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SALT SPRING ISLAND TRANSPORTATION COMMISSION
Notice of Meeting on **Tuesday, January 21, 2014 at 4:00 PM**
145 Vesuvius Bay Road, Salt Spring Island, BC

AGENDA

Call to Order- Manager

Introduction of new commission members: Dennis Fortin; Ross Simpson;
Nigel Denyer; Sheryl Taylor-Munro; Kevin Bell

1. Election of Chair and Vice Chair
2. Approval of Agenda
3. Adoption of Minutes of December 9, 2013 and Minutes of December 17, 2013
4. Presentations/Delegations
 - 4.1 Nomi Lyonns-Speed Watch Programme
5. Outstanding Business
 - 5.1 Rainbow Road Three-Faceted Project
 - 5.2 Bus Shelter Progress Report- Commissioner Williams
 - 5.3 PCP 2014 Projects- Commissioner Denyer
6. Reports
 - 6.1 Director Report
 - 6.2 Chair Report
 - 6.3 Project Status Report
7. New Business
 - 7.1 Communication Policy- Commissioner Williams
 - 7.2
8. Correspondence/Information
 - 8.1 Ganges Hill Open House-January 28, 2014 at the Library 3:00- 6:30 PM
 - 8.2 EMAIL correspondence – Public Feedback Transportation Priorities
9. Adjournment

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



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**Minutes of a Special Meeting
of the Salt Spring Island Transportation Commission
Held December 9, 2013, 145 Vesuvius Bay Road, Salt Spring Island, BC**

DRAFT

Present: **Director:** Wayne McIntyre
Commission Members: Donald McLennan (Acting Chair), Andrew Haigh,
Harold Swierenga, Jean Taylor, Robin Williams
Staff: Karla Campbell, Senior Manager; Tracey Shaver, Recording Secretary
Absent: Kees Visser, Nomi Lyons

Acting Chair McLennan called the meeting to order at 4:03 pm.

1. Approval of Agenda

MOVED by Commissioner Williams, **SECONDED** by Commissioner Swierenga,
That the agenda be approved as circulated with the addition of Item #5 draft letter regarding
ferry cuts.

CARRIED

2. BC Transit Service Review-Draft Terms of Reference

Commissioner Taylor suggested that the SSI Community Health Committee be added to the
stakeholders list as this committee is comprised of the Executive Directors of the various
health resources on the island.

Director McIntyre suggested sport organization be included.

MOVED by Commissioner Williams, **SECONDED** by Commissioner Haigh,
That the Salt Spring Island Transportation Commission endorse the Salt Spring Island
Transit System Service Review Terms of Reference and request the inclusion of the Salt
Spring Island Community Health Committee and sports organizations to the list of
community stakeholders.

CARRIED

3. SSI Priority Transportation Projects

A general discussion was held regarding capital projects and a list of priority capital projects
that could be partnered with Ministry of Transportation and supported by the taxpayer.

K. Campbell suggested a strategic transportation master plan for the Island which would
provide a long term plan with funding options and integration with the Official Community
Plan.

There was discussion regarding public communication and support for the next phase of the
NGTP. Suggestion for re-naming the phased NGTP into sections of the plan that can be
more descriptive (ie "Save Our Kids Pathway" "School Zone Safety Upgrade")

Ministry of Transportation should be encouraged to build the roundabout (Lower Ganges/Upper Ganges). Further discussion was held on the tax requisition and gas tax funds to be leveraged towards the next phase of the NGTP.

4. Capital Plan 2014-2018

The Commission reviewed proposed 2014-2018 options for funding. Discussion took place over the timing of holding a referendum during the 2014 election; the amount of a requisition increase; and for how many years to maintain an increase in the requisition.

Commissioner Haigh suggested that the proposed parking study and Visitor Centre landscape island projects be advanced to 2014 from 2015.

Acting Chair McLennan has requested that a motion be moved forward at the next meeting on December 17, 2013 regarding recommendations to the CRD Director for the Capital Plan 2014-2018.

