



Making a difference...together

SALT SPRING TRANSPORTATION COMMISSION
Notice of Meeting on TUESDAY, April 23, 2013 at 4:00 PM
Portable Meeting Room, 145 Vesuvius Bay Rd, Salt Spring Island, BC

AGENDA

1. Approval of Agenda
2. Presentations/Delegations
 - Brad Drew, Planner RPP. MCIP.
 - Facilities & Capital Development , CRD Regional Parks
 - RE: Ganges Hill Report/Project (hard copies of project plans available upon request)
3. Adoption of Minutes of March 19, 2013
4. Reports
 - 4.1 Chair Report- Verbal Report
 - 4.2 CRD Director Verbal Report
 - 4.3 CRD Senior Manager EA- Project Report Attached
 - 4.4 Monthly Revenue Transit Report
 - 4.5 Financial Reports
 - 4.6
5. Old Business
 - 5.1 SSITC priorities for 2013
 - 5.2 Speed Limit Working Group
 - 5.3
6. New Business
 - 6.1
 - 6.2
7. Correspondence/Information
 - 7.1 Car Stop Article in Aqua
8. Priorities Items for Upcoming Meetings
 - May 6, 2013
 - 8.1 Fulford Hill
 - 8.2 NGTP Phase two
 - 8.3 Cycling Master Plan
 - 8.4 Transit Service Reports
 - 8.5 Bus Stop Bench
 - May 21, 2013
 - 8.6 Incident stats
 - 8.7 Communications protocol
 - 8.8 Trans Canada trail
 - 8.9 Website status
 - 8.10 Referendum
 - 8.11 Transit enhancement

Page 1 of 2

To ensure quorum, advise Tracey Shaver 250 537 4448 if you or your alternate cannot attend.



Making a difference...together

SSI Transportation Commission
Tuesday April 23, 2013
Page 2 of 2

9. Next Meeting May 6, 2013 from 4 to 6 pm
10. Motion to Move in Camera in Accordance with the Community Charter Part 4, Division 3, Section 90 (1):
 - (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;



SINCE 1959
**J.E. ANDERSON
& ASSOCIATES**
SURVEYORS - ENGINEERS

LEGAL SURVEYS
MUNICIPAL ENGINEERING
LAND DEVELOPMENT AND MANAGEMENT

BIKING AND WALKING FEASIBILITY STUDY
FULFORD GANGES HILL - SEAVIEW AVE. TO BEDDIS ROAD
GANGES, SALT SPRING ISLAND, BC



Prepared For:
Capital Regional District Regional Parks
Facilities and Capital Development
490 Atkins Road
Victoria, BC, V9B 2Z8

JEA Project No.87613

April 17, 2013

1A - 3411 SHENTON RD
NANAIMO, BC
V9T 2H1

4212 GLANFORD AVENUE
VICTORIA, BC
V8Z 4B7

#203 - 177 WELD ST
PARKSVILLE, BC
V9P 1A0



RE: Biking and Walking Feasibility Study
 Fulford Ganges Hill - Seaview Avenue to Beddis Road
 Ganges, Salt Spring Island, BC

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	PROJECT BACKGROUND.....	1
3.0	EXISTING ROAD CONSIDERATION AND COST ESTIMATE PARAMETERS.....	2
3.1	General Conditions - Challenges and Assumptions.....	2-3
3.2	Bike Lanes.....	4
3.3	Asphalt Sidewalks.....	4
3.4	Gravel Shoulder.....	5
4.0	OPTIONS REVIEWED.....	5-6
5.0	COST ESTIMATE UNIT RATES.....	6
6.0	OTHER COST CONSIDERATIONS.....	6
7.0	CONCLUSION.....	6-7

APPENDICES

Appendix A	Correspondence with Islands Trust RE: Salt Spring Island OCP
Appendix B	Cost Estimates and Sketches



April 17, 2013

File No. 87613

CRD Regional Parks
Facilities and Capital Development
490 Atkins Avenue
Victoria, BC
V9B 2Z8

Attention: Brad Drew, Planner

**RE: Biking and Walking Feasibility Study
Fulford Ganges Hill - Seaview Avenue to Beddis Road
Ganges, Salt Spring Island, BC**

1.0 INTRODUCTION

The Capital Regional District Regional Parks (CRD Parks) Department retained JE Anderson and Associates (JEA) to complete a feasibility study regarding biking and walking on the Fulford Ganges Road hill south of Ganges on Salt Spring Island. The early goal of this feasibility review was to select two options and prepare Class D cost estimates for both options. Class D estimates provide a rough order of magnitude project cost as identified and qualified in the estimate. These estimates will provide an indication of probable costs, and allow for ranking of all options being considered.

Based on draft cost estimate, sketches, and a site visit, an additional option was requested for inclusion in the feasibility study.

2.0 PROJECT BACKGROUND

Fulford Ganges Road extends from Ganges, the largest village on Salt Spring Island to Fulford Harbour on the south end of the island. The ferry from Swartz Bay to Salt Spring Island stops at Fulford Harbour, so the road is subject to pulses of traffic around the times the ferry is running. The Fulford Ganges hill is the busiest section of Fulford Ganges Road since traffic converges from intersecting roads as it approaches Ganges.

The existing road includes approximately 3.5m wide asphalt lanes, painted white lines each side, with variable width asphalt shoulders and generally a minimum 0.6m wide gravel shoulder. The road has not been designed to accommodate bicycles or pedestrians. Bicycles are expected to use the vehicle lanes or the shoulders beyond the white paint lines. Pedestrians are expected to walk on the shoulders beyond the white paint lines.

There are presently safety concerns with both pedestrians and bicyclists using the road, particularly due to the narrow asphalt and gravel shoulders and the steep curving hill.

During the site visits, cyclists were observed travelling with traffic flows in the downhill lane and walking their bikes up the uphill shoulder. Pedestrians were noted walking on the paved shoulder and using the gravel shoulder where it was sufficiently wide to do so.

In 2008, the Salt Spring Island Local Trust Committee developed a community vision for cycling and walking on Salt Spring Island. The Islands Trust Official Community Plan for SSI identifies a bicycle route along the full extent of Fulford Ganges Road and a roadside walkway on both sides of the road from Ganges to Bittancourt Road (Appendix A, Islands Trust Correspondence).

