



Making a difference....together

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

AGENDA

1. Approval of Agenda
2. Delegations – Jennifer McClean
3. Adoption of Minutes of June 18, 2013
4. Reports
 - 4.1 Chair Report- Verbal Report
 - 4.2 CRD Director Verbal Report
 - 4.3 CRD Senior Manager Verbal Report
 - 4.4 Financial Reports
 - 4.5 Project Status Report
 - 4.6 Transit Revenue Reports
5. Old Business
 - 5.1 NGTP Phase II
 - 5.2 Speed Limits Working Group – Summary Report
 - 5.2.1 Speed Board
 - 5.2.2 Cusheon Lake
 - 5.3 EV Charging Station
6. New Business
 - 6.1 Road Lines
 - 6.2 Proposed Planning Meeting / September 9th or 11th from 4-6 pm
7. Correspondence
 - 7.1 Letter- June 6, 2013 from Chamber of Commerce RE: Beautification of Visitor Centre
 - 7.2 Email- June 27, 2013 from Brian Hutchings RE Safety on Robinson Road :
 - 7.3 Email- July 12, 2013 from Brenda Guiled RE: Fulford Road Upgrades
8. Next Meeting August 20 2013 from 4 to 6 pm
10. Motion to CLOSE the Meeting 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 view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public
11. Rise and Report
 - Bus Shelter Design
12. Adjournment

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



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RULES GOVERNING THE HEARING OF INDIVIDUALS OR DELEGATIONS BY THE SALT SPRING ISLAND TRANSPORTATION COMMISSION

- Under the CRD Procedural Bylaw, the Commission may, by *majority* vote, allow an individual or a delegation to address the meeting **on the subject of an agenda item**.
- Each speaker is required to complete this form and submit it to the Salt Spring Island Transportation Commission secretary not less than two working days prior to the meeting.
- If you miss this deadline, you may still submit this form, however such requests will require *unanimous* approval.
- Each address shall be limited to five (5) minutes unless a longer period is agreed to by unanimous vote.

Submit form to Salt Spring Island Transit and Transportation Commission

E-mail: saltspringtransit@crd.bc.ca

Fax: (250) 360-3130

Capital Regional District, P.O. Box 1000, 625 Fisgard Street, Victoria, BC V8W 2S6

I wish to address the: Salt Spring Island Transportation Commission

AT THE MEETING OF *July 22, 2013 at *6 AM/PM

ON AGENDA ITEM bvs shelters

NAME Jennifer McClean

ADDRESS Atkins rd, SSI V8K 2R5

I REPRESENT _____

(Name of Organization if applicable)

AS _____

(Capacity/Office)

TELEPHONE 250

FAX _____

E-MAIL _____

My reason(s) for appearing is (are) and the substance of my presentation is as follows:

I believe that there needs to
be accessible amenities for
people using the new bvs stop
in front of Country Grocer.

(If more space is required, please attach an additional page to this form.)

July 18/13
Date

Jennifer McClean
Signature

* Left message
meeting
start
at 4pm
and is
held on
Tuesday
July 23.

Trans
Sent
July 19
at
1:20pm



Making a difference...together

**Minutes of the Regular Meeting of the
Salt Spring Island Transportation Commission
Held June 18, 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, Harold Swierenga, Jean Taylor, Kees Visser, Robin Williams
Staff: Peggy Dayton, Senior Financial Analyst; Marg Misek-Evans, Acting GM Planning and Protective Services; Malcolm MacPhail, Regional Planning; Kees Ruurs, CRD EA Senior Manager; Sarah Shugar, Recording Secretary
Observers: Elizabeth Nolan, Driftwood; Bob Fenske

Excused: Nomi Lyonns

The Chair called the meeting to order at 4:40 pm.

1. Approval of Agenda

MOVED by H. Swierenga, **SECONDED** by R. Williams,
That the agenda be adopted as presented.