5. Draft Letter to BC ferries regarding funding cuts to ferry service

Commissioner Haigh recommended drafting a letter on behalf of the SSITC to the Premier regarding cuts to the BC Ferry service. Commissioners McLennan and Swierenga suggested collaborating

6. Adjournment

MOVED by Commissioner Williams, **SECONDED** by Commissioner Haigh,
That the meeting be adjourned at 6:04 pm.

CARRIED



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**Minutes of a Regular Meeting of the Salt Spring Island Transportation Commission
Held December 17, 2013, at 145 Vesuvius Bay Road, Salt Spring Island, BC**

DRAFT

Present: **Director:** Wayne McIntyre
Commission Members: Donald McLennan (Acting Chair), Andrew Haigh, Nomi Lyonns, Harold Swierenga, Jean Taylor, Robin Williams
Staff: Karla Campbell, Senior Manager; Sarah Shugar, Recording Secretary

Absent: **Commissioner:** Kees Visser

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

1. Approval of Agenda

It was noted Items 6.1 to 6.6 would be reversed in order.

MOVED by Commissioner Swierenga, **SECONDED** by Commissioner Williams,
That the agenda be approved as amended.

CARRIED

2. Presentations / Delegations

There were no presentations to be heard at this time.

3. Minutes

3.1 October 22, 2013 Regular Minutes

MOVED by Commissioner Lyonns, **SECONDED** by Commissioner Swierenga,
That the minutes of the October 22, 2013 Regular Meeting be adopted as circulated.

CARRIED

3.2 October 29, 2013 Special Meeting

MOVED by Commissioner Taylor, **SECONDED** by Commissioner Williams,
That the minutes of the October 29, 2013 Special Meeting be adopted as circulated.

CARRIED

3.3 November 19, 2013 Regular Meeting

Amend Item 2.1 to: The estimated budget for the 2014 project is \$70,000. Partners Creating Pathways has requested a \$30,000 allocation by SSITC.

Amend Item 3.1 to: SSITC Ganges Transportation Infrastructure Works; addition of SSITC Transit prior to Staff to consider.

Amend last line to: It was agreed that this item would be brought back for consideration at a later date

MOVED by Commissioner Lyonns, **SECONDED** by Commissioner Swierenga,
That the minutes of the November 19, 2013 Regular Meeting be adopted as amended.

CARRIED

4. Outstanding Business

4.1 Email dated November 5, 2013 from BC Transit re: Request for Special Transit Service for Remembrance Day

MOVED by Commissioner Swierenga, **SECONDED** by Commissioner Williams,
That the Salt Spring Island Transportation Commission retroactively approves the Legion request for Special event service on Remembrance Day 2013.

CARRIED

4.2 Transportation – Priority Projects

This item was brought forward from the November 19, 2013 regular meeting for review. There were no further comments.

4.3 Transportation Capital Plan

The CRD Transportation Capital Plan 2014 – 2018 report was circulated for review. The Notice of Motion document was circulated for review.

MOVED by Commissioner Williams, **SECONDED** by Commissioner Taylor,
That the Salt Spring Island Transportation Commission advises the CRD to:

- Schedule a Referendum on Salt Spring in Autumn 2014 to increase the SSITC transportation requisition by \$250,000 for four years 2015-2018
- Work with the SSITC on the crafting of a detailed marketing and communications plan
- Approve a Transportation Capital Plan along the lines of the attached Scenario for the period 2015-2018
- Work collectively and collaboratively with the SSITC and PCP to explore with the NGTP consulting engineers all possibilities to maximise the involvement of PCP volunteers on the proposed Rainbow Road pathway project.

MOVED by Director McIntyre, **SECONDED** by Commissioner Williams,
To add the additional item:

- To commence with early negotiation with MOTI re: their participation as a full partner in the funding of the remaining phases of the NGTP.

