

SALT SPRING TRANSPORTATION COMMISSION
Notice of Meeting on **TUESDAY, December 18, 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 November 20, 2012
3. Presentations/Delegations
None
4. Reports
 - 4.1 Chair Report
 - 4.2 CRD Director Verbal Report
 - 4.3 CRD Senior Manager EA- Project Report Attached
 - 4.4 Financial Reports
 - 4.5
 - 4.6
5. Old Business
 - 5.1 Whims Road Pathway Maintenance-Verbal Report-K Ruurs
 - 5.2 Speed Limits-Report from Working Group – Kees Visser
 - 5.3 Update on Bus Design –Nomi Lyonns
 - 5.4 NGTP update
 - 5.5 NGTP Phase 2 (timing/funding)
 - 5.6
6. New Business
 - 6.1 Mainroad Meeting Notes
 - 6.2 Request for Bus Passes as Donations
 - 6.3 SSITC Meeting Dates for 2013
 - 6.2
7. Correspondence/Information
 - 7.1 E-mail-UBC Civil Engineer Students
 - 7.2 Traffic Calming- Email K- Visser
 - 7.3
8. Adjournment



Making a difference...together

**Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission
Held November 20, 2012 in the Portlock Park Meeting Room, Salt Spring Island, BC**

DRAFT

PRESENT: **Director:** Wayne McIntyre
Commission Members: Donald McLennan – Chair; John Wakefield – Vice Chair; Andrew Haigh; Nomi Lyonns; Harold Swierenga; Jean Taylor; Kees Visser
Staff: Kees Ruurs, CRD Senior Manager; Sarah Shugar, Recording Secretary
Observers: Sean McIntyre, Driftwood; Elizabeth White, Climate Action Council

The Chair called the meeting to order at 4:00 pm.

1. Approval of Agenda

MOVED by D. McLennan, **SECONDED** by W. McIntyre,
That the agenda be adopted as presented.

CARRIED

2. Approval of Minutes

W. McIntyre advised that the minutes be amended to delete the third bullet under Item 5.1.

J. Wakefield advised that Item 6.1 be amended to: The SSITC is on record as to the priority to be given to the construction of pedestrian and cycling infrastructure *on one side* of Rainbow Road.

MOVED by D. McLennan, **SECONDED** by J. Taylor,
That the minutes of the October 16, 2012 Regular Meeting be approved as amended.

CARRIED

3. Presentations / Delegations

There were no presentations at this time.

4. Reports

4.1 Chair Report

D. McLennan reviewed the project status report. He highlighted the following items:

- NGTP: Josh has a media release awaiting CRD approval about construction start-up of the NGTP. Work is expected to commence within the week.
- Fulford Ferry Terminal: Sue Hallatt and Alta have agreed that the Alta document on Fulford will present three options, it will be forwarded to David Hendry at BCF as a pre-cursor to our meeting that will be in the new year.

4.2 CRD Director Report

W. McIntyre verbally reported the following items:

- There is a new web site: ssigovernance.wordpress.com regarding the governance model on SSI. An advertisement was posted in the Driftwood and the SS Exchange regarding the formation of a committee to research the proposed governance study. The committee will aim to represent the diversity on the island. There will be twelve members including three elected officials that will be non-voting members. It is hoped that the committee would be formed in January and that the process of whether or not the community would go ahead with the proposed governance study would be completed in the fall of 2012.
- The Governor General has been invited to the opening of the new library.
- In the of process looking at the emergency services on SSI. There has been an increase in public interest following the Tsunami warning.
- The Community Economic Development Commission is proceeding with their Economic Development study. They hosted a roundtable meeting at the Harbour House regarding the tourism sector. A roundtable meeting is scheduled for this evening on the Ganges Village. The minutes from these roundtable discussions will be provided.
- School District #64 has transferred the land for the Drake Road Affordable Housing project.

4.3 CRD Senior Manager EA

4.3.1 Project Report

Mr. Ruurs provided the Project Status Report up to November 20, 2012. He highlighted the following items:

- Met with Merchants on Hereford – moving ahead for plans for a new sign – will take their final design to MOTI.
- Fulford: awaiting information from CRD Victoria re: legalities of parking enforcement on SSI.
- NGTP is moving along finally – George has indicated that work would commence on Monday.
- 127 Rainbow Rd.: provided \$4,900 to CRD and have been added to the reserve fund. There is a timeline for these funds – recommend that SSITC apply for a grant for a drainage study in early 2013. Hopefully we will construct in 2015.
- CRD strategic plan for 2012-14 has been approved and published on site, they are working on updating the info on the web site.
- SS Foundation released the results of their community needs survey. Transportation came in tenth on the list

which was considerably lower than the 2008 survey – indicates that transportation issues are being addressed.

- MOTI had indicated that they would paint red lines for the Vesuvius Ferry parking area – they have informed that they would complete this after the hill stabilization project is complete.

4.4 Financial Reports

The SSI Transit Monthly Revenue Report for Operating Period ending October 31, 2012 was received for information.

The SSI Transportation Monthly Revenue Report for Operating Period ending October 31, 2012 was received for information.

The Chair requested more information on the general administration items in the budget. C. Perrins will provide more information for the next meeting.

