC Ferries and the BC Ferry

> Commissioner's report.

>

> I appreciate you sharing your observations about our ferry system

> and its importance to the economy of Salt Spring Island, and I can

> assure you the provincial government remains committed to finding

> solutions to best balance the needs of ferry users with the

> interests of B.C. taxpayers and the ferry operator to ensure the

> sustainability of our coastal ferry system.

>

> I am also glad to hear you have had a chance to read the BC Ferry

> Commissioner's review of the Coastal Ferry Act. In response to his

> recommendations, the government recently amended the Coastal Ferry

> Act to help reduce the pressure on fares. The amendments give the

> Commissioner more flexibility to determine the amount of revenue

> needed to sustain operations and support ongoing investment, as well

> as additional responsibility to oversee the costs of providing the

> ferry service.

>

> As well, in addition to the more than \$150 million in annual

> provincial funding, the government will increase its financial

> contribution to BC Ferries by \$79.5 million over the next four

> years. While the commissioner is responsible for setting the final

> price caps, the amended legislation and additional funding are

> intended to enable the price cap increases to decline over time. In

> turn, we expect BC Ferries to look for greater efficiencies and

> innovative ideas that will reduce operating costs.

>

> It is important to keep in mind that in these challenging economic

> times, certain measures must be implemented as soon as possible to

> help address low usage on some routes. Adjustments to service levels

> will be made after an engagement process where citizens and local

> governments can discuss their preferences regarding the tradeoffs

> between fare increases, service adjustments and potential community

> contributions. The engagement process will also solicit input on

> strategies to achieve the provincial vision of connecting coastal

> communities in an affordable, efficient and sustainable manner.

>

> Thank you for taking the time to write.

>

> Sincerely,

>

>

> Blair Lekstrom

> Minister

>

> Copy to: Premier Christy Clark

>

> Murray Coell

From: Donald & Judy McLennan <[REDACTED]@shaw.ca>
Date: August 10, 2012 12:28:49 PM PDT (CA)
To: John Wakefield <[REDACTED]@shaw.ca>, Nomi Lyonns
<[REDACTED]@paradisefoundryoga.com>, Andrew Haigh
<[REDACTED]@uniserve.com>, Kees Visser <[REDACTED]@shaw.ca>, Harold
Swierenga <[REDACTED]@gmail.com>, Jean Taylor
<[REDACTED]@telus.net>
Cc: Wayne McIntyre <directorssi@crd.bc.ca>, Kees Ruurs
<kruurs@crd.bc.ca>, Tracey Shaver <TSHAVER@crd.bc.ca>, Carin
Perrins <cperrins@crd.bc.ca>, Sarah Shugar <shugar2@telus.net>
Subject: NGTP Media Release

Hello everyone

Wayne and I had an excellent 45 minute meeting with the Driftwood this morning. They had not yet received the CRD Media Release but we provided a copy. The Driftwood reporter Sean McIntyre was as excited as we were with this important milestone.

The story has already been posted to the Driftwood e-edition:
<http://www.gulfislandsdriftwood.com/news/165756906.html>

And the story has also been posted in full to the SSI Exchange website:
<http://saltspringexchange.com/2012/08/10/crd-awards-north-ganges-transportation-plan-phase-1-contract/>

Wayne and I worked closely with CRD HQ in the production of the Media Release a copy of which is attached.

Have a great weekend everyone. I will be sending out a draft agenda for our next meeting presently.

Donald



Making a difference...together

625 Fisgard Street, Victoria, BC V8W 1R7

Media Release

For Immediate Release

August 10, 2012

CRD Board Awards North Ganges Transportation Plan (NGTP) Phase 1 Contract

Salt Spring Island, BC – On August 8, the Capital Regional District (CRD) Board approved the recommendation to award a contract for approximately \$1.2 million to Bowerman Excavating Limited for the construction of bike lanes and walkways on Lower Ganges Road on Salt Spring Island. This work is part of Phase 1 of the North Ganges Transportation Plan (NGTP), which will see bike lanes, an off-road pathway and road safety improvements.

"This exciting initiative has been a number of years in the making," said CRD Area Director Wayne McIntyre. "The project will deliver social, environmental and economic benefits to our community, improving safety for walkers, bikers and drivers alike. I would like to thank members of our community for their involvement. Their support has been instrumental in driving this project from its inception."

"The North Ganges Transportation Plan has been correctly characterized as a public-driven project," said Donald McLennan, SSI Transportation Commission Chair. "Safer conditions for pedestrians and cyclists are the key motivating factors behind the plan. The BC Ministry of Transportation and Infrastructure joining the NGTP team makes for a terrific three-way partnership with Salt Spring taxpayers and the CRD."

Funding for the construction portion of the project is made possible by a three way partnership including a \$254,000 contribution from the Salt Spring taxpayer and drawn from the capital reserves of the Salt Spring Island Transportation Commission, a contribution of \$450,000 from the BC Ministry of Transportation and Infrastructure, with the remaining funding provided through Community Works Funds.

All property owners and businesses on Lower Ganges that will be impacted during construction have been contacted by the SSI Transportation Commission and CRD staff. Construction is expected to begin in September.

Attachment: Map

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