The question was called on the main motion, as amended, as follows:

MOVED by Commissioner Williams, **SECONDED** by Commissioner Taylor,
That the Salt Spring Island Transportation Commission advises the CRD to:

- Schedule a Referendum on Salt Spring in Autumn 2014 to increase the SSITC transportation requisition by 250,000 for four years 2015-2018
- Work with the SSITC on the crafting of a detailed marketing and communications plan
- Approve a Transportation Capital Plan along the lines of the attached Scenario for the period 2014-2018
- Work collectively and collaboratively with the SSITC and PCP to explore with the NGTP consulting engineers all possibilities to maximise the involvement of PCP volunteers on the proposed Rainbow Road pathway project.
- To commence with early negotiation with MOTI re: their participation as a full partner in the funding of the remaining phases of the NGTP.

CARRIED

5. Reports

5.1 Chair Report

The Chair report dated December 17, 2013 was provided for information.

5.2 Director Report

Director McIntyre reported the following:

- Media release was published re: SSI Pedestrian and Cycling Master Plan
- CRD Regional Transportation Plan input deadline is February 6, 2014. To be added to the next meeting agenda.

5.3 Financial Report

The reports were provided for information. The Capital Plan budget will be added to the January meeting agenda. Staff to schedule a meeting with Peggy Dayton in January re: 2015 transit budget.

5.4 Manager Report

Manager Campbell reported the following:

- The Ganges Hill Open House is scheduled on January 28, 2013. The event will be hosted by CRD Regional Parks.
- Bicycle CIPP grant opportunity – need written approval from MOTI. Staff advised to have the 2012 application ready to submit; will need updated letters of support and updated bike count numbers.

5.5 Project Status Report

The Project Status Report as of December 17, 2013 was provided for information. It was noted to change the cycling master plan to Pedestrian and Cycling Master Plan.

6. New Business

6.1 Bus Shelter Project

The Bus Shelter Design Committee minutes of December 10, 2013 meeting were provided for information.

MOVED by Commissioner Lyonns, **SECONDED** by Commissioner Williams,

That the Salt Spring Island Transportation Commission advise the CRD to proceed with the selection of Bill Simpson as the engineer of record, pursuant to the solicitations of offers by the CRD for the Matt Brain Bus Shelter project.

CARRIED

6.2 Car Stop Project

Commissioner Lyonns provided an update. Acting Chair McLennan and Commissioner Lyonns will draft a report for MOTI in January.

6.3 Speed Board Report

Commissioner Lyonns provided the following update:

- There was an average of 1,500 cars per day counted on Cusheon Lake Road.
- Still waiting on an ICBC island wide speed watch package.
- Attended a meeting with Gary Holman, Chair McLennan and MOTI to discuss traffic count results.
- Plan to present a report in January.

Commissioner Lyonns left the meeting at 5:30 pm. Acting Chair McLennan presented a thank you card to Commissioner Lyonns.

6.4 Island Trust Referral – SS-RZ-2013.6 – 2850 Fulford Ganges Road

The Island Trust Referral – SS-RZ-2013.6 – 2850 Fulford Ganges Road was provided for information.

MOVED by Commissioner Swierenga, **SECONDED** by Commissioner Taylor,
That Salt Spring Island Transportation Commission advise Islands Trust that we have no comment or concerns regarding the referral SS-RZ-2013.6 – 2850 Fulford Ganges Road and request that Islands Trust keep the Commission informed with respect to any further developments.

CARRIED

6.5 Report – 2013 Operating and Capital Budget Reallocation

Manager Campbell reviewed the 2013 Operating and Capital Budget Reallocation report dated December 17, 2013

MOVED by Acting Chair McLennan, **SECONDED** by Commissioner Williams,
That the Salt Spring Island Transportation Commission approve reducing the 2013 operating transfer to capital in an amount sufficient to cover the costs of the design workshop and Booth pathway repair.

CARRIED

6.6 Expression of Appreciation to Departing Commissioners

Acting Chair McLennan presented a thank you card to Commissioner Swierenga and Commissioner Taylor.