4.5 SSITC Budget for 2013

Mr. Ruurs provided a review of SSITC Budget for 2013. The first draft of the 2013 budget was prepared in Victoria and Mr. Ruurs is recommending the following changes:

- Increase the overall budget by 2% to follow the direction of the CRD Finance Committee (an increase of approx. \$3,000).
- The budgeted travel expenses to be cut by 50% (saving of \$1,000).
- An additional amount of \$4,000 for office staff salary.
- Increase pathway maintenance from \$3,370 to \$3,500 due to requirement to maintain new pathway construction this year.
- Include \$15,000 for contribution to pathway development.
- Director McIntyre has agreed to dedicate \$100,000 from Gas Tax for phase two of the NGTP.
- The first phase of the NGTP is budgeted at \$1,548,165 and is expected to come in under budget. The difference between the budgeted amount and final cost can be added to phase two of the NGTP. CRD staff will approach MOTI in March / April for their contribution of \$100,000.

5. Old Business

5.1 Whims Road Pathway Maintenance

K. Ruurs brought forward a request from Island Pathways for SSITC to consider funding the maintenance of the pathway along Whims Road. It was generally agreed that Mr. Ruurs would assess the trail and bring further information to Commission.

5.2 Electric Charging Station

In a staff report the Manager provided background information on the proposed electric charging stations. On October 12, 2012 the Climate Action Council requested that the SSITC possibly support:

- Providing public endorsement for the project and becoming an official partner.
- Providing a grant towards capital costs.
- Holding liability insurance or supporting liability insurance payments for five years.
- Providing funds to cover Artspring's annual utility costs associated with use of the charging station and after a trial period of free use, collecting parking fees.
- Owning the charging stations.

Ms. White provided an update that the Earth Festival Society has advised that they would contribute between \$5,000 and \$7,500 to the project. The society will take on ownership of the equipment and carry liability insurance. She advised that sponsorship would still be welcome and that there is an opportunity to name sponsors on the signage.

MOVED by N. Lyonns, **SECONDED** by J. Wakefield,
That the SSITC recommends to the CRD Director that CAC be advised that CRD SSI supports, in principal, the application for funding to the Fraser Basin Council for a double charging station on Salt Spring Island.

CARRIED

A. Haigh abstained from voting

MOVED by J. Taylor, **SECONDED** by D. McLennan,
That the SSITC recommends to the CRD Director that consideration be given to funding support in the 2013 budget in case another provincial grant program becomes available in 2013.

CARRIED

A. Haigh abstained from voting

MOVED by J. Wakefield, **SECONDED** by H. Swierenga,
That the SSITC recommends to the Director that SSI CRD staff explore other options with CRD staff responsible for the program to be able to respond more timely to future requests for support.

W. McIntyre provided the following amendment:

That the SSITC advise SSI CRD staff to explore with CRD staff to assist in a more timely response and that CRD investigate a standard process throughout the CRD for provision and support of electric charging stations.

J. Wakefield accepted the amendment.

MOVED by J. Wakefield, **SECONDED** by H. Swierenga,

That the SSITC advise SSI CRD staff to explore with CRD staff to assist in a more timely response and that CRD investigate a standard process throughout the CRD for provision and support of electric charging stations.

CARRIED

A. Haigh abstained from voting
K. Visser voted in opposition

5.3 151 Rainbow Road

K. Ruurs advised that the Islands Trust has been advised of the SSITC recommendation to require funds for trail work similar to 125 Rainbow Rd. and 127 Rainbow Rd.

E. White left the meeting at 5:40pm.

5.4 Speed Limits

K. Visser provided an update on the outcomes of the first meeting of the Speed Limit Working Group:

- Recommend 50km/hr limit for SSI with the exception of 70km/hr on main arteries and 30km/hr in Ganges.
- Minimum speed of 40km/hr
- The addition of traffic calming measures: speed tables, strips, etc.
- Education
- The role of SSITC
- Public input at some point.

He advised that the group would provide a written report for the January meeting.

6. New Business

6.1 Invitation to meet with BCF – Dave Hendry
Received for information.

6.2 NGTP Phase Two
It was generally agreed to review the right of way at the next meeting.

6.3 SSITC Meeting Dates for 2013
The schedule was received for information.

7. Correspondence and Information Items

7.1 Bus Shelters – email
The correspondence was received for information.

8. Next Meeting

The next regular meeting is scheduled on December 18, 2012, 2012 at 4:00 to 6:00 pm.

9. Move In Camera

MOVED by D. McLennan, **SECONDED** by J. Wakefield,
That the Salt Spring Transportation Commission close the meeting in accordance with the Community Charter, Part 4, Division 3, 90(1):

- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality.

CARRIED

The Salt Spring Transportation Commission closed the meeting at 5:50 pm and resumed an open session at 6:00 pm.

10. Adjournment

MOVED by J. Wakefield, **SECONDED** by A. Haigh,
That the meeting be adjourned at 6:00 pm.