2. Presentations / Delegations

2.1 Transit Bylaw 3901 – CRD Regional Planning
P. Dayton, Senior Financial Analyst presented a PowerPoint presentation.
The presentation included:

- Transit Service Options Analysis
- 2013 - 2017 Financial Plan as presented on October 2, 2012
- 2013 Final Operating Budget
- 2013 – 2015 Detailed budget of Transit Service Operating Costs
- Bylaw 3901
- Communication Plan
- Alternative Approval Process Time Table

A supplementary staff report provided further information regarding the rising market demand for increased transit service and fleet replacement on SSI.

There was discussion regarding timing and community needs.

It was generally agreed to determine what the criteria is for changing or replacement of the buses.

MOVED by D. McLennan, **SECONDED** by R. Williams,
Whereas

- The SSITC welcomes and endorses the proposal in the CRD Staff Report of June 19, 2013 to increase the SSITC Transit requisition subject to elector assent
- The SSITC supports in principle Service Option 6 (additional winter schedule winter service) in the Transit Service Options Analysis of January 24, 2013
- The SSITC supports continuing provision for the funding of bus shelter construction in the 5-year Transit operating Budget

The Salt Spring Island Transportation Commission recommends that the CRD:

- Proceed with the proposed increase of the SSITC Transit requisition to a level of \$165,000.00 in order to allow for the funding of Service Option 6 and the funding of a reserve for bus shelter construction.

UNANIMOUSLY CARRIED

It was requested that the Secretary send the Motion by email to M. Misek-Evans for inclusion in the June 19, 2013 EA Directors Meeting.

P. Dayton, M. Misek-Evans and M. MacPhail left the meeting at 5:45 pm.

3. Approval of Minutes

MOVED by J. Taylor, **SECONDED** by R. Williams,
That the minutes of the May 21, 2013 Regular Meeting be approved as presented.

CARRIED

4. Reports

4.1 Chair Report

J. Wakefield reviewed the Chair report including the following:

- Sent email to over 40 organizations regarding the Cycling Master Plan feedback process
- Responded to editorial on MarketPlace regarding the NGTP.
- Called Kevin Bell to follow up regarding letter to request evening bus service.
- Met with John Tylee, CEDC Chair and Gregg Dow, PARC Chair to discuss areas of common interest and opportunities for collaboration.
- The CRD Bike Count was conducted on May 7-9, 2013. Future counts are planned for July 9-11, 2013 and October 1-3, 2013.
- Bike to work week took place on May 27-June 2, 2013
- W. McIntyre and J. Wakefield will be presenting the Cycling Master Plan to the LTC.

He noted that this is K. Ruurs last meeting as Senior Manager. He thanked him for all of his efforts and presented a gift of appreciation.

4.2 CRD Director

W. McIntyre verbally reported the following:

- Met with R. Lapham, CRD CAO regarding phase-two of the NGTP.
- The Governance Study Committee is expected to appoint the consultant this week.
- Karla Campbell has been appointed the new EA Senior Manager.

4.3 CRD Senior Manager EA

K. Ruurs provided the Project Status Report up to June 18, 2013. He highlighted the following items:

- Partners Creating Pathways – PARC has approved funding one third of the pathway. The permits have been received and the RFP closes on June 21, 2013.
- Hereford Merchants Sign Request – The sign construction has been delayed due to lack of funds from merchants. The merchants are seeking additional funding to complete the sign project.
- Ganges Hill / Regional Trail – The CRD Manager of Park Planning will attend the July Commission meeting for further discussion.

4.4 Financial Reports

The SSI Transit Operating Period ending May 31, 2013 report was received for information.

The SSI Transportation Operating Period ending May 31, 2013 report was received for information.

The SSITC Capital Funds at May 31, 2013 report was received for information.

It was noted that the monthly transfer to the bus shelter reserve fund of \$550.00 is not reflected in the report. Staff will follow up.

5. Old Business

5.1 Bus Shelters

Two bus shelter draft plans were presented for consideration.

It was noted that the conceptual drawings are based on the recommendation of the Bus Shelter Design Committee and are not the final design drawings.

It was noted that the budget of \$20,000 is for both of the bus shelters.