7. Correspondence / Information Items

The following correspondence items were received for information:

- 7.1 Email dated September 26, 2013 from Ross and Jo McIlvenna re: Walking trail – Churchill to Leisure Lane
- 7.2 Letter dated September 19, 2013 to Jordan Wagner, Ministry of Transportation from Dennice Stambuck re: Upper and Lower Ganges Road
- 7.3 Email exchange dated October 14-17, 2013 from Jordan Wagner, Ministry of Transportation, to Gregory Ast and Karen Wright re: sidewalk and bicycle paths
- 7.4 Email – route 4 BCF increase – Rowlandson December 3, 2013
- 7.5 Revised – PCP Ganges Village Pathway Network

8. Next Meeting

The next Regular Meeting is scheduled on January 21, 2014, 4:00 – 6:00 pm.
There was discussion regarding a planning meeting. Staff will circulate possible dates.

9. Adjournment

MOVED by Commissioner Williams, **SECONDED** by Commissioner Haigh,
That the meeting be adjourned at 6:10 pm.

CARRIED

**SSITC Meeting 21Jan14
NGTP Rainbow Road Project Options**

The NGTP Rainbow segment from Lower Ganges Road to the pool consists of a safety-driven three-pronged project:

- intersection safety improvements at Rainbow/Lower Ganges and at Rainbow/Kanaka
- parking reconfiguration along Rainbow
- a multi-use 4m wide pathway serving both pedestrians and cyclists

Joshua Frederick has outlined the following steps leading to construction:

2014

- appointment of a Project Manager
- deal with any property issues and easement agreements
- draft a Project Definition statement
- obtain SSITC/CRD sign-off on any design changes
- prepare final engineering drawings
- submit plans to MoT
- MoT approval

2015

- prepare tender documents
- call for bids
- contract negotiation
- CRD Board approval
- construction

At the present time, the consultants' design for the NGTP Rainbow Road project calls for an asphalt 4m wide "multi-use" pathway to accommodate both pedestrians and cyclists. The cost estimate for all three components is \$700-800k plus contingencies and "soft costs" for a total of \$1.1m.

In order to bring down the costs prior to the scheduled requisition referendum in Autumn 2014, the SSITC has been exploring the option of building the pathway in two sections:

- asphalt from LGR to Windsor
- "pathway blend" from Windsor to the pool

It is also examining the pros and cons of whether a pathway is needed cutting across the island at the bus pull-out to supplement the existing 10' wide concrete sidewalk.

PCP has agreed in principle to consider taking on the following segments all of which would be funded by the NGTP budget **not** by Island Pathways and all of which would be built with pathway blend:

1. from the pool to the GISS bus pull-out
2. cutting across the bus pull-out island, **if necessary**
3. from the GISS bus pull-out in the direction of Windsor:
 - the PCP work would stop short of Windsor and would connect with an asphalt pathway from LGR to Windsor
 - this PCP pathway would be off-road and delineated from the travelled roadway and its curbing and thus not subject to MoT guidelines

A separate CRD contractor would be engaged to construct the remaining elements of the project including:

- intersection safety improvements at RBR/Kanaka and at RBR/LGR
- asphalt multi-use pathway from LGR to the western edge of the Windsor property to connect with PCP pathway
- parking reconfiguration and asphalt curbing all along RBR from LGR to the GISS bus pull-out

Here is a view of the RoW looking west from the GISS driveway/bus pull-out in the direction of the pool. Lots of room within the RoW for a pathway.



Here is the bus pull-out and existing 10' wide sidewalk showing the island.





The view from the pull-out towards Windsor.
Very straightforward for an off-road pathway it would seem.