CARRIED

Project	Comments	Budget (B) Donations (D) Actual (A)
<i>ITALICS - new information</i>		
1. TRANSPORTATION		
1.1 Partners Creating Pathways	Project completed	
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. Meeting held with merchants. Budget provided to them for installation costs and flower containers. <i>Final design received, application to MOTI to be submitted.</i>	
1.3 Ganges Hill/Regional Trail	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>Contracts signed for survey and pre-design work. Anticipated completion of feasibility study early January.</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. Report to Commission on previous agenda. Awaiting information from CRD Victoria Re: legalities of parking enforcement on Salt Spring Island	
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. CRD has submitted an application for phase 1 of the NGTP under this program.	
1.7. N.G.T.P. 1 st Phase	On August 8 th the CRD Board approved the contract in the amount of +/- \$1.2 million for the development of bike lanes and pedestrian pathways along appr. 1 km of Lower Ganges Road. Landscape contract completed. Notice to proceed with main contract to be issued 3 rd / 4 th week of November. <i>Construction commenced.</i>	
1.8. 127 Rainbow Road	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. Funds provided to CRD and put in Reserve fund.	
1.9. 151 Rainbow Road	Islands trust has been advised of recommendation by the Transportation Commission via letter. Recommendation was to require funds for trail work similar to 125 and 127 Rainbow.	
1.10. Rainbow path completion / grant Application	A timeline has been established to develop the pathway along the southern side of Rainbow Road. 2013 grant application for drainage study as well as completion of study. 2014: in house design of pathway. 2015 construction of pathway	
1.11. CRD Strategic Plan	In October the new Strategic Plan for CRD 2012-2014 has been published. Available on the CRD website	

Project	Comments	Budget (B) Donations (D) Actual (A)
<i>ITALICS - new information</i>		
1.12. CRD / SSITC website	In October information was provided to CRD I.T. regarding the updating of the website	
1.13. SSI Foundation Survey	Earlier this year the SSI Foundation released the results of its community. Needs survey. The survey identifies as the highest community needs: Housing, Community Health services, Poverty, Agriculture and food supply and Children's Youth and Family services. Transportation came tenth on the list which was considerably lower than the 2008 survey which means that the general population considers that Transportation issues are being addressed	

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. MoTI informed us that the painting will occur when a hill stabilization project is completed this fall.	
2.2 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 November 30, 2012

AGENDA ITEM 4.4

SSI TRANSIT

	2012 Y-T-D	2012 Budget
Sources of Income		
Transit Passes	153,162	132,000
Requisition	82,000	82,000
Other	284	550
	<u>235,446</u>	<u>214,550</u>
 Expenses		
BC Transit	147,556	177,040
Maintenance	0	4,520
Advertising	0	4,500
CRD Allocations	14,313	15,420
General Administration	2,926	6,420
	<u>164,795</u>	<u>207,900</u>
Transfer to Capital Reserve	<u>6,096</u>	<u>6,650</u>
Total Expenses	<u>170,891</u>	<u>214,550</u>
 Surplus/(Deficit)	 <u>64,555</u>	 <u>0</u>

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Operating Period ending November 30, 2012

SSI TRANSPORTATION

	2012 Y-T-D	2012 Budget
Sources of Income		
Requisition	146,250	146,250
Other	259	620
	<u>146,509</u>	<u>146,870</u>
Expenses		
Salaries - SSI Electoral Area Staff	3,772	0
Engineering	22,961	45,960
General Administration	18,028	16,550
CRD Allocations	7,918	19,850
	<u>52,679</u>	<u>82,360</u>
Transfer to Reserve Funds		
NGVTMP	59,510	49,510
Pathways	15,000	15,000
	<u>74,510</u>	<u>64,510</u>
	<u>127,189</u>	<u>146,870</u>
Total Expenses	<u>127,189</u>	<u>146,870</u>
Surplus/(Deficit)	<u>19,320</u>	<u>0</u>

Salt Spring Island Transportation Commission
2012 Capital Funds at November 30, 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	96,554	96,669	96,792	96,911	97,034	97,154	97,278	97,402	97,402	97,402		96,431
Interest Income	123	115	123	119	123	120	124	124					971
Ending	96,554	96,669	96,792	96,911	97,034	97,154	97,278	97,402	97,402	97,402	97,402		97,402

SSI Transportation Pathways Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	6,762	11,939	12,167	12,899	13,365	39,147	48,945	48,619	60,452	21,700	20,900		6,762
Transfer from Operating								15,000					15,000
Gift In Lieu	4,900										4,900		9,800
Contributions					25,000	10,000							35,000
Interest Income	277	228	807	766	846	16							2,940
Expenditures			(75)	(300)	(64)	(218)	(326)	(3,167)	(38,752)	(799)			(43,702)
Ending	11,939	12,167	12,899	13,365	39,147	48,945	48,619	60,452	21,700	20,900	25,800		25,800

Contributions for Specific Projects

16,000 Murikami Gardens - Rainbow Rd
4900 Ogilvie - Rainbow Rd
4900 Tottman

25,800

SSI Transportation NGVTMP Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	196,476	195,111	191,265	633,226	623,275	615,735	1,171,600	1,165,320	1,215,583	1,542,995	1,534,032		196,476
Transfer from Operating								59,510					59,510
Grant - Provincial			450,000										450,000
Contributions						563,134			340,540				903,674
Interest Income													-
Expenditures		(45)	(23)	(79)	(372)	(86)	(931)	(6,186)	(9,077)	(5,389)	(6,634)		(28,821)
CRD Engineer/Real Estate	(1,365)	(3,801)	(8,015)	(9,872)	(7,169)	(7,183)	(5,348)	(3,062)	(4,051)	(3,574)	(1,278)		(54,718)
Ending	195,111	191,265	633,226	623,275	615,735	1,171,600	1,165,320	1,215,583	1,542,995	1,534,032	1,526,120		1,526,120