MOVED by R. Williams, **SECONDED** by D. McLennan,
That Salt Spring Island Transportation Commission approve the
recommendation of the Bus Shelter Design Committee to approve the
development of the Country Grocer bus shelter as designed by M. Brain.

CARRIED

J. Wakefield abstained

It was generally agreed that staff would draft a media release.

6. New Business

6.1 Referendum

This item was addressed under Item 2.1.

6.2 Speed Board

It was generally agreed that due to time constraints this item would be
included in the next meeting agenda.

6.3 EV Charging Station

It was generally agreed that due to time constraints this item would be
included in the next meeting agenda.

7. Correspondence and Information Items

7.1 Letter – Cusheon Lake Road Safety

The letter was received for information.

7.2 Letter – MOT approval Okano Creek

The letter was received for information.

8. Next Meeting

The next Regular Meeting is scheduled on July 23, 2013 4:00 pm to 6:00 pm.

Priority items to be included on the agenda:

- Ganges Hill
- NGTP Phase Two
- Speed Limits Working Group
 - Speed Board
 - Cusheon Lake
- September planning meeting
- Bus Shelters
- Curb Painting

Items for August include:

- Communications Protocol
- Commissioner Appointments
- Cycling Master Plan
- Referendum

9. Adjournment

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

CARRIED

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Operating Period ending June 30, 2013

AGENDA ITEM 4.4

SSI TRANSIT

	2013 Y-T-D	2013 Budget
Sources of Income		
Transit Passes	65,129	165,000
Transfer from Operating Reserve		77,800
Requisition		79,550
Other	549	560
	<u>65,678</u>	<u>322,910</u>
Expenses		
BC Transit	75,573	280,710
Advertising		3,500
CRD Allocations	7,635	28,270
General Administration	24	3,780
	<u>83,232</u>	<u>316,260</u>
Transfer to Internal Reserve		
Transfer to Equipment Replacement Fund	3,325	6,650
Total Expenses	<u>86,558</u>	<u>322,910</u>
Surplus/(Deficit)	<u>-20,879</u>	<u>0</u>

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Operating Period ending June 30, 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	3,082	5,650
Engineering	3,739	33,900
Maintenance	484	3,500
General Administration	619	9,800
CRD Allocations	3,985	7,970
	<u>11,909</u>	<u>60,820</u>
Transfer to Reserve Funds		
NGVTMP	35,275	70,550
Pathways	7,500	15,000
	<u>42,775</u>	<u>85,550</u>
Total Expenses	<u>54,684</u>	<u>146,370</u>
Surplus/(Deficit)	<u>-54,564</u>	<u>0</u>

Salt Spring Island Transportation Commission
Capital Funds at June 30 2013

SSI Transit Operating Reserve	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward	152,067	152,067	152,067	152,067	152,067								152,067
Transfer from Operating													-
Interest Income													-
Ending	152,067	152,067	152,067	152,067	152,067	-	-	-	-	-	-	-	152,067
Rainbow Road Pathway Pool-Atkins	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward	-	1,250	2,500	3,750	5,000								-
Transfer from Operating	1,250	1,250	1,250	1,250	1,250								6,250
Interest Income													-
Contributions													-
Ending	1,250	2,500	3,750	5,000	6,250	-	-	-	-	-	-	-	6,250
SSI Transportation Pathways Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward	25,800	25,800	25,800	25,800	25,800								25,800
Transfer from Operating													-
Interest Income													-
Contributions													-
Ending	25,800	25,800	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	1,538,753	1,539,921	1,341,830	1,342,317	1,134,916	905,126							1,538,753
Transfer from Operating	5,879	5,879	5,879	5,879	5,879	5,879							35,274
Grant - Provincial													-
Contributions													-
Interest Income													-
Expenditures	(470)	(200,010)	(1,471)	(213,280)	(233,688)								(648,919)
CRD Engineer/Real Estate	(4,240)	(3,961)	(3,921)	(2274)	(1,981)	(1,350)							(17,728)
Ending	1,539,921	1,341,830	1,342,317	1,134,916	905,126	909,655	-	-	-	-	-	-	907,380
SSI Transit Bus Shelter Fund	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	YTD
Carry Forward	18,084	18,638	19,192	19,747	20,301	20,855							18,084
Transfer from Operating	554	554	554	554	554	554							3,325
Interest Income													-
Ending	18,638	19,192	19,747	20,301	20,855	21,409	-	-	-	-	-	-	21,409
Total Capital Funds	1,711,876	1,515,589	1,517,881	1,312,284	1,084,297	931,063	-	-	-	-	-	-	1,112,906