Project

COMMENTS

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

ITALICS - new information

1. TRANSPORTATION		
<p>1.1. Ganges Hill/Regional Trail to Beddis Road Turn-Off</p> <p>1.2. Walking and Biking Feasibility Study and Options</p>	<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. 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>Regional Parks presented three options with estimated costs. These options will be presented at a public open house scheduled at the Library on January 28, 2014 from 3:00 pm – 6:30 pm</p>	
1.3. Yellow curb painting	<p>Initial inventory carried out of all yellow curbs in Ganges. (1,200 meters).</p> <p>Staff exploring options with MOT undertake project with Commission funding. No funding available in 2013 budget.</p>	
1.4. NGVTP Phase 1	<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.</p> <p>Project complete. Final costs TBA.</p>	<p>\$1,778,152 (B) \$ TBA (A)</p>
1.5. NGVTP Phase 2	<p>Design workshop held with Commission and engineers to review options for the next phases. Commission to review revised costs and capital plan.</p>	
1.6. Rainbow Road Sidewalk - Southside	<p>The development of the pathway along the southern side of Rainbow Road to be made in consideration with NGTP for Rainbow Road. MOTI requires a drainage study.</p>	\$25,800 (C)
1.7. Speed Limits	<p>Working group met with Cycling Master Plan Advisory Committee. Summary report written presented at the July 23, 2013 Commission meeting to be discussed with MOTI and RCMP.</p>	
1.8. Bus Shelters	<p>Staff obtaining quotes for engineer designs and construction cost for the shelter on south side of Lower Ganges Road (adjacent to Country Grocer)</p> <ul style="list-style-type: none"> • July 23, 2013 received \$5,000 from local structural engineer to produce engineered drawings and final sign-off of the bus shelter; • July 24, 2013 requested designer to provide a cost proposal for a design-build shelter; • September 19, 2013 received \$12,825 estimate from designer for materials and labour and \$2,000 for engineered drawings; • September 24, 2013 reported to TC estimated costs for a design-build contract. Staff to obtain fee proposals for the engineering design only; • September 26, 2013 - issued RFQ for engineering designs 	<p>\$20,000 (B) \$ TBA (C)</p>

Project	COMMENTS	Budget (B) Contributions (C) Actual (A)
<i>ITALICS - new information</i>		
	<ul style="list-style-type: none"> • Dec. 17/13 – Commission advised fee proposal for engineered drawings comply with CRD insurance requirements. 	
<p>1.9. Pathway damage on Lower Ganges Road just west of Sharp Road</p>	<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. Claim denied by MoTI. <i>Dec. 17/13 Commission approval to commence repair work.</i></p>	4,822 (B)
2. TRANSIT		
<p>2.1. Handy-Dart</p>	<p>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.</p>	

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

Public Consultation on Biking and Walking Trail



The Capital Regional District wants your input on a feasibility study completed for cycling and pedestrian opportunities along the south approach to Ganges Village on Fulford/Ganges Road.

Public Consultation Meeting
Tuesday, January 28 from 3-6:30 pm
Salt Spring Island Public Library

The CRD supports cycling and pedestrian roadside walkways on Salt Spring Island. This study is coordinated by CRD Regional Parks and examines the potential for a regional trail along this route.

For more information
visit www.crd.bc.ca/plan or
contact us at 250-478-3344.



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625 Fisgard Street, Victoria, BC V8W 1R7

Media Release

For Immediate Release

January 16, 2014

Public Consultation on Salt Spring Island Biking and Walking Trail Feasibility Study

Victoria, BC- The Capital Regional District wants to hear from Salt Spring Island residents on a feasibility study to potentially develop a cycling and pedestrian trail along a 1kilometre section of the south approach to Ganges Village on Fulford/Ganges Road.

Public Consultation Meeting

DATE: Tuesday, January 28, 2014

TIME: 3-6:30pm

PLACE: Salt Spring Island Public Library

"The Capital Regional District supports the pedestrian and cycling infrastructure on Salt Spring Island and all the community benefits it brings," said Wayne McIntyre, Salt Spring Island Electoral Area Director. "The feasibility study and community feedback on the options outlined, as well as any new ideas, will help in our planning, including determining the next steps to consider for pedestrian and cycling improvements on this section of road." These improvements would be made subject to community support and necessary funding.

The feasibility study is coordinated by CRD Regional Parks and examines the potential for a regional trail along this significant route with challenging terrain and safety concerns. The *CRD Regional Parks Strategic Plan* identifies a regional trail route between the ferry terminals at Fulford Harbour and Vesuvius Bay. The feasibility study also considers the *Official Community Plan*, the *Ganges Village Pathway Network* and *Pedestrian and Cycling Master Plan: Salt Spring Island Edition*.