☒ 1A - 3411 Shenton Road
Nanaimo, BC V9T 2H1
Phone 250-758-4631
Fax 250-758-4660

☐ 4212 Glanford Avenue
Victoria, BC V8Z 4B7
Phone 250-727-2214
Fax 250-727-3395

☐ 170 Morison Ave, PO Box 247
Parksville, BC V9P 2G4
Phone 250-248-5755
Fax 250-248-6199

**RE: Biking and Walking Feasibility Study
 Fulford Ganges Hill - Seaview Avenue to Beddis Road
 Ganges, Salt Spring Island, BC**

Page 3



Photo 1: Damaged Asphalt



Photo 2: Postal Kiosk, Power Pole, and Hydrant



Photo 3: Steep Driveways and Intersections



Photo 4: Steep Fill Slopes



Photo 5: Close Building Proximity



Photo 6: Ditches and Utility Poles

3.4 Gravel Shoulder

- ❖ Assume a 2.3m gravel shoulder beyond the existing edge of asphalt over a length of 850 metres. The area in front of Bishop's Green and Embe Bakery would not be worked on. These areas should be checked to see if the existing structure meets MoTI standards.
- ❖ This option is provided as the cost of the other options are high, and provides a wide area for walking in both directions and for bicycling up the hill.
- ❖ The new widening would be completed to full MoTI road structure, not including asphalt. This would allow existing asphalt on the road to be widened at some point in the future. This could be done when MoTI does an asphalt overlay.
- ❖ There is an area around Station 1+220 where the path would extend beyond the property line. The width could be narrowed in this area.
- ❖ In the future, it may be determined to locate the edge of the new shoulder relative to the existing white lane - perhaps 2.8m beyond the white lane line. The gravel shoulder may also extend all the way to the existing cut slopes, except for a shallow swale at the toe of the slope.

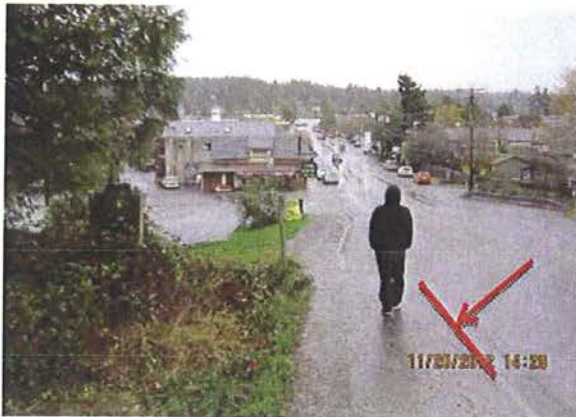


Photo 7: Pedestrian Close to Lane Line



Photo 8: Widened Gravel Shoulder at Bishop's Green

4.0 OPTIONS REVIEWED

The two options originally considered were:

1. Bike lanes on each side of Fulford Ganges Road, and the sidewalk on the west side of the road.
2. Bike lanes on each side of Fulford Ganges Road and the sidewalk on the east side of the road.

On the subject section of Fulford Ganges Road, there does not seem to be any easy areas for works to be done, so the cost of moving the road centerline is expected to outweigh the benefits that could be obtained. In particular, there will be more utility poles to move if the road centerline is moved. As such, moving the road centerline has not been considered in this review.

The long term plan for Salt Spring Island as identified in their 2008 Official Community Plan is to have sidewalks on both sides of the road. The JEA options considered in this report considers a sidewalk on one side only due to cost and property issues. Constructing sidewalks on both sides of the road now would be more cost effective than doing it after the bike lanes are constructed. Constructing the sidewalk on one side now may mean that a sidewalk on the other side of the road is never constructed.

The option of a combined pedestrian/bicycle path was not considered due to safety concerns of conflict between pedestrians and bicyclists speeding down a combined pedestrian/bike path. At some point, a speeding bicyclist could hit and injure a pedestrian using the same path. There would also be conflicts that would require the re-location of some utility poles.

RE: **Biking and Walking Feasibility Study**
Fulford Ganges Hill - Seaview Avenue to Beddis Road
Ganges, Salt Spring Island, BC

Page 6

Following preparation of draft cost estimates, draft sketches, and a site visit, a third option was added for review as follows:

3. A widened gravel shoulder on the west side of Fulford Ganges Road generally created by installing a storm drain and infilling the existing ditch. This would provide a flat area for pedestrians to get well off the road, and would increase safety. This is seen as an important consideration when observing how this section of road is presently being used by residents and visitors to the area.

5.0 COST ESTIMATE UNIT RATES

Cost estimate unit rates are generally based on the Lower Ganges Road Upgrade Project unit rates. Some unit rates have been increased where they are low, and to also allow for the tax changes from HST to GST / PST.

Utility pole re-location costs are assumed to be \$15,000 each.

Costs for the dedicated bike lane options would be reduced slightly if MoTI paid for some of the work that they could be considered responsible for (by 6%), and slightly more if the work was done in conjunction with an asphalt overlay by MoTI (by 12%).

6.0 OTHER COST CONSIDERATIONS

Property acquisitions and right of ways will be required. Property issues may be more critical on this section of road than actual construction costs, and we recommend that these be resolved early on in the project.

Property acquisition and rights of ways may not be required for the widened gravel shoulder. Vegetation removal will be significant for the dedicated bike lane options, but minimal for the gravel shoulder option.

7.0 CONCLUSION

Cost estimates and Sketches for the three options are provided in Appendix B.

Cost Estimate Summary

Option #	Description	Construction Cost	Property Cost
Option 1	Bike Lanes on both sides, sidewalk on west side	\$2,350,000.00	Significant
Option 2	Bike Lanes on both sides, sidewalk on east side	\$2,650,000.00	Significant
Option 3	Widened Gravel Shoulder (1.8m to 2.5m) on west side	\$700,000.00	Low

Jim Buchanan

From: Kristin Aasen [kaasen@islandstrust.bc.ca]
Sent: September 26, 2012 11:28 AM
To: jim@jeanderson.com
Subject: RE: Bike lane and sidewalk, Ganges Hill

Hi Jim,

The associated Official Community Plan policies for the two maps (bicycle routes and urban trails) are as follows:

C.2.2.2.5 The Ministry of Transportation and Infrastructure and the Salt Spring Island Transportation Commission should be encouraged to develop a bicycle and pedestrian network to be developed as part of the Ganges Public Pathway System, the island's public trail system and as part of the CRD's Regional Trail Network. This network should consist of off-road trails as well as on-road bicycle lanes. Roads that should be given priority for the development of bicycle routes are included on Map 4. All other roads on the Island should also be considered bicycle routes, although lower traffic speeds mean that separate paths may not be required. The construction of those bicycle lanes that provide a safe route to public schools is identified as a priority in development of island bicycle paths. Bicycle lanes should be developed in consultation with the Salt Spring Island Transportation Commission, in coordination with Salt Spring's overall transportation strategy.

C.2.2.2.18 The Ministry of Transportation and Infrastructure, the Salt Spring Island Parks and Recreation Commission, Salt Spring Island Transportation Commission, and the local bicycling community are encouraged to cooperate with the Local Trust Committee to develop the roadside bicycle lanes shown on Map 4.

B.5.2.2.10 The Local Trust Committee will support continued development of the Ganges Public Pathway System as shown on Map 17 and proposed pathways and trails in the Urban Trails Task Force Report for Ganges Village.

In the context of subdivision applications within the Island's villages, the Land Use Bylaw outlines limited construction specifications – please refer to page 114 in <http://www.islandstrust.bc.ca/lrc/ss/pdf/ssbylaw0355.pdf>.

Please feel free to contact me for further information – many apologies for the delayed response.