Contributions for Specific Projects

16,000	Murikami Gardens - Rainbow Rd
4900	Ogilvie - Rainbow Rd
4900	Tottman - Rainbow Rd
25,800	

Contributions for Specific Projects

5000	Salt Spring Foundation
5,000	

Project

COMMENTS

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

ITALICS - new information

1. TRANSPORTATION		
1.1. Partners Creating Pathways	<p>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.-.</p> <p>2013 project (Rainbow Road), plans designed, RFP prepared. Request for PARC funding for section along the pool going to PARC Commission at June 17th meeting. Permits received, tender advertised, closing date June 21st.</p> <p>June 17/13 - PARC approved a maximum of \$20,000 from capital reserve.</p>	\$ 15,000 (B)
1.2. Ganges Hill/Regional Trail to Beddis Road Turn-Off	<p>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 reviewed by Commission at 4/23/2013 meeting. CRD Manager of Park Planning will attend July Commission meeting for further discussion.</p> <p>Jeff Ward, CRD Regional Parks on the July 23 Agenda.</p>	
1.3. Parking in Fulford	<p>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. Information from CRD Victoria re: legalities of parking enforcement on Salt Spring Island received.</p>	
1.4. Commission Handbook	<p>The SSITC Handbook will be updated to reflect the new SSI Admin structure and new protocol.</p>	
1.5. Yellow curb painting	<p>Initial inventory carried out of all yellow curbs in Ganges. (1,200 meters)</p>	
1.6. NGVTP 1 st Phase	<p>On August 8th the CRD Board approved the contract in the amount of +/- \$1.2 million for the development of bike lanes and pedestrian pathways along approx. 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. Completion delayed: Line painting / landscaping to be completed in next 2 to 3 weeks.</p>	<p>\$ 1,671,026 (B) \$ 755,483 (A)</p>
1.7. NGVTP Phase 2	<p>Clarification being sought from MOTI re: extend of second phase. Land acquisition requirement identified by JE Anderson. Joshua F. arranging a meeting with several stakeholders and engineers.</p>	
1.8. 151 Rainbow Road	<p>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'.</p>	

Project	COMMENTS	Budget (B) Contributions (C) Actual (A)
<i>ITALICS - new information</i>		
1.9. 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)
1.10. Speed Limits	Working group met with Cycling Master Plan Advisory Committee. Summary report written & included in July 23 agenda	
1.11. Bus Shelters	Design ideas being taken to Commission Additional information to be discussed with July 23 meeting.	\$ 15,855 (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. BC Ferries now requires permission from land owners prior to painting the lines	
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. Handy-Dart	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

	Jan-2013	Feb-2013	Mar-2013	Apr-2013	May-2013	Jun-2013	Jul-2013	Aug-2013	Sep-2013	Oct-2013	Nov-2013	Dec-2013	Total YTD
Total Vendor Sales													
Monthly Passes - Adult	7	7	7	9	8	7							
- Concession	5	6	6	4	6	8							
Day Pass	1	19	95	4	20	29							
Ticket Sheets *	54	1,094	142	1,968	117	2,309							
Prepaid Fare Tickets													
Collected from fareboxes *	1,121	2,270	945	1,914	1,294	1,060							
Farebox Cash Proceeds													
BC Bus Pass Program Grant													
Monthly Revenue	\$ 9,687	\$ 12,821	\$ 10,005	\$ 12,384	\$ 15,284	\$ 16,866	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,047
Cumulative Totals													
YTD Revenue	9,687	22,508	32,513	44,897	60,181	77,047	77,047	77,047	77,047	77,047	77,047	77,047	77,047
Less 2% Commission	(1,117)	(2,530)	(2,513)	(492)	(743)	(581)	(581)	(581)	(581)	(581)	(581)	(581)	(581)
Other Adjustments	(33)	(104)	(155)	(26)	(26)	(326)	(326)	(326)	(326)	(326)	(326)	(326)	(326)
Reconciliation to GL	8,477	22,188	32,123	44,204	59,174	76,140	76,140	76,140	76,140	76,140	76,140	76,140	76,140