Departments within the CRD are working in unison on a number of initiatives in support of cycling and pedestrian roadside walkways on Salt Spring Island. For more information visit www.crd.bc.ca/plan/current-projects/parks-and-trails/salt-spring-island-biking-and-walking-trail

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For media inquiries, please contact:

Laurie Sthamann, Communications Coordinator

CRD Regional Parks

Tel: 250.360.3332 | Cell: 250-889.8030



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SALT SPRING ISLAND TRANSPORTATION COMMISSION
Meeting on Tuesday, January 21, 2014 at 4:00 PM

AGENDA ITEM #8.2

Correspondence/information

Date	Communication	Subject	From	Action
January 16, 2014	Email	Feedback Transportation Project Priorities	L. Beaudette/Lions Club	
January 3, 2014	Email	Feedback Transportation Project Priorities	M. Leichter	
January 2, 2014	Email	Feedback Transportation Project Priorities	M. Johnstone	
January 2, 2014	Email	Feedback Transportation Project Priorities	S. Cowan	
January 5, 2014	Email	Feedback Transportation Project Priorities	J. Slakov	
December 15, 2013	Email	Feedback Transportation Project Priorities	A. Wheeler	
January 9, 2014	Email	Feedback Transportation Project Priorities	R. Scotvold/SD64	
December 14, 2013	Email	Feedback Transportation Project Priorities	B. Hayes	
December 6, 2013	Email	Feedback Transportation Project Priorities	B. McWhiter	
December 14, 2013	Email	Feedback Transportation Project Priorities	E. White	
December 7, 2013	Email	Feedback Transportation Project Priorities	P. Preston	
December 22, 2013	Email	Feedback Transportation Project Priorities	D. Stambuck	
December 5, 2013	Email	Feedback Transportation Project Priorities	C. Dodd	
December 21, 2013	Email	Feedback Transportation Project Priorities	S. Evans	
December 8, 2013	Email	Feedback Transportation Project Priorities	K. Wright	

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

From: **Lorne Beaudette** <

Date: Thu, Jan 16, 2014 at 5:36 PM

Subject: Transportation proposed project feedback

To: ssitc@crd.bc.ca

1. **Save Our Kids Pathway** in the school district on Rainbow Road (Lower Ganges Road to the pool) and annual **Partners Creating Pathways** projects feeding into the Ganges core - 2014/15

this is a pretty broad description and the "save our Kids" aspect is a bit over the top in the marketing department Of course we all want everyone to be able to get about safely but not at any cost over common sense. There does not seem to be any great issue with accessibility now.

2. upgrade of safety conditions in **Fulford Village** and the ferry terminal approach for motorists, pedestrians, cyclists and transit - this is a BC Ferries project at the present time - 2015

Right this is a BC ferries issue and needs only oversight from CRD Islanders

3. **Roundabout** as "warranted" by traffic safety studies at Lower Ganges Road and Upper Ganges Road - 2016

Something needs to be done here but I wonder if a traffic circle is the best solution. Perhaps installation of a proper R/H turn lane on upper ganges and straightening the intersection so that people don't make a left turn from the right hand lane would help during peak traffic, or maybe a three way stop would be a less expensive alternative which would have the added effect of " traffic calming"

4. **Connector** pathway and bikelanes from Upper Ganges/Lower Ganges to Rainbow - 2016

Judging by the usage of the bike lane on lower ganges I would be hard pressed to support any significant investment in more bikelanes.

5. **traffic calming** in Ganges - raised and landscaped island in front of the Visitor Centre to support

Economic Development Commission expressed desire to make Ganges more pedestrian-friendly I really have no idea what this would look like but due to the restricted space I can't envision how further restricting traffic could contribute to "calming? As a rule it would seem that pedestrians have good access anywhere in the lower townsite and with any effort on their part (looking before stepping into traffic, make eye contact and using crosswalks) they are at very little risk as motorists are aware through town. Areas which would likely benefit from more and better marked crosswalks is the bottom of the hill from the parking lot to Thriftys and the corner by Mouats and Grace Point square. these are high pedestrian areas which seem to rely on, and work fairly well, with common courtesy now

6. upgrade safety conditions on **Ganges Hill** for pedestrians and cyclists

The major incident here was a pedestrian hit by a cyclist. Anything that allows higher bicycle speeds will not increase safety. However some minor investment in surface improvements to the shoulders would go a long way to overall satisfaction.