Best regards,

Kristin Aasen ☺
Planner, Salt Spring Team
Islands Trust

1-500 Lower Ganges Road
Salt Spring Island BC V8K 2N8
Direct: 250.538.5611
Office: 250.537.9144 Fax: 250.537.9116
Email: kaasen@islandstrust.bc.ca
Web: www.islandstrust.bc.ca

From: Leah Hartley
Sent: Tuesday, September 18, 2012 3:16 PM
To: jim@jeanderson.com
Cc: Kristin Aasen
Subject: Bike lane and sidewalk, Ganges Hill

Hello Jim Buchanan

26/09/2012

Thank you for your call last week concerning bike lane and sidewalk plans along Fulford Ganges Road, from Ganges (Embee Bakery) to Beddis Road. As I mentioned by phone, the Official Community Plan proposes both, as follows:

Map 4 bicycle route along full extent of Fulford Ganges Road, and

Map 17 "Ganges Public Pathway System" which shows a "Roadside Walkway" on both sides from Centennial Park to Bittancourt Road.

I'll ask our planner Kristin Aasen to send along the policies that relate to these two maps, particularly any policies that speak to the width for the two routes. Kristin will also be a good contact as JE Anderson continues this work for Capital Regional District.

Leah Hartley, MCIP, RPP
Regional Planning Manager
1 – 500 Lower Ganges Road
Salt Spring Island BC V8K 2N8
Phone: 250-538-5607
Office: 250-537-9144
www.islandstrust.bc.ca

Preserving Island communities, culture and environment

26/09/2012

**RE: Biking and Walking Feasibility Study
 Fulford Ganges Hill - Seaview Avenue to Beddis Road
 Ganges, Salt Spring Island, BC**

APPENDIX B

- Cost Estimates and Sketches



SINCE 1959
J.E. ANDERSON
& ASSOCIATES
SURVEYORS - ENGINEERS

OPTION 1

CRD REGIONAL PARKS

FULFORD GANGES HILL BIKING AND WALKING

SEAVIEW AVENUE TO BEDDIS ROAD

BIKE LANES PLUS SIDEWALK ON WEST (UPHILL) SIDE OF ROAD

PREPARED BY JE ANDERSON AND ASSOCIATES, PROJECT 87613

OPTION 1

April 10, 2013

	Description	Unit	Quantity	Rate	Cost
Roadworks & Bike Lanes	Subgrade Preparation	m ²	3500	\$15	\$52,500
	Sawcut / Grind Asphalt	l.m.	2000	\$25	\$50,000
	300mm of SGSB	m ²	3700	\$18	\$66,600
	150mm of 75mm CBC	m ²	3700	\$11	\$40,700
	150mm of 25mm CBC	m ²	4300	\$11	\$47,300
	100mm Asphalt	m ²	4500	\$75	\$337,500
	Asphalt Curb	l.m.	1000	\$30	\$30,000
	Gravel Shoulders	l.m.	1800	\$15	\$27,000
	Driveways Allowance	ea.	20	\$2,000	\$40,000
	Retaining Wall Allowance	l.m.	450	\$400	\$180,000
	Canada post Widening	ea.	2	\$15,200	\$30,400
Sub-total Roadworks and Bike Lanes					\$902,000
Sidewalks	Subgrade Preparation	l.m.	950	\$40	\$38,000
	150mm of 75mm Subbase Gravel (driveways)	l.m.	200	\$30	\$6,000
	150mm of 25mm Base Gravel	l.m.	960	\$30	\$28,800
	50mm of 1.8m wide asphalt	l.m.	950	\$80	\$76,000
	Access Complication Allowance	l.s.	20	\$2,000	\$40,000
	Gravel Shoulders	l.m.	1000	\$5	\$5,000
Sub-total Sidewalks					\$193,800
Drainage	Culverts	ea	5	\$2,000	\$10,000
	Storm Drains	l.m.	800	\$200	\$160,000
	Perforated Drains	l.m.	500	\$60	\$30,000
	Manholes	ea	10	\$3,500	\$35,000
	Road Crossing Allowance	ea	10	\$3,000	\$30,000
	Services	ea.	20	\$1,500	\$30,000
	Catch Basins	ea.	40	\$2,000	\$80,000
	Headwalls	ea.	20	\$300	\$6,000
	Ditches	l.m.	300	\$30	\$9,000
	Riprap	l.m.	200	\$30	\$6,000
Sub-total Drainage					\$396,000
Sewer and Water	Service Adjustment Allowances	ea.	40	\$500	\$20,000
Sub-total Sewer and Water					\$20,000
Utilities	Power Pole Relocations	ea	1	\$15,000	\$15,000
	Anchor Relocations Allowance	ea	6	\$500	\$3,000
Sub-total Utilities					\$18,000
Other	Mobilization / Demobilization	l.s.	1	\$50,000	\$50,000
	Traffic Control Allowance	l.s.	1	\$80,000	\$80,000
	Painting and Signage Allowance	l.s.	1	\$20,200	\$20,200
	Landscaping Allowance	l.m.	2000	\$30	\$60,000
	Quality Management	l.s.	1	\$40,000	\$40,000
	Survey Layout	l.s.	1	\$15,000	\$15,000
	Fences	l.m.	700	\$100	\$70,000
	MoTI No Post Barriers Allowance	l.m.	100	\$250	\$25,000
	Erosion and Sediment Control	l.s.	1	\$20,000	\$20,000
	Bulk Rock Blasting Allowance	l.s.	0	\$10,000	\$0
	Trench Blasting Allowance	l.s.	1	\$10,000	\$10,000
	Property / SRW Purchase Additional				Additional
Sub-total Other					\$340,200
Sub-total					\$1,870,000
Contingency @ +/-20%					\$370,000
Sub-total					\$2,240,000
GST @ +/-5%					\$110,000
TOTAL					\$2,350,000

Note:

The cost estimate does not include property purchase.

The cost estimate does not include administration, engineering, consultant fees, legal surveyor fees, lawyer fees, etc.