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

Revenue Comparisons	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2012 Monthly Revenue	9,578	8,682	14,540	10,240	14,945	21,766	7,030	21,928	15,374	12,785	12,868	11,650	161,365
2011 Monthly Revenue	4,899	5,540	6,822	6,043	7,221	10,116	10,954	15,731	11,024	8,650	7,912	9,737	104,648
2010 Monthly Revenue	5,640	5,344	7,523	6,646	8,103	10,651	11,070	10,318	8,719	5,387	5,957	6,724	92,063
2009 Monthly Revenue	6,424	5,993	7,480	6,829	7,678	8,246	11,571	10,284	7,781	7,812	5,131	6,939	92,169
2008 Monthly Revenue	1,942	3,734	4,074	4,635	5,871	6,493	9,318	10,228	8,612	7,192	5,895	8,810	76,803

After my presentation of the report of the Speed limit working group, I was asked to condense the report, prioritize and to list a few achievable objectives. We have also to take into consideration that the money is tight, and to consider the capital budgets in the coming years.

I like to reiterate that Sergeant Jenkins, RCMP, did agree with most if not all our recommendations.

First of all we like to stress that speed will only work when they make sense; if they do not make sense . these limits will not be adhered to and will pose an enforcement challenge for police. The main focus should be on traffic calming/ smoothing and attention devices.

Secondly, to low speeds can be as dangerous as to high speeds; in addition cars are not designed to drive slower than 40km/hr for extensive periods of time, and consequently will create higher carbon emissions.

For the speed limits we like to propose the following: (for more information, I refer to the first report):

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**).

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 should be 70 km/hr and the RCMP recommended 80km/h for the Long Harbour Road.

5. Ganges Town, Vesuvius Bay and Fulford. (RCMP recommendations)

The speed limit should be 30km.

Ganges town speed zone area should be defined to :

- a/ Rainbow Road to northend of Winsor Plywood
- b/ Lower Ganges Road to Park Drive
- c/ Fulford Ganges Road at Seaview

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

Attention/Traffic Calming/Traffic smoothing devices

Although all our recommendations should be looked at, we like to prioritize as follows:
For more information, I like to refer to our first report.

1. Orange flashing lights.

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 should be Beddis Road/Fulford-Ganges Road, North End Road/Fernwood Road, Beaver Point Road/Stewart Road and there are undoubtedly more examples.

.Other jurisdictions have shown that these lights work and make the intersections safer.

2. Speed platforms or cushions on Cusheon Lake Road

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..

3. Traffic circles

Again there are tens of thousands of these in western Europe, but closer to home, there are 12 in North Cowichan. The engineering Department mentioned that there was a lot of resistance at the first one, but at present there are petitions for more!, 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 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 probably others.

North Cowichan reported that the cost for these 12 traffic circles ranged from \$250,000 to \$400,000.

Traffic circles at Central or U/L Ganges would fall in the same size range and would have similar traffic densities as the ones North Cowichan has.

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

Next steps:

- 1/ More discussion at SSTC or RCMP, as needed.
- 2/ Discussion with appropriate MoT staff
- 3/ Public input? I am not sure how to do this, website?
- 4/ Recommendation to Director/CRD



June 6, 2013

Attn: Board of Directors
Lions Club of Salt Spring Island
103 Bonnet Avenue
Salt Spring Island, BC V8K 2K8

Dear Directors,

The Salt Spring Island Chamber of Commerce is pleased that the Visitor Centre is the main passenger drop-off and pick up location for the Salt Spring Transit System. Our convenient central location in the heart of Ganges and our 7 day per week operating hours has benefited the service. WE provide a myriad of information to locals and visitors to Salt Spring and enjoy the relationship we have with the Transit service.