7. Rainbow Road south side pathway from Lower Ganges to Murakami Gardens to take advantage of cash-in-lieu funds from small business owners on deposit with CRD since 2011-12

Likely well invested if it would help keep the kids off the roadway but again this is only an issue at brief peak traffic times when people are aware of the risk and seem quite accommodating.

Long Term projects

1. roundabout to replace the four-way stop at Central (greener, safer and better traffic flow)

The four way stop seems to be working fine and after the resistance to the fourway stop I would be afraid to attempt a traffic circle

2. Ganges bypass

An interesting concept but is it really worth the investment? The big benefit would be to take the dump trucks and larger vehicles out of town but most people still need to get into town for business and shopping. Yes it is slow going but that is part of the charm of living in a small town environment. If you make it all "big city" you will lose that aspect. The big question is how much more growth do we expect to see in the Island population and traffic? With ferry cost going up and the lack of employment on the Island it seems like not much so how cosmopolitan do we need to get?

One way to take traffic out of the downtown core would be to provide parking on the extremities. A lot of traffic is generated by people driving around looking for a parking spot. The area is not so large that people mind walking from the Co-op gas station/ parts store area to the core if they have a reasonable chance of finding a parking space. This would also have the added benefit of generating pedestrian traffic by the businesses on Hereford road. and the other side streets.

In closing, it is my feeling the the small percentage of cyclists on the Island have had too much input into the overall plan in the past while bearing none of the cost or responsibility. the situation reminds me of Amsterdam where the bicycles are all parked on the sidewalks and the riders are indignant when pedestrians have to step onto the bike paths to get around them.

Lorne Beaudette (LoBeau)
President
Salt Spring Island
Lions Club

From: "Maxine Leichter" <maxine@seaside.ca.gov>
Date: January 3, 2014 4:57:21 PM PST
To: "Donald McLennan"
Subject: **feedback on Transportation priorities**
Reply-To:

I hope this is helpful.

Feedback on Transportation Priorities from Maxine Leichter

Top priorities in order of priority.

1. Fulford upgrades. – Lots of money has gone into improving sidewalks near Ganges. It is only fair that we now do something for Fulford. The situation there is dangerous.

2. Traffic calming in Ganges - This sounds like a relatively inexpensive project with a big benefit and will enhance safety as well.

3. Ganges Bypass – This should be a priority. It is needed because F-G Rd. goes through a low spot north of Seaside and at some point, we will have a high tide and a storm surge at the same time, and the road there will flood and be impassible, effectively cutting the entire island in half. As the ocean rises, this will happen more often. There is already water coming up through the road. Is this seawater coming in at high tide? This is a big safety hazard. However, the bypass should NOT cut through Moat park to Atkins, as was planned in the past, because this will ruin the park, but instead should go along the edge of the park to along Jackson to Rainbow Rd. This route is less expensive and disruptive to residents.

4. Save Our Kids Pathway in the school district on Rainbow Road (Lower Ganges Road to the pool) This is fine as long as it goes on the school side of the road and does not mean the stream on the other side of Rainbow Rd. has to put underground in a culvert. The PCP projects are generally low cost so we get a lot of benefit from the money spent.

These 4 are a lower priority to me

1. Roundabout at Lower Ganges Road and Upper Ganges Road - 2016
2. Connector pathway and bike lanes from Upper Ganges/Lower Ganges to Rainbow - 2016
3. upgrade safety conditions on Ganges Hill for pedestrians and cyclists
4. left turn lane at Atkins for north-bound traffic on Lower Ganges Road

Concerns:

Rainbow Rd Pathway – I don't know which side is the "south" side. I recommend that a pathway go on the same side as the schools. This is better for the students and avoids culverting the stream on the other side of the street. Someone told me that sidewalks on both sides were in the plan. This sounds like too much to me.