SSI Transit Bus Shelter Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	36,445	36,877	12,802	13,356	13,650	14,204	14,758	15,312	15,866	16,420	16,974		36,445
Transfer from Operating	554	554	554	554	554	554	554	554	554	554	554		6,094
Interest Income													-
Expenditures													-
Kitchen Road													-
Fernwood Road	(122)	(24,629)		(260)									(25,011)
Ending	36,877	12,802	13,356	13,650	14,204	14,758	15,312	15,866	16,420	16,974	17,528		17,528

Contributions for Specific Projects

5000 Salt Spring Foundation

5,000

Total Capital Funds	340,481	312,903	756,273	747,201	766,119	1,332,457	1,326,529	1,389,302	1,678,517	1,669,308	1,666,850		1,666,850
----------------------------	---------	---------	---------	---------	---------	-----------	-----------	-----------	-----------	-----------	-----------	--	-----------

5 December, 2012

Speed limit working group

Yve Blick
Nomi Lyonns
Robert Procinski
Kees Visser

Background

The speed limit working group was formed in late August/early September at the request of the Transportation Commission in their August 21 meeting. Due to vacations, the group started only to work on this in mid October.

First, all members put their initial thoughts on paper, and had their first meeting ,on November 20, 2012. The result may not be what everybody had in mind, but we were all willing to compromise.

Introduction

The group represents already a range of different opinions, probably not unlike what we would find in the overall Salt Spring population, although I suspect there will be more extreme views in the community on this topic, from no control to 30km/h over the whole island.

It became quickly clear that we agreed on the following major points:

- Speed limit signs in themselves are not the main issue, because most drivers will drive within their comfort zone or just because of old habits
- Nevertheless, a legal limit will have to be imposed, just to remind drivers of the legal requirements
- Too drastic changes or too many alternating different signs will only confuse drivers, so uniformity in the speed level limits is advisable. Speeding might be as much of a problem as too slow driving.
- The main focus or push should be *on calming and traffic smoothing devices* in order to control speed and to make traffic safer.

Traffic calming consists of engineering and other measures put in place on roads for the intention of slowing down or reducing motor-vehicle traffic. This is done in order to improve safety for pedestrians and cyclists as well as to improve the living conditions for residents living along the road

- We could learn from other nearby jurisdictions, specifically North Cowichan, which is a rural community and have made great strides with traffic calming, or from overseas jurisdictions, where many if not millions of the calming devices are already in place for 40 years plus.

Recommendations

1. General speed limits

To keep it simple we recommend only three different speed limits: 30- 50-70 km/hr., with warning signs (the square yellow signs) in appropriate zones.

2.Island speed limit

Except for special zones, such as school zones, playground zones, high density areas, we recommend 50km/hr (as it is at present), but we also recommend a minimum speed of 40km/hr. There should be signs indicating this at the three ferry terminals (50 km maximum and 40km minimum, or as otherwise posted). A minimum speed is enforced in Hawaii and is making traffic smoother and alleviating driver frustration. A car is not a fauteuil on wheels, and drivers should be attentive and not be lulled into a false sense of safety.

3. End School zone/playground zone signs

As in most other jurisdictions, there should be end school zone and end playground signs, so you don't have to guess where these zones end. On Salt Spring Island this is lacking.

4. Fulford/Ganges Road.

This road is at present 80km and 50km from Fulford Hall to the ferry. The road is fairly straight with a few subtle curves which makes it a bit challenging for some inexperienced drivers. Most houses are well off the road.

We recommend 70 km, preferably with a minimum speed of 60km for the road, 50 from Fulford Hall to Beaver Point Road, and 30 within Fulford. There should be appropriate yellow warning signs near the aforementioned curves, as there are already now. In addition there should be warning signs at one or two curves on the section Burgoyne Bay triangle to Fulford Hall. Passing zones where appropriate.

Thoughts should be given to a calming device, such as a few speed platforms or chokers (see below) near the two curves on this sections

4. Long Harbour Road

This road is presently 80km, and likely can be driven quite safe with this speed, but for uniformity sake we recommend also 70 km (preferably minimum 60km), with warning sign at appropriate spots. Passing zones where appropriate.

5 Lower Ganges /Vesuvius Bay Road.

This road is at present a melange of playground zones, 60km, 50 km and warning signs. School buses and fuel trucks use this road frequently and therefore we recommend 50km for the whole road (minimum 40km), with the appropriate warning signs, with exception of the playground zone near the Parks office and in Vesuvius Bay, where as a residential area it should be 30km.

No passing zones.

6 Ganges Town, Vesuvius Bay and Fulford.

The speed limit should be 30km.