**J.E. ANDERSON
& ASSOCIATES**
SURVEYORS - ENGINEERS

SINCE 1999

OPTION 2

CRD REGIONAL PARKS
FULFORD GANGES HILL BIKING AND WALKING
SEAVIEW AVENUE TO BEDDIS ROAD

BIKE LANES AND SIDEWALK ON EAST (DOWNHILL) SIDE OF ROAD
PREPARED BY JE ANDERSON AND ASSOCIATES, PROJECT 87613

OPTION 2

April 10, 2013

	Description	Unit	Quantity	Rate	Cost
Roadworks & Bike Lanes	Subgrade Preparation	m ²	3600	\$15	\$54,000
	Sawcut / Grind Asphalt	l.m.	2000	\$25	\$50,000
	300mm of SGSB	m ²	3700	\$18	\$66,600
	150mm of 75mm CBC	m ²	3700	\$11	\$40,700
	150mm of 25mm CBC	m ²	4300	\$11	\$47,300
	100mm Asphalt	m ²	4500	\$75	\$337,500
	Asphalt Curb	l.m.	1000	\$30	\$30,000
	Gravel Shoulders	l.m.	1800	\$15	\$27,000
	Driveways Allowance	ea.	20	\$2,000	\$40,000
	Retaining Wall Allowance	ea.	570	\$650	\$370,500
	Canada post Widening	ea.	2	\$15,000	\$30,000
Sub-total Roadworks and Bike Lanes					\$1,093,600
Sidewalks	Subgrade Preparation	l.m.	950	\$40	\$38,000
	150mm of 75mm Subbase Gravel (driveways)	l.m.	200	\$30	\$6,000
	150mm of 25mm Base Gravel	l.m.	960	\$30	\$28,800
	50mm of 1.8m wide asphalt	l.m.	950	\$80	\$76,000
	Access Complication Allowance	l.s.	20	\$2,000	\$40,000
	Gravel Shoulders	l.m.	1000	\$5	\$5,000
Sub-total Sidewalks					\$193,800
Drainage	Culverts	ea	5	\$2,000	\$10,000
	Storm Drains	l.m.	950	\$200	\$190,000
	Perforated Drains	l.m.	500	\$60	\$30,000
	Manholes	ea	11	\$3,500	\$38,500
	Road Crossing Allowance	ea	16	\$3,000	\$48,000
	Services	ea.	20	\$1,500	\$30,000
	Catch Basins	ea.	40	\$2,000	\$80,000
	Headwalls	ea.	20	\$300	\$6,000
	Ditches	l.m.	600	\$30	\$18,000
	Riprap	l.m.	200	\$30	\$6,000
Sub-total Drainage					\$456,500
Sewer and Water	Service Adjustment Allowances	ea.	38	\$500	\$19,000
Sub-total Sewer and Water					\$19,000
Utilities	Power Pole Relocations	ea	1	\$15,000	\$15,000
	Anchor Relocations Allowance	ea	6	\$500	\$3,000
Sub-total Utilities					\$18,000
Other	Mobilization / Demobilization	l.s.	1	\$50,000	\$50,000
	Traffic Control Allowance	l.s.	1	\$80,000	\$80,000
	Painting and Signage Allowance	l.s.	1	\$20,000	\$20,000
	Landscaping Allowance	l.m.	2000	\$30	\$60,000
	Quality Management	l.s.	1	\$40,000	\$40,000
	Survey Layout	l.s.	1	\$15,000	\$15,000
	Fences	l.m.	700	\$100	\$70,000
	MoTI No Post Barriers Allowance	l.m.	0	\$250	\$0
	Erosion and Sediment Control	l.s.	1	\$25,000	\$25,000
	Bulk Rock Blasting Allowance	l.s.	0	\$20,000	\$0
	Trench Blasting Allowance	l.s.	1	\$10,100	\$10,100
	Property / SRW Purchase Additional				Additional
Sub-total Other					\$320,100

Sub-total \$2,101,000
Contingency @ +/-20% \$419,000
Sub-total \$2,520,000
GST @ +/-5% \$130,000
TOTAL \$2,650,000

Note:

The cost estimate does not include property purchase.
The cost estimate does not include administration, engineering, consultant fees,
legal surveyor fees, lawyer fees, etc.



**J.E. ANDERSON
& ASSOCIATES**
SURVEYORS - ENGINEERS

OPTION 3

CRD REGIONAL PARKS
FULFORD GANGES HILL BIKING AND WALKING
SEAVIEW AVENUE TO BEDDIS ROAD

GRAVEL SHOULDER ON WEST (UPHILL) SIDE OF ROAD

PREPARED BY JE ANDERSON AND ASSOCIATES, PROJECT 87613

OPTION 3

April 10, 2013

	Description	Unit	Quantity	Rate	Cost
Roadworks	Subgrade Preparation	m ²	1000	\$15	\$15,000
	Sawcut / Grind Asphalt	l.m.	200	\$25	\$5,000
	300mm of SGSB	m ²	1800	\$18	\$32,400
	150mm of 75mm CBC	m ²	1800	\$11	\$19,800
	150mm of 25mm CBC	m ²	1800	\$11	\$19,800
	50mm Asphalt	m ²	120	\$60	\$7,200
	Asphalt Curb	l.m.	0	\$30	\$0
	Gravel Shoulders	l.m.	800	\$20	\$16,000
	Driveways Allowance	ea.	20	\$1,000	\$20,000
	Retaining Wall Allowance	ea.	0	\$700	\$0
	Canada post Widening	ea.	0	\$15,000	\$0
Sub-total Roadworks and Bike Lanes					\$135,200
Sidewalks	Subgrade Preparation	l.m.	0	\$40	\$0
	150mm of 75mm Subbase Gravel (driveways)	l.m.	0	\$30	\$0
	150mm of 25mm Base Gravel	l.m.	0	\$30	\$0
	50mm of 1.8m wide asphalt	l.m.	0	\$80	\$0
	Access Complication Allowance	l.s.	0	\$2,000	\$0
	Gravel Shoulders	l.m.	0	\$5	\$0
Sub-total Sidewalks					\$0
Drainage	Culverts	ea	0	\$2,000	\$0
	Storm Drains	l.m.	800	\$200	\$160,000
	Perforated Drains	l.m.	400	\$60	\$24,000
	Manholes	ea	10	\$3,500	\$35,000
	Road Crossing Allowance	ea	2	\$5,000	\$10,000
	Services	ea.	10	\$1,500	\$15,000
	Catch Basins	ea.	18	\$2,000	\$36,000
	Headwalls	ea.	10	\$750	\$7,500
	Ditches	l.m.	800	\$10	\$8,000
	Riprap	l.m.	42	\$50	\$2,100
Sub-total Drainage					\$297,600
Sewer and Water	Service Adjustment Allowances	ea.	20	\$500	\$10,000
	Sub-total Sewer and Water				\$10,000
Utilities	Power Pole Relocations	ea	0	\$15,000	\$0
	Anchor Relocations Allowance	ea	2	\$500	\$1,000
Sub-total Utilities					\$1,000
Other	Mobilization / Demobilization	l.s.	1	\$20,000	\$20,000
	Traffic Control Allowance	l.s.	1	\$30,000	\$30,000
	Painting and Signage Allowance	l.s.	1	\$2,000	\$2,000
	Landscaping Allowance	l.m.	800	\$10	\$8,000
	Quality Management	l.s.	1	\$10,000	\$10,000
	Survey Layout	l.s.	1	\$5,000	\$5,000
	Fences	l.m.	100	\$100	\$10,000
	MoTI No Post Barriers Allowance	l.m.	0	\$250	\$0
	Erosion and Sediment Control	l.s.	1	\$11,200	\$11,200
	Bulk Rock Blasting Allowance	l.s.	0	\$10,000	\$0
	Trench Blasting Allowance	l.s.	1	\$10,000	\$10,000
	Property / SRW Purchase Additional				Additional
Sub-total Other					\$106,200

Sub-total \$550,000
Contingency @ +/-20% \$110,000
Sub-total \$660,000
GST @ +/-5% \$40,000
TOTAL \$700,000

Note:

The cost estimate does not include property purchase.

The cost estimate does not include administration, engineering, consultant fees, legal surveyor fees, lawyer fees, etc.