The Lions Club of Salt Spring have built an excellent bus shelter that has enhanced the level of service we are able to offer the community. We know the considerable time, money and energy that went into the building of the structure which provides year-round protection from the elements for those who are waiting for the bus.

We recently received a grant from Tourism British Columbia for beautification of the Visitor Centre and used that funding to paint and clean the exterior of the building, erected an new flag pole and constructed a new poster display case (still under construction) and have equipped the Centre with new computers and display monitors for an enhanced experience for our visitors.

In keeping with this beautification process, we would like to discuss working on some enhancements to the Lions Club bus shelter. Those enhancements could include: painting of the shelter by a local artist; repairs to the existing shelter and Plexiglas; a review of cleaning and garbage removal procedures.

We would like to discuss working with your group on the above project in a manner that suites the Lions Club and could involve your organization in as much or as little of the project as you would like. Our Visitor Centre Volunteers and the Steering Committee and Board of Directors are enthusiastic to work with you.

Regards,

Li Read
President
Salt Spring Chamber of Commerce and Visitor Centre

Cc: Board of Directors
VIC Steering Committee

The following message was received through the contact form at www.crd.bc.ca. Neither the name or e-mail address can be confirmed as accurate.

.....

Your Name:
Brian Hutchings

Your E-mail Address:
cusheoncreek@shaw.ca

Subject:
Pathways

Message:

As a Main St. resident I often drive to Ganges via both Robinson Rd. and North End Rd. I'm wondering if something can be done to protect pedestrians on the stretch of Robinson Rd. from Mansell to Long Harbour Rd.

On almost every trip to town I pass pedestrians or cyclists on this stretch. There is often nowhere for them to get off the road and in the darkness of winter I have had several near misses especially when blinded with oncoming headlights. Even in broad daylight its often a problem. There just isn't room for 2 cars to pass safely when a pedestrian or cyclist is present.

In the absence of funding for a path, perhaps Highways could do something to improve the width of the shoulders.

Its definitely an accident waiting to happen.

Submitted at: 6/27/2013 10:45:24 AM

Submitted via: http://www.crd.bc.ca/_contact/default.aspx?r=651

User Agent: Mozilla/5.0 (compatible; MSIE 10.0; windows NT 6.1; WOW64; Trident/6.0)

IP: 24.108.28.49

Hello all - Just sent the following thank you to MOTI Minister Stone et al. re: their confirmation that a safety audit will be undertaken of Fulford hill.

Minister Stone's letter is after my note.

B.

----- Forwarded message -----

From: **Brenda Guiled** <

Date: Fri, Jul 12, 2013 at 3:22 PM

Subject: Re: 217251 - Fulford Road Upgrades

To: "Transportation, Minister TRAN:EX" <Minister.Transportation@gov.bc.ca>

Cc: "Transportation, Deputy Minister TRAN:EX" <DeputyMinister.Transportation@gov.bc.ca>, "Spillett, Ryan TRAN:EX" <Ryan.Spillett@gov.bc.ca>

Dear Minister Stone, Deputy Minister Main, and Operations Manager Spillett:

That the ministry is requesting a road safety audit of the Fulford Hill be undertaken prior to BC Ferries' planned upgrade of its Fulford Harbour terminal and access/egress is very good news. Thank you.

Whatever the results, to have this required step on the record will assure all concerned parties that every safety consideration was duly considered and taken.

We look forward to receiving the safety audit report from Mr. Spillett.

Most sincerely,
Brenda Guiled

Chair. Island Pathways

On Fri, Jul 12, 2013 at 11:07 AM, Transportation, Minister TRAN:EX <Minister.Transportation@gov.bc.ca> wrote:

Brenda Guiled, Chair
Island Pathways

217251 - Fulford Road Upgrades

Dear Brenda:

Thank you for your correspondence requesting a safety audit on Fulford Road.