Ganges town speed zone area should be defined to :

- a/ Rainbow Road to the swimming pool
- b/Lower Ganges Road to the Foxglove intersection
- c/Upper Ganges Road to Churchill Road
- d/Fulford Ganges Road to Drake Road

The Vesuvius Bay 30km zone area should be defined from the Sunset Drive intersection

Fulford speed zone area should be defined from Beaver Point Road intersection.

At all these five points, we should consider a speed platform

7. All other roads would be 50km max, 40km min as per the signs at the ferry terminals, except of course school, playground zones and some higher density areas.

As mentioned the main thrust should be on traffic calming devices to control speed and to smoothen traffic to limit stop and go traffic.

Many of these devices are used extensively in western Europe with great success, and becoming increasingly common in the USA and in some Canadian communities such as North Cowichan (Duncan, Crofton and Ladysmith) and Vancouver (Kitsilano), Victoria, Nanaimo etc.. Salt Spring as a progressive island community could be at the fore front of these devices and become a model in Canada.

Below I am copying a traffic engineering report, to describe some of the traffic calming devices, which are extensively used in Europe and Asia, but not so much yet in North America.

Traffic calming can include the following engineering measures, grouped by similarity of method:

Make the street or even just a single lane narrower. Narrowing traffic lanes differs from other road treatments by making slower speeds seem more natural to drivers and less of an artificial imposition, as opposed to most other treatments used that physically force lower speeds or restrict route choice. Such means include:

- Chokers , which are curb extensions ,and traffic islands, that narrow the roadway to a single lane at points (Crofton, near the elementary school).^[8]
- Road diets: actively remove a lane from the street.
 - Allowing parking on one or both sides of a street. This in effect also a type road diet as it reduces the number of driving lanes.
 - Pedestrian small islands in the middle of the street.
- *Provide vertical deflection, i.e. a physical reminder.* These include:
 - Speed bumps, sometimes split or offset in the middle to help emergency vehicles reduce delay
 - Speed humps, parabolic devices that are less aggressive than speed bumps and used on residential streets.
 - Speed cushions, two or three small speed humps sitting in a line across the road that slow cars down but allows (wider) emergency vehicles to straddle them so as not to slow emergency response time.
 - Speed tables, long flat-topped speed humps that slow cars more gradually than humps
 - Raised pedestrian crossings, which act as speed tables.
 - Changing the surface material or texture (for example brick)
- *Provide horizontal deflection, i.e. make the vehicle swerve slightly.* These include:
 - Chicanes, which create a horizontal deflection causing vehicles to slow as they would for a curve.
 - Pedestrian refuges again can provide horizontal deflection, as can curb.
- *Provide attention devices, i.e. make the driver more attentive.* These include
 - Hanging orange flashing lights over the road, visual attention (Lakes Road, Duncan)
 - Rumbling strips, audio attention

We are not advocating to use all of these yet, but some of these we should:

8. Speed platforms or cushions (see above)

Since the 1980's these are very common in western Europe; there are tens of thousands of them. Every village has them at all entries or near higher density zones, playgrounds, school zones etc. These are usually 5 to 7 m long and about 10 cm high, and usually painted with yellow stripes (France) or bright red (Spain). I have seen them now as well at Victoria airport.

- They should be constructed at Cusheon Lake Road. The community there is rightly concerned about the traffic in their area. The build up area is unique on Salt Spring, the houses are backing up right into the road, with many blind corners and nooks. Accidents have happened regularly and will continue to happen, if nothing is done. Moreover, the road is next to Cusheon Lake, which is a drinking water reservoir. Signs of any kind have been tried, and although working for a short time, speeding continues. It is clear only physical impediments will work here, and speed tables are probably the answer. At least three tables, possibly more are needed, two on either end of the build up area and one or more in the middle. These should be well indicated by signs, preferably painted and a 30 km zone should be indicated from beginning to end.

- They could be constructed at the 4 entries of Ganges Town, Vesuvius Bay, Fulford at the points where the 30km zones begin..

9. Traffic circles

Again there are tens of thousands of these in western Europe, and they appear now also in Duncan, Ladysmith and Vancouver. Traffic circles are safe and green; they prevent T-bone collisions, lower speed and prevent the stop and go traffic as in 4-way stops (which create higher carbon emissions).

These traffic circles should be two level ones, an outside one for normal vehicle traffic, and an inner slightly raised circle (usually with bricks) to allow large semi trailers to pass. The municipality of North Cowichan has twelve of these and their population is now petitioning for more. On their website they have excellent educational film clips re. traffic circles and other traffic calming devices.

The Central intersection, where a 4-way stop was introduced in early 2012, is a prime candidate.

Another candidate is the Upper Ganges/Lower Ganges Road (which is in the NGTP), and there are others.

A Duncan ,Lakes Road type of circle would easily fit these two examples, without having to have extra land. In Kitsilano and Victoria there are even smaller circles, where large trucks regularly pass. Costs for these types of circles are in the order of \$300,000 (North Cowichan source).

In Salt Spring we could have a typical island design, such as art and flower beds in the small inner circle (as they actually have in Spain)

10. Orange flashing lights and rumbling strips.

These are used extensively in the USA and more locally also in Duncan (Lakes Road) and are low cost options (\$4000, North Cowichan source)

Potentially difficult intersections should have a 4 way orange flashing light hanging over the intersection. Prime examples are Beddis Road/Fulford-Ganges Road, North End Road/Fernwood Road, Beaver Point Road/Stewart Road and there are undoubtedly more examples.