Making a difference...together

**Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission
Held March 19, 2013, in the Portlock Park Meeting Room, Salt Spring Island, BC**

DRAFT

Present: **Director:** Wayne McIntyre
Commission Members: John Wakefield – Chair; Donald McLennan – Vice Chair; Andrew Haigh; Nomi Lyonns; Jean Taylor; Robin Williams
Staff: Kees Ruurs, CRD Senior Manager; Sarah Shugar, Recording Secretary
Delegations: Brenda Guiled, Island Pathways; John Rolandson, Island Pathways
Excused: Harold Swierenga; Kees Visser

J. Wakefield called the meeting to order at 4:00 pm.

1. Approval of Agenda

MOVED by D. McLennan, **SECONDED** by J. Taylor,
That the agenda be adopted with the following addition:
Item 5.5 NGTP

CARRIED

2. Approval of Minutes

MOVED by D. McLennan, **SECONDED** by J. Taylor,
That the minutes of the February 26, 2013 Regular Meeting be approved as presented.

CARRIED

3. Delegations

3.1 Island Pathways

J. Rowlandson circulated the Response by Island Pathways to BCFC Proposed appropriation and Redesign of Fulford-Ganges Road. He advised that Island Pathways advocates on behalf of pedestrians and cyclists. The group leverages volunteer effort to :

- build and install pedestrian and cycling infrastructure
- deliver educational and safety programming
- promote active transportation
- reduce conflicts between vulnerable road users and motorized traffic

Island Pathways advised that BCFC proposed appropriation and redesign of approximately 600m of Fulford-Ganges Road is unacceptable. The design marginalizes active transportation and transit users and increases the vulnerability of pedestrians and cyclists going to and from the terminal. Island Pathways will ask the Minister of MOTI if a safety audit has been undertaken for the project and if not, Island pathways will

request that a safety audit be completed and the results shared with stakeholders prior to finalizing road bed appropriation and design. He invited everyone in attendance to ride your bike to vote on May 14, 2013 and noted that Bike to work week is scheduled on May 28 to June 2, 2013.

B. Guiled circulated a document titled Overview of BC Ministry of Transportation and Infrastructure Regarding Safe Accommodation of Cyclists and Pedestrians and Improvement of Multi-Modal Transportation Growth. She advised that it is a collection of information that she has sourced from MOTI websites.

The Chair thanked B. Guiled and J. Rowlandson for their presentations. He called for consideration to move Item 5.2 to this point in the agenda.

MOVED by D. McLennan, **SECONDED** by R. Williams,
That the Salt Spring Island Transportation Commission move to Item 5.2 for consideration.

CARRIED

J. Taylor voted in opposition

5.2 Fulford Upgrade / BC Ferries

The Ferry Advisory Committee meeting notes from March 6, 2013 were received for information.

The Chair provided meeting notes from the February 27, 2013 BC Ferries meeting. The notes were received for information.

MOVED by D. McLennan, **SECONDED** by N. Lyonns,

Whereas:

- BC Ferries has requested feedback from the community on the Stantec proposal for the Fulford- Ganges Road upgrade in the approach to Fulford Village ferry terminal
- the 1992 LoA between the Islands Trust and MoTI calls for shoulder standards to be adjusted to a minimum of 1.2m width on each side of the road to provide for cycling and pedestrian use when major rural roads are up-graded
- the LoA states that the requirements for safely accommodating cyclists will be recognized when prioritizing roads for up-grading
- MoTI Minister Lekstrom's letter to the CRD of August 24, 2012 stated: "Weare committed to ensuring the safety of cyclists and pedestrians on the roadway"
- the SSIFAC has identified the lack of a pedestrian pathway/sidewalk as one of the two major issues to be resolved
- 600 persons signed a petition on the SSI Exchange website last Autumn calling for the safe accommodation of cyclists and pedestrians in the approach to Fulford
- the CRD Cycling Masterplan for Salt Spring ranks the approach to Fulford as the remaining top priority sector for accommodating cyclists on Salt Spring Island
- the Stantec proposal appears to include allowance for a 1-1.2m paved

shoulder on one side of the road

- the Stantec proposal does not make provision for any traffic calming measures, sharrows or signage to promote the safe interaction between vulnerable road users and motorized vehicles including tractor trailers on the roadway

- Island Pathways as a key voice for pedestrians and cyclists on Salt Spring has called for MoTI to undertake a safety audit of the Stantec proposal

- the SSITC endorses the recommendation of Island Pathways

It is recommended:

That the Salt Spring Island Transportation Commission recommend that the CRD and the Regional Director for Salt Spring endorse the call of Island Pathways for a safety audit of the Stantec proposal and work with Island Pathways in coordinating a community approach to Ministry of Transportation and Infrastructure.

The Chair called for discussion. There was discussion regarding the concern that a request for safety audit would cause a delay in the project.

MOVED by W. McIntyre, **SECONDED** by J. Taylor,

That the SSI Transportation Commission defer this item to the next regular meeting.

CARRIED

D. McLennan and A. Haigh
voted in opposition

B. Guiled thanked the Commission for their excellent work in the community.

B. Guiled and J. Rowlandson left the meeting at 4:55 pm.

4. Reports

4.1 Chair Report

J. Wakefield verbally reported the following:

- N. Lyonns will Chair the Bus Shelter Design Committee. The next meeting is scheduled on March 26, 2013.
- N. Lyonns and D. McLennan will be representing SSITC at the Resilience Fair scheduled on March 23, 2013 at Mahon Hall.
- A runner was struck by a car on March 19, 2013 at the Atkins/Lower Ganges Road intersection. The left turn lane and median are not scheduled in the current phase of the NGTP. The plans do not include a crosswalk at this intersection.

4.2 CRD Director

W. McIntyre verbally reported the following:

- SSITC did not receive the CIPP grant.
- He read the SSITC mandate and advised that SSITC is an advisory Commission and referred to Bylaw #3828.

- He will be attending and electoral area meeting on March 20, 2013.
- Is a member of the CRD Transportation Select Committee and one of the topics for consideration is different funding models for transit.

W. McIntyre provided a written update on Parking Authority. He advised that SSI is presently conducting a governance review, it would perhaps be more effective to present the lack of a parking authority as a limitation of the present governance structure.

4.3 CRD Senior Manager EA

K. Ruurs provided the Project Status Report up to March 19, 2013. He highlighted the following items:

- Partners Creating Pathways – A claim has been forwarded to MOTI for the damage caused to the new pathway by the overflowing ditch on the north side of Lower Ganges Road. The estimated damage to the pathway is \$5,500.
- Partners Creating Pathways 2013 project - The tender document for the trail development between Atkins Road and Rainbow Pool is complete.
- Hereford Merchants Sign Request – MOTI has requested more information several times, including surveying.
- NGTP phase one update – The contractor is currently completing work on existing driveways and all retaining walls have been completed. They will be preparing for paving over the next two weeks and are scheduled to begin paving in April.
- 127 Rainbow Road – The funds have been provided to CRD and are in Reserve Fund.

There was discussion regarding the out of date status of the SSITC website. The web site is maintained by the CRD IT department in Victoria. It was generally agreed that staff would look into the maintenance of the web site.

4.4 Financial Reports

The SSI Transit Operating Period ending February 28, 2013 report was received for information. C. Perrins will look into the CRD allocations line item.

The SSI Transportation Operating Period ending February 28, 2013 report was received for information.

The SSITC 2012 Capital Funds at February 2013 report was received for information.