The ministry recognizes how important accommodating cyclists and pedestrians on Fulford Road is to the community of Salt Spring Island, and we have been working closely with BC Ferries on their design for the Fulford Road upgrades to ensure that a paved shoulder is included with the planned works. BC Ferries' design process is still underway, and the ministry will request that a road safety audit be undertaken, as prescribed by our Road Safety Audit policy.

As you know, the existing road is quite narrow, with steep driveway accesses and no shoulders for pedestrians or cyclists. Despite these constraints, BC Ferries' design has been able to accommodate a paved shoulder from the ferry terminal to Beaver Point Road on the east side of the road. The planned shoulder is 1.2 metres wide, except where it had to be narrowed to 1.0 metres near Morningstar Road due to the proximity of adjacent buildings. It is important to note that a shoulder cannot be accommodated on both sides of the road due to physical constraints and conflict with the ferry traffic storage lane. The proposed work is consistent with the design standards set out in the 1992 Ministry Memorandum of Understanding with the Islands Trust.

The ministry's local Operations Manager, Ryan Spillett, will contact you following completion of the ministry's road safety audit. Should you have any further questions or concerns about this matter in the meantime, he can be reached by telephone at [250 952-5575](tel:250-952-5575) or by e-mail at Ryan.Spillett@gov.bc.ca. He would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Todd Stone
Minister

Copy to: Grant Main, Deputy Minister

Ryan Spillett, Operations Manager
Vancouver Island District

----- Forwarded message -----

From: Brenda Guiled <Brenda.Guiled@gov.bc.ca>
To: "Transportation.Minister@gov.bc.ca" <Transportation.Minister@gov.bc.ca>
Cc: "Transportation, Deputy Minister TRAN:EX" <DeputyMinister.Transportation@gov.bc.ca>
Date: Mon, 24 Jun 2013 14:43:56 -0700
Subject: Re: Safety Audit Request - Fulford Hill, Salt Spring Island
Dear Minister Todd Stone:

On May 9th, Island Pathways on Salt Spring Island sent the attached letter to your office, requesting that a safety audit be initiated for Fulford hill on Salt Spring Island.
Transportation Writing Services promptly assured us that our request was passed along to the deputy minister and a response was forthcoming.

This is just to say welcome to your new post, and please take a look at our request, if you haven't seen it already.

The Fulford hill upgrade will last for 20-30 years. This village access road and 'intersection' serves 640,000 passenger trips each year on BC Ferries' sailings, as well as local traffic to and through Fulford. Pedestrians abound on the hill, from walk-on traffic, passengers in vehicles waiting to board, and for non-ferry reasons. Cycling traffic has increased an average of 12% each of the last five years.

We need assurances from MOTI that all road users, including the most vulnerable, will be accommodated as safely as possible on this hill. To this end, we look forward to seeing the safety audit report that results from this request.

Sincerely,
Brenda Guiled
Chair, Island Pathways

----- Forwarded message -----

From: Brenda Guiled <Brenda.Guiled@gov.bc.ca>
Date: Thu, May 9, 2013 at 4:24 PM
Subject: Safety Audit Request - Fulford Hill, Salt Spring Island
To: Transportation.Minister@gov.bc.ca <<mailto:Transportation.Minister@gov.bc.ca>>
Cc: Grant Main
<DeputyMinister.Transportation@gov.bc.ca<<mailto:DeputyMinister.Transportation@gov.bc.ca>>>, David
Hendry <David.Hendry@bcferries.com<<mailto:David.Hendry@bcferries.com>>>, Harold Swieringa
<Harold.Swieringa@bcferries.com<<mailto:Harold.Swieringa@bcferries.com>>>, Wayne McIntyre
<Wayne.McIntyre@bcferries.com<<mailto:Wayne.McIntyre@bcferries.com>>>, John Waketield
<John.Waketield@bcferries.com<<mailto:John.Waketield@bcferries.com>>>

Dear Minister:

Attached please find Island Pathways' letter to you requesting that a safety audit be initiated for Fulford hill on Salt Spring Island.

Sincerely,
Brenda Guiled
Chair, Island Pathways