In combination with these, we recommend to install rumble strips. Rumble strips could also be used on themselves, when smaller roads intersect with busier roads.

We are convinced that these lights and strips will slow drivers down, make them more alert and will result in safer traffic.

11. White reflective lines at sides of roads.

These are used almost everywhere in the USA. Especially in dark and rainy weather, what Salt Spring has a lot of, these lines are life savers. Many drivers here have forgotten how to dim when approaching or driving behind other vehicles, resulting in blinding. When that happens most drivers are usually still able to see the side of the road, and white reflective lines will be crucial.

Besides the yellow middle lines for the main roads, we recommend to have white side lines painted on all roads, and especially on the minor roads, and repainted every fall. This is also a low cost option to calm speeds and prevent accidents.

12. Road maintenance

In our opinion. road maintenance on Salt Spring is poor, badly planned and shows tax money waste and 1950's thinking.

Without going into details, there are many examples the working group came up, to prove this.

It is recommended that the Transportation Committee plays an active role in planning, quality control and budget control of Salt Spring road maintenance. Good and modern road maintenance will induce drivers to drive within the limits and therefore safer.

13 Driver/Bicycle education

It is clear that driver and bicycle education is lacking in Canada, and certainly on Salt Spring Island. The major concerns are that drivers overtake cyclists where they can't, and cyclists riding on the wrong side of the road, but there are many others.

The Group recommends that the Transportation Committee takes an important role to enhance driver and cyclist education, using Driftwood, and expertise of RCMP, ICBC, CRD.

Conclusion

- Speed limit signs in themselves are not the main issue, because most drivers will drive within their comfort zone or just because of old habits
- To keep it simple we recommend only three different speed limits: 30- 50-70 km/hr., with warning signs (the square yellow signs) in appropriate zones.
- Except for special zones, such as school zones, playground zones, high density areas, we recommend 50km/hr (as it is at present). We also recommend a minimum speed of 40km/hr
- There should be signs at the three ferry terminals (50 km maximum and 40km minimum, or as otherwise posted).
- .-The main focus or push should be on calming and traffic smoothing devices in order to control speed and to make traffic safer.
- We could learn from other nearby, similar jurisdictions, such as North Cowichan, or from overseas jurisdictions, where many if not millions of the calming devices are already in place for 40 years plus.
- Examples of these calming devices are speed tables, traffic circles, orange flashing lights, rumbling strips.
- The two major areas where these should be constructed are the Central intersection (traffic circle) and Cusheon Lake Road (speed tables)
- The Transportation Committee should have a major role in road maintenance and traffic education.
- At first any kind of implementation of speed calming devices, new speed limits and traffic circles will meet resistance, but the experience of other jurisdictions is that this resistance is quickly turned into enthusiasm.

Kees Visser
Speed limit Working Group
Salt Spring Island Transportation Commission



2012 Winter Agencies Meeting

Langford – November 13, 2012 – 9:00am / Duncan – November 14, 2012 – 9:00am

Saltspring Island – November 21, 2012 – 10:00am

AGENDA:

- Introductions
- Brief Outline of Service Delivery – Winter Operations
 - **Saltspring Island Yard offers:** 5 Plow-Sander Truck units, and 1 Grader Snow Plow units.
 - If required additional units can be supplied from our other Yards locations**
 - **Langford/Sooke Yard offers:** 1 Highway Wing Plow unit, 10 Plow-Sander Truck units, 3 Plow-Anti Icing units, 2 Front Plow units, and 1 Grader Snow Plow unit.
 - **Malahat Yard offers:** 1 Highway Wing Plow units, 5 Plow-Sander Truck units, 1 Plow-Anti Icing Units, and 2 Front Plow units.
 - **Duncan Yard offers:** 2 Highway Wing Plow units, 5 Plow-Sander Truck units, 1 Plow-Anti Icing units and 1 Grader Snow Plow unit.
 - **Winter Abrasive Reserves:** Mainroad South Island has **34,790 tonnes of Winter Abrasive** stock piled on the Island(s) in preparation for the coming winter season.
 - **Road Salt Reserves:** Mainroad South Island has reserves of **39,000 tonnes of Road Salt** available; Yard stock piles 3,650 metric tonnes, additional 6,000 tonnes in reserve at our Duke Point location, and up to 30,000 tonnes available from our Vancouver storage location.
 - **Trained Manpower:** As of November 01, 2012 Mainroad has 78 regular and auxiliary employees who have completed the "**2012 Winter Orientation Training Program**" All employees operating Mainroad winter response equipment must complete this training program. More will be trained over the coming weeks.
 - **Mainroad South Island Event Response:** Our goal this winter is to **Maximize Road Safety for the Traveling Public**. To do this we have use a multi layered deployment strategy.
 - The first line of defense is to **Prevent Ice/Snow from Bonding with the Road Surface** with the use of brine or crystal salt depending on the conditions. This is done in advance of freezing or snow conditions.
 - **Plowing Strategy:** Focus approximately 2/3rd of our resources on Main Highways, Commuter Collector routes and Bus Routes. The remaining 1/3rd of our fleet begins clearing Residential Side Roads.