It was noted that the NGTP expenditures of \$181,416.00 should be negative.

- 4.5 Transit Five Year Capital Plan
The SSI Community Transit Five Year Capital Plan was received for information.
There was discussion regarding the timing of the next referendum.
It was generally agreed to defer this item to the next meeting.

5. Old Business

- 5.1 Ganges Hill
K. Ruurs verbally reported that the Senior Manager of Park Planning advised that the study report would be provided to SSITC once the report has been reviewed by staff and Director McIntyre. He also reported that the first portion of the feasibility study would be included in the report. The feasibility study is expected to be complete by April 30, 2013. The balance of the funds will be allocated to the design phase.

D. McLennan proposed a motion and A. Haigh seconded the motion, following the discussion D. McLennan withdrew the motion.

W. McIntyre noted that open regional communication was identified as a priority in the new Strategic Plan. He noted that he would be discussing this item with staff.
- 5.2 Fulford Upgrade / BC Ferries
This item was moved to follow Item 3.1.
- 5.3 Cycling Master Plan
This item was deferred to the next meeting.
- 5.4 Transit Service Enhancement Options
This item was deferred to the next meeting.
- 5.5 NGTP – Phase Two
K. Ruurs reported that Joshua F. has not received response from MOTI regarding funding phase two; the multi use pathway on Rainbow Road. Staff have requested a current cost estimate from JE Anderson for phase two.

D. McLennan proposed a motion and N. Lyonns seconded the motion, following the discussion D. McLennan withdrew the motion.

J. Wakefield noted that prepared motions are to be submitted for inclusion in the agenda packages to allow sufficient time for consideration.

J. Taylor left the meeting at 6:02 pm.

6. New Business

6.1 SSITC Priorities for 2013

This item was deferred to the next meeting.

6.2 Trans Canada Trail

This item was deferred to the next meeting.

6.3 BC Transit Service Request

D. McLennan declared conflict of interest for this item and left the meeting at 6:03 pm.

The Special Event Authorization was received for information. K. Ruurs advised that Artspring would be invoiced for the service.

MOVED by W. McIntyre, **SECONDED** by A. Haigh,
That the Salt Spring Island Transportation Commission approve the special event authorization to transport the Bach Choir from the Fulford terminal to Artspring and back.

CARRIED

7. Correspondence and Information Items

7.1 Blackburn Road Letter

7.2 BC Transit Monthly Summary

7.3 Bus Stop Bench

7.4 Thank you

All correspondence items were received for information.

8. Next Meeting

The next Regular Meeting is scheduled on April 23, 2013 at 4:00 pm.

Priority items to be included on the agenda:

- Five Year Capital Plan
- Cycling Master Plan
- Transit Service Enhancement Options
- Web Site Status
- SSITC Priorities for 2013
- Trans Canada Trail
- Fulford
- NGTP Phase Two - deferred motion
- Ganges Hill - deferred motion

9. Adjournment

MOVED by W. McIntyre, **SECONDED** by A. Haigh,

Project

COMMENTS

Budget (B)
Contributions (C)
Actual (A)

ITALICS - new information

1.TRANSPORTATION		
1.1 Partners Creating Pathways	A claim has been forwarded to MOTI for the damage caused to the new pathway by the overflowing ditch on the north side of Lower Ganges Road. Estimated damage to the pathway is \$5,500.-. 2013 project (Rainbow Road), plans designed, RFP prepared. Awaiting funding availability.	\$ 15,000 (B)
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. Final design received, application to MOTI submitted. Application has been approved. Sign being constructed.	
1.3 Ganges Hill/Regional Trail to Beddis Road Turn-Off	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. Contracts signed for survey and pre-design work. Report to Commission at 4/23/2013 meeting.	
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. Report received.	
1.5 Commission Handbook	The SSITC Handbook will be updated to reflect the new SSI Admin structure and new protocol.	
1.6 Yellow curb painting	Initial inventory carried out of all yellow curbs in Ganges. (1,200 meters)	
1.7 NGVTP 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 was issued in November. Completion date estimated at late April for main section and late May for Blain to Atkins section.	\$ 1,560,141 (B) \$ 211,172 (A)
1.8 NGVTP Phase 2	Meeting arranged with MoTI for discussion re: process and progress. Land acquisition requirement identified.	
1.9 127 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.	
1.10. 151 Rainbow Road	Islands Trust has been advised of recommendation by the Transportation Commission. Recommendation is to request funds for trail work similar to 125 and 127 Rainbow. Developer's agent visited office and expressed concern about the term 'cash in lieu'.	

Project	COMMENTS	Budget (B) Contributions (C) Actual (A)
<i>ITALICS - new information</i>		
1.11. 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	\$ 25,800 (C)
1.12 Speed Limits	Working group to prioritize recommendations to present to commission.	
1.13 Bus Shelters	Designs ideas being sought.	\$ 14,747 (B) \$ 5,000 (C)

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. BC Ferries informed us that the painting will occur when a hill stabilization project is completed.	
2.2 Park N Ride Fulford Inn	The matter has been put on a back burner until real estate matters have been settled.	
2.3 HandyDart	BCT hopes to schedule a study to commence in 2013. It will take 6-12 months to complete and will be 100% funded by BCT.	

Abbreviations:

CRD Capital Regional District
 MoT Ministry of Transportation (Provincial)
 NGVTP North Ganges Village Transportation Plan
 RoW Right-of-Way
 SROW Statutory Right-of-Way

Salt Spring Island Community Transit Monthly Revenue Report

[illegible]

Unearned Revenue is the difference between Prepaid Fare Tickets sold and Prepaid Fare Tickets used by riders (collected from fareboxes).

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Operating Period ending March 31, 2013

AGENDA ITEM 4.5

SSI TRANSIT

2013

2013

Y-T-D

Budget

Sources of Income

Transit Passes	31,821	165,000
Transfer from Operating Reserve		77,800
Requisition		79,550
Other	214	560
	<u>32,036</u>	<u>322,910</u>

Expenses

BC Transit	26,814	280,710
Advertising		3,500
CRD Allocations	3,818	28,270
General Administration		3,780
	<u>30,632</u>	<u>316,260</u>

Transfer to Internal Reserve		
Transfer to Equipment Replacement Fund	1,663	6,650

Total Expenses	<u>32,294</u>	<u>322,910</u>
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Surplus/(Deficit)	<u>-258</u>	<u>0</u>
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SALT SPRING ISLAND TRANSPORTATION COMMISSION
Operating Period ending March 31, 2013

SSI TRANSPORTATION

**2013
Y-T-D**

**2013
Budget**

Sources of Income

Requisition		146,250
Other	120	120
	<u>120</u>	<u>146,370</u>

Expenses

Salaries - SSI Electoral Area Staff	804	5,650
Engineering	1,499	33,900
Maintenance	484	3,500
General Administration	255	9,800
CRD Allocations	1,993	7,970
	<u>5,034</u>	<u>60,820</u>

Transfer to Reserve Funds

NGVTMP	21,388	70,550
Pathways		15,000
	<u>21,388</u>	<u>85,550</u>

Total Expenses	<u>26,422</u>	<u>146,370</u>
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Surplus/(Deficit)	<u>-26,302</u>	<u>0</u>
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Salt Spring Island Transportation Commission
Capital Funds at March 31 2013

SSI Transit Operating Reserve	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	152,067	152,067	152,067										152,067
Transfer from Operating													-
Interest Income													-
Ending	152,067	152,067	152,067	-	-	-	-	-	-	-	-	-	152,067
SSI Transportation Pathways Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	25,800	25,800	25,800										25,800
Transfer from Operating													-
Gift In Lieu													-
Contributions													-
Interest Income													-
Expenditures													-
Ending	25,800	25,800	25,800	-	-	-	-	-	-	-	-	-	25,800
SSI Transportation NGVTMP Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	1,538,753	1,541,171	1,344,333										1,538,753
Transfer from Operating	7,129	7,129	7,129										21,388
Grant - Provincial													-
Contributions													-
Interest Income													-
Expenditures	(470)	(200,007)	(1,471)										(201,947)
CRD Engineer/Real Estate	(4,240)	(3,961)	(1,024)										(9,225)
Ending	1,541,171	1,344,333	1,348,968	-	-	-	-	-	-	-	-	-	1,348,968
SSI Transit Bus Shelter Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward from Previous Year	18,084	18,638	19,192										18,084
Transfer from Operating	554	554	554										1,663
Interest Income													-
Expenditures													-
Kitchen Road													-
Fernwood Road													-
Ending	18,638	19,192	19,747	-	-	-	-	-	-	-	-	-	19,747
Total Capital Funds	1,737,677	1,541,393	1,546,581	-	-	-	-	-	-	-	-	-	1,546,581

Contributions for Specific Projects

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

25,800

Contributions for Specific Projects

5000 Salt Spring Foundation

5,000

2013 : Objectives for the Year Ahead

Looking ahead to 2013, the SSITC made a strong pitch to the CRD in support of the following projects:

- NGTP Phase Two : \$300k multi-use pathway in the school district (\$100k SSITC taxpayer requisition; \$100k gas tax funds; \$100k MoT)
- Partners Creating Pathways : \$15k towards Rainbow Road project for which CRD has already obtained a MoT permit and competitive bids

CRD Salt Spring has indicated that it does not have the staff or the resources to support an abundance of transportation projects at any one time. Fortunately, the volunteering tradition on Salt Spring is a strong one; Island Pathways has shown exactly how modest taxpayer resources can be leveraged to great effect and with only a minimal draw on CRD resources. Other opportunities should be explored as to how enthusiastic community volunteers might be used to supplement CRD's limited staff on Salt Spring. In addition, the SSITC will wish in early 2013 to indicate to the CRD which projects are of a priority nature.

2013 : Possible Projects

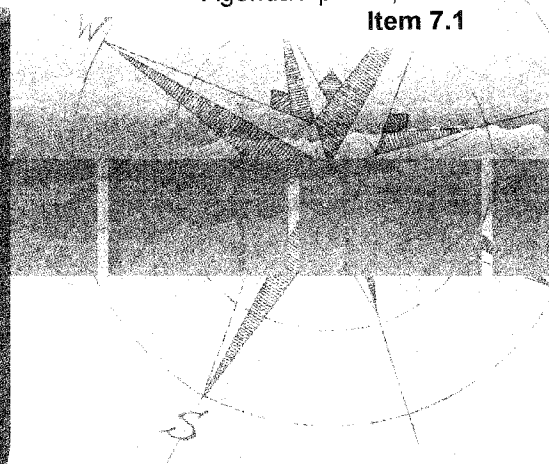
A comprehensive list of possible projects for 2013 might include:

- complete Phase One of the NGTP
- launch Phase Two of the NGTP
- work with BC Transit on selecting which new service enhancement options to prioritize
- work with BC Transit and SS Transit to make any future service expansion a huge success
- support Partners Creating Pathways on the Rainbow Road project
- engage the community on the design of two bus shelters for Crofton/LGR
- explore the CRD/SSITC parking mandate with the goal of establishing a parking authority on SSI
- organize three volunteer-led bike counts on SSI to support the regional CRD bicycle initiative
- continue the work of the SSITC Working Group on Sidewalks/Pathways in Ganges
- evaluate the Car Stop Pilot Project
- provide requested feedback to BC Ferries on the Fulford Terminal road infrastructure project
- participate in community consultation on the CMP SSI edition
- support CRD Parks feasibility study of Ganges Hill as a first step towards the Regional Trail on SSI
- tabulate the results of the SSITC outreach survey of public opinion on the pros and cons of traffic calming in Ganges and determine next steps towards a traffic calming initiative in Ganges.
- explore the merits and desirability of reducing speed limits on SSI
- reach out to any and all citizens groups which emerge on transport-related issues
- adopt a logo for the SSITC
- make proposals to update and enhance the SSITC website
- continue to raise the profile of the SSITC as being transparent, consultative, consensus-and-results-oriented and as an organization which both seeks and values public input
- assist with all possible grant applications
- contribute to CRD deliberations on the timing and nature of a referendum

CAR STOPS

Bop around Salt Spring
via stigma-free hitchhiking

By ANDREA PALFRAMAN



WHAT AM I DOING HERE, a middle-aged lady with silvering hair, standing on the side of the road in my polka dot dress from thrift-shop London, lanky umbrella twirling in one hand, thumb sticking out on the other? Well — I've decided, after weeks of solid rain — to hell with cabin fever. Today I'm going to enjoy a car-free getaway, hitchhiking, walking and using the car stops for an adventure that will cost me less than \$5. Brother, can you spare a ride?

It's early spring on Salt Spring Island, a damp day but not torrential. While the sun appears content to procrastinate for another month or two, a steady stream of cars, trucks and freight vehicles seems in an awful hurry to get up the hill out of town.

I walk a ways down Beddis Road and stand beside the car-stop sign, feeling slightly ridiculous and kind of stoked.

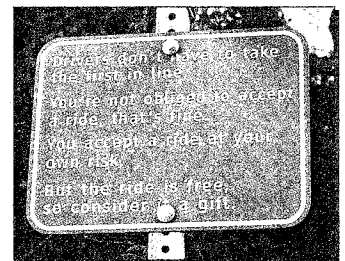
ONCE UPON A TIME, HITCHHIKING WAS PORTRAYED NOT AS SOMETHING LUNATIC AND FRINGE, but as a romantic, communal, joyful sharing of the road to freedom. In the 1960s flower child era, I'm told, you could travel hassle free from B.C. to Baja on nothing but karma.

Sadly, those days are gone, replaced by fear and stigma surrounding giving, and bumming, rides.

Here in the Gulf Islands, most of us know from experience how congenial the practice is, whichever side of the ridesharing equation you happen to be on: if only we could make it easier, dignify the custom, for both drivers and passengers.

Oh, hang on: we can. Enter car stops.

The brainchild of Pender Island's Barry Matthias, car stops comprise a network of easy pull-out spots, signified by signs. Some have traditionally been hitchhiking "sweet spots," while others are more out-of-the-way locations which would be hard to access in the absence of car stops. Below each green car-stop sign is a Burma-Shave-style poem suggesting an etiquette for driver-rider relations.