Mainroad South Island Contracting Ltd.

2895 Westshore Parkway

Victoria, BC V9B 0B2

Tel: 250.391.7310 • Fax: 250.391.7312 • www.mainroad.ca



As soon as resources come available from higher priority roads they are diverted to clearing side roads until all roads have been cleared

- Winter programs
 - Mainroad **Custom Internal Weather Forecasts** are sent to all of our crews @ 2:00pm and 2:00am each day. The report forecasts expected Freezing, Icing and Snow conditions for the next 24hrs (plus an extended forecast) for our **6 Geographic Operations Areas** within the Southern Vancouver Island operations area.
 - **Shift into Winter Campaign:** Mainroad works with BCAA and WSBC to develop, support, and deliver the Shift into Winter Campaign to ensure consistent strategies are employed and coordinated resource deployment is carried out during winter events. (see handout)
 - **Mainroad Winter Awareness:** Mainroad provides periodic **Radio Message/Notifications** throughout the winter season to inform and educate the public. At every opportunity Mainroad South Island distributes **Shift into Winter Leaflets, Shift into Winter Tip Sheets, and Shift into Winters Checklists** to the traveling public. Each year Mainroad South Island Sponsors a night for the **Victoria Royals Hockey Club** and promotes Winter Driving Safety. This year the **Mainroad/Royals Sponsor Night** took place Friday November 16 and was a great success (Royals won 5 to 0 over Everett).
 - **Stakeholders Notification Program:** Mainroad South Island maintains a Stakeholder list of our Southern Island Business Partners, Government Agencies, Municipal Service Suppliers, and local Media. Mainroad South Island provides periodic winter updates to these subscribers informing them of road conditions that could affect their operations and/or the traveling public.
 - **Twitter Winter Tips Campaign:** Mainroad will post winter driving tips and other key messages on the **Mainroad Twitter Feed**.
 - **Info Booth Campaign:** Mainroad is working on coordinating information distribution through Information Booths at key locations such as Malls and other public meeting places.
 - Mainroad South Island works with **Driving Schools, Chambers of Commerce** and other public agencies to Promote Winter Driving Safety.
- Malahat
 - This summer the Ministry of Transport installed a new weather station in Mainroad South Island's service area, the **Malahat Summit Weather Station**. This is a state of the art weather data collecting system. The data from this station is available to road crews immediately and is incorporated into the Mainroad South Island weather forecast model to improve weather system predictions.

Mainroad South Island Contracting Ltd.

2895 Westshore Parkway

Victoria, BC V9B 0B2

Tel. 250.391.7310 • Fax. 250.391.7312 • www.mainroad.ca



- Communications – Exchange of contact numbers
 - Primary Contact Number for **Emergency Response 1604 660-0771**
 - Mainroad South Island (including the Gulf Islands) **24 Hr Communications Center 1877 391-7310** or direct to 1604 815-6056. Use this number for non-emergency reporting of **Service Requests** for all Mainroad South Island and the Gulf Islands.

- Round Table Discussion

Mainroad South Island would like to thank you for attending this very important session.

Please Drive with Care this winter and help us Promote Winter Driving Awareness and Safety.

Rick Gill

General Manager

Mainroad South Island

Mainroad South Island Contracting Ltd.

2895 Westshore Parkway

Victoria, BC V9B 0B2

Tel: 250.391.7310 • Fax: 250.391.7312 • www.mainroad.ca

Calendar for year 2013 (Canada)

<p align="center">January</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30 31</p> <p>4:○ 11:● 18:○ 26:○</p>	<p align="center">February</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28</p> <p>3:○ 10:● 17:○ 25:○</p>	<p align="center">March</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p> <p>31</p> <p>4:○ 11:● 19:○ 27:○</p>
<p align="center">April</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30</p> <p>3:○ 10:● 18:○ 25:○</p>	<p align="center">May</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3 4</p> <p>5 6 7 8 9 10 11</p> <p>12 13 14 15 16 17 18</p> <p>19 20 21 22 23 24 25</p> <p>26 27 28 29 30 31</p> <p>2:○ 9:● 18:○ 25:○ 31:○</p>	<p align="center">June</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1</p> <p>2 3 4 5 6 7 8</p> <p>9 10 11 12 13 14 15</p> <p>16 17 18 19 20 21 22</p> <p>23 24 25 26 27 28 29</p> <p>30</p> <p>8:● 16:○ 23:○ 30:○</p>
<p align="center">July</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30 31</p> <p>8:● 15:○ 22:○ 29:○</p>	<p align="center">August</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3</p> <p>4 5 6 7 8 9 10</p> <p>11 12 13 14 15 16 17</p> <p>18 19 20 21 22 23 24</p> <p>25 26 27 28 29 30 31</p> <p>6:● 14:○ 20:○ 28:○</p>	<p align="center">September</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30</p> <p>5:● 12:○ 19:○ 26:○</p>
<p align="center">October</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30 31</p> <p>4:● 11:○ 18:○ 26:○</p>	<p align="center">November</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p> <p>3:● 10:○ 17:○ 25:○</p>	<p align="center">December</p> <p>Su Mo Tu We Th Fr Sa</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30 31</p> <p>2:● 9:○ 17:○ 25:○</p>

Tuesdays (By Date) from 4-6 pm at Portlock Park Meeting Room

January 22, 2013 February 19, 2012 March 19, 2013 April 23, 2013 May 21, 2013 June 18, 2012	July 23, 2013 August 20, 2012 September 24, 2012 October 22, 2013 November 19, 2013 December 17, 2013
--	--

On Tue, Nov 27, 2012 at 4:47 PM, Rowlandson, J

wrote:

Hi Dennis. Our Salt Spring Island Transportation Commission has a couple of engineering projects where one of your teams could be of assistance. Could you please provide some information about how these projects are chosen and when you would expect a formal proposal from our group?

Thanks a bunch

John Rowlandson
Island Pathways
Salt Spring Island

From: Dennis Fan <
Date: Thursday, 29 November, 2012 3:27 PM
To: J <
Subject: Re: UBC Civil Engineering Projects

Hello John,

The projects are usually limited by our program capacity. This is our sixth year of running this program. Each year, we seek roughly 22 projects for the annual enrollment of civil engineers. The projects range from non-profit and for-profit organizations, as well as public schools, or any projects driven by community priorities.

Next semester, some of the travel funding for the students have already been allocated for a group to perform seismic investigations in Victoria, but I am currently talking with the course instructor and our CBEL coordinator to see if we can send another group to your location. The Victoria group requires the students to stay on-site but depending on your project needs the students may be able to perform most of the work in Vancouver.

Ideally, we would like to receive the project proposals as soon as possible, as the course is starting in January and we would like to finalize all of the projects before Christmas break. If you could let us know more information about the potential projects you may have in mind we can better ascertain whether the students could be involved this year and how much travel funding they may need which is the current restriction.

For more information about Community Based Experimental Learning (CBEL) you can visit our website at <http://www.students.ubc.ca/communitylearning/community-organizations/>

Sincerely,
Dennis Fan

From: "Rowlandson, J"
Subject: Re: UBC Civil Engineering Projects
Date: 29 November, 2012 3:52:00 PM PST
To: Dennis Fan <
Cc: John Wakefield <

Thanks so much for your prompt reply Dennis. The SSI Transportation Commission (SSITC) has proposed a number of projects which are briefly summarized (in no particular order) below. I am copying this note to John Wakefield who is Interim Chair of SSITC so that he is aware of your proposal requirements and timelines.

Very best,

John Rowlandson

- Depending on the results of the feasibility study of Ganges Hill, detailed engineering drawings may offer one option.
- Another possibility is a pathway/sidewalk in the school district on Rainbow. CRD has gift-in-lieu funds of some \$26k from three property owners which has a five year time limit on it. Kees has proposed doing this work over the next three years but the SSITC has not yet expressed a view on the matter. Engineering assistance could cover work on drainage plans and sidewalk/pathway design in prep for a MoT application.
- Other possibilities could comprise a roundabout design for Central; traffic calming designs for Ganges; Fulford Hill to Isabella regional trail segment.

Kees Ruurs

From: Kees Visser
Sent: Tuesday, December 04, 2012 3:58 PM
To: Kees Ruurs; Jean Taylor; Andrew Haigh; Nomi Lyonns; Harold Swierenga; John Wakefield; Wayne McIntyre
Subject: Traffic calming, roudabouts, FYI

Fellow commissioners, Wayne and Kees R.,

TRAFFIC CALMING, ROUNDABOUTS,

Every time I drive though Crofton (the traffic island and chokes near the school), Chemainus and North Duncan I am impressed by all their implementation of traffic calming, roundabouts , hanging orange flashing lights etc. This all falls under the municipality of North Cowichan, a rural area, and they are much farther advanced in the above than many larger towns and certainly Salt Spring Island.. We could and should learn from them. They also do everything a lot cheaper that the amounts I hear quoted via MOT?! Perhaps a major source of cost savings for us?

As a result, I recently I talked to David Milne, the engineer in charge of traffic/road in the municipality of North Cowichan. I was not aware that a large portion of Duncan falls under North Cowichan, amongst others Lakes Road, all the way to the Petro-Canada station, as well as the new shopping centre toward the north of Duncan. He told me that they have now 12 roundabouts in North Cowichan. They met a lot resistance when they wanted to build the first one, but now people are pushing and petitioning for more! All roundabouts are single lane, two level, and all semi trailers can pass. The cost ranged from 250,000 to 350,000 depending on the amount of extra work they have to do re, Hydro, pipelines. The one at the bottom of Lakes Road was \$300,000, the one behind the new Canadian Tire store \$250,000. This is far less than the \$1m which MOT, I heard, is telling. They use a slope of 4 degrees in the circle itself, as the maximum acceptable. Entry and exit slopes to roundabouts are no issue. They also started to do traffic calming (Chemainus and Crofton) and hanging flashing orange lights (as they also have on Lakes Road, cost \$4000/light).

Their website and education movie clips are very good (<http://www.northcowichan.ca/siteengine/activepage.asp?PageID=341>); just click on roundabouts and traffic calming. If you cannot open this , just go to North Cowichan, engineering. I did not ask, but am pretty sure that their engineering department is willing to assist in providing supplier, builders etc, so we might be able to use our tax dollars more frugally,