MORE CAR STOP INFO:

<http://transition-saltspring.ning.com/page/car-stops-on-salt-spring-island>



THIS SIMPLE SUMMATION OF THE COURTESY SURROUNDING SHARING RIDES

serves to assuage concerns about liability and danger and places the onus directly on choosing, consenting givers and takers of rides. It's a slight formalization of a vernacular habit that may move some people, unsure of the legality of the practice, to see hitchhiking not as freeloading but as a form of healthy, environmentally friendly interdependence. The stigma around hitchhiking falls away at a car stop, for the act is given tacit public support through highway signage and use of a safe, convenient stopping place.

On Salt Spring, car stops have been installed on secondary routes not serviced by the islands' bus: riders can be picked up along Cusheon Lake Road to Beddis, and from Ganges up into the Walker Hook neighbourhood.

For me, today, fighting cabin fever means heading south, along the route from Beddis Road to Cusheon Lake and on to Stewart: the back road to Fulford. I intend to find out how easy it is to catch a lift under the green flag of the car stops.

Is there a law of inverse proportion, that the more obliging one is towards hitchhikers, the more likely one is to have a load of junk on the passenger seat? Much obliged, I wait as the driver who stops to pick me up shoos the dog into the back seat and shovels aside some debris to make room for me.

I sure love the fleeting friendships forged by hitchhiking. Over peeled oranges, good vibes sprout like mushrooms. The trust and transgression gained by busting out of the roadway's isolation offer real, if ephemeral, moments of humanity.

After being deposited and waiting awhile at the south-bound car stop on Stewart Road, a pick-up truck scoops me up. We race around the pinball curves and chug down to the corner of Reynolds Road, where I hop out.

"Thanks! See you!"

I call, as my knight in shining Toyota disappears in a puff of exhaust.



SSI'S PARK & RIDE
SPOT:
FULFORD INN

53%
of SSI respondents
more likely to
hitchhike
on roads
with car stops.

**SS TRANSIT INFO:
250-538-4282**

OTHER
CAR
STOP
ISLANDS:
PENDER
AND
MAYNE



WALKING ON ALONG BEAVER POINT ROAD, I

stop at farm stands, with their hand-painted signs and jumble of offerings.

Just past Beaver Point Hall, I see a little sign reading "Kizmit." O perfect day: I had no destination in mind, but here it is, swimming into view past the cedar gate.

Elongated Bill Rhodes sculptures frolic in the open air of proprietor Carola Heydemann's enigmatic Kizmit cafe and outdoor emporium. Whatever spell Carola has cast on this tiny patch of Fulford splendour, the extreme recycling she practises has resulted in whimsical earthen cob benches and pottery mosaics that make up the furnishings of this peculiar, delightful roadside attraction.

The word Kizmit is synonymous with "synchronicity." So is Carola's place: as she prepares a perfect, piping Americano to accompany my raisin scone, she shares a few tales from her little café at the end of the universe.

ONE ANECDOTE FEATURES A PAIR OF SOUTHERNERS

sitting in the café chatting about the meaning of the word "kizmit." The man recalled how a mutual friend Bob had used the

expression in one of his novels. The conversation turned to wondering about "whatever happened to dear old Bob," who'd last been seen on the island a decade or so ago.

"No kidding, a minute later, tires crunch on gravel, car doors slam, and in walks Bob . . . who had stopped because he'd seen the Kizmit sign: a word he remembered using in his last novel!" laughs Carola.

Heading back north out of Fulford, I am scooped up by the first car that passes me. I arrive in Ganges just in time for a lunch date at the Harbour House with Salt Spring's self-professed "Eco Diva" and car stops co-developer Nomi Lyonns. After a delicious feast of portobello mushroom burgers and salad with spicy micro-greens, Nomi and I step out back into the Harbour House organic gardens. This piece of land, under intensive cultivation, has been the pivot upon which the hotel has rebranded itself as a locavore destination.



A GROUP OF GOATS GREET
US as we step through the gates into an eden of kale, salad greens and emerging spring peas. The gardens maintain year-round produce thanks in part to heated greenhouses, but also to simple moveable row covers and heavy mulches that blanket overwintered carrots and beets. There's something about colour on a drab day: after the muffling greens of Douglas fir and spruce of my forest walk, the fiery scarlet veins of beet leaves bloom against the ground like sirens.

SS TRANSIT RIDERSHIP 2012:
94,183

NOMI INFORMS ME THAT CAR STOPS are not the only way to get around Salt Spring for those attuned to the allure of the slow: travellers who enjoy the flexibility of the "hop-on, hop-off" bus services offered in major cities around the world can enjoy the same concept right here at a fraction of the price. For \$5, a day pass on Salt Spring's excellent transit service links visitors to many vineyards, artisan studios, park trails and beaches.

After our Harbour House garden tour, Nomi and I head across the street to visit the outdoor part of Celia Duthie's art gallery. Arranged along a network of forested trails, the gallery features elegant wood slat lanterns, massive puzzle balls constructed from storm-shattered cedar, and the astonishing Sentinels sculpture by Brent Comber.



NEXT IP PROJECT:
RAINBOW RD. FROM
POOL TO ATKINS RD.



THE CURVING REACHES OF COMBER'S SLABS of burl'd maplewood provide a natural amplifier for Nomi's improv jazz singing. Along the trail, carved forest sprites combine with stately, watchful figures for an experience that bristles with magic, just steps from the edge of the everyday roadside.

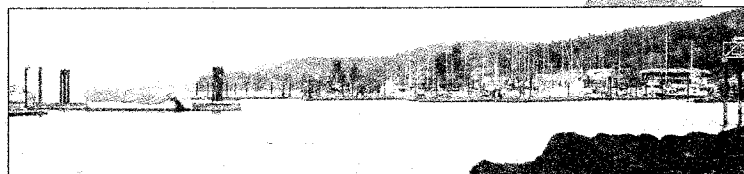
Waving goodbye to my eco-diva buddy, I decide to walk home. On the way, I contemplate stopping in to visit my father-in-law, Scotty. But there's no need to go calling: there he is, strolling down the road, unmistakable with his shock of white hair and carefree, ambling gait.

Aha! Kizmit. Here we go again.

I sneak up behind him. "Hello, you." Surprised, he turns around and exclaims, in his thick County Clare brogue, "Where'd you come from, Mary Poppins? You ride in on that umbrella?"

Well — in a manner of speaking — yes.

I accompany Scotty on his daily walk into town. Thanks to the CRD, there's a new bicycle and walking trail being constructed right outside his digs at Pioneer Village.



AS WE REACH THE HARBOUR, Scotty stops in his usual spot and has a seat on a nice flat rock. He points over to a dilapidated dock where he often watches a great blue heron fishing. Today, the heron's nowhere to be seen, but before too long a kingfisher alights on an old piling and perches, sharp eyed, over the bay. Scott and I sit and watch for a spell, then he gets up to go.

"I discovered something," he announces. We listen to the gulls while the pause sinks in. "If you walk slow around here, you can go a lot further."

STOP

17
CAR STOP
SIGNS ON SSI