Roundabout at Central – I'd rather see the money spent on other projects where the need is greater. This seems entirely unnecessary. The 4 way stop that is there now, ought to work well. No one will get hit if they stop before proceeding. An less expensive alternative might be to do something about the hill that hides cars approaching the intersection as they go south on North End Rd.

From: myna lee Johnstone'
Sent: Thursday, January 02, 2014 12:48:58 PM
To: SSI Transportation Commission
Subject: priorities for transportation on SSI
Auto forwarded by a Rule

here is my feedback for the most necessary actions:

1) the speed limits must be lowered and enforced

from Atkins Rd into Ganges the speed limit must be lowered

As it is now, drivers pickup speed wherever they can and are not prepared to stop for pedestrians cross,except if the flashing lights are used at the Ganges Village/Hospital road join

coming from town, drivers speed up as soon as they pass Rainbow Rd and only slow down a bit when they are approaching Rainbow Rd coming from the North

2) A roundup at the join of Upper Ganges Rd is very expensive: a 3 way stop should be in place there

Saltspring drivers have adapted to the 3 way stop at Central and they can adapt again

X-walks are needed there as well

3) a 3 way stop should also be placed at the join of Rainbow and the Ganges Rd because there are constant lineups for drivers trying to turn left

3 way Stops are not expensive and can become the custom on Saltspring

4) The congestion in Ganges is now ridiculous everyday

If Park and Rides were established along routes before coming into Ganges and frequent shuttle bus loops established through and about the village we could see a formidable drop in vehicles and congestion

These are the major changes i suggest be made

Having resided on this island for over 25 years and have lived on various parts of the island, i have been able to observe and experience the traffic situation here

Here are some other suggestions:

1) the SSI Transportation Commission should establish an online efficient Rideshare Board and encourage drivers to use it

by signing on and posting where and when they are going somewhere off island or to an on island event and provide their contact info

Most Rideshare Boards are filled with people looking for a ride. Inviting drivers to habituate themselves to ridesharing will change the existing concept/ideology of personal vehicle transportation

Someone should be paid to set this up and maintain it

2) We have for years had road signs indicating Scvhood Zones, we need to now add ones for Senior Zones

We have a very high density of seniors in the Ganges Village area

I would like to see this in all of BC and will be presenting the idea to the Minister of Transport and the Premier

3) We need to bring the Chamber of Commerce on board to support use of our public transit system by visitors and encourage the hospitality industry to provide alternative transportation for visitors so they can come and experience the island without bringing a vehicle There are many ways to accomplish this.

4) We should adopt a system of paid parking in Ganges:here again there are several options as how this can be accomplished

The money could be put into public transit and/or pathways enhancement

From: Shannon Cowan|
Sent: Thursday, January 02, 2014 1:59:44 PM
To: SSI Transportation Commission
Subject: Feedback on Transportation Projects SSI
Auto forwarded by a Rule

Hello,

To whom it may concern, I am writing to provide public feedback to the SSI Transportation Commission. On behalf of my husband, James Cowan, and myself, Shannon Cowan.

Here is the list of priority projects as we see it:

1. upgrade of safety conditions in **Fulford Village** and the ferry terminal approach for motorists, pedestrians, cyclists and transit - this is a BC Ferries project at the present time - 2014 and 2015
 2. upgrade safety conditions on **Ganges Hill** for pedestrians and cyclists
 3. **Roundabout** as “warranted” by traffic safety studies at Lower Ganges Road and Upper Ganges Road - 2016
 4. **Save Our Kids Pathway** in the school district on Rainbow Road (Lower Ganges Road to the pool) and annual **Partners Creating Pathways** projects feeding into the Ganges core - 2014/15
 5. **Connector** pathway and bikelanes from Upper Ganges/Lower Ganges to Rainbow - 2015-16
 6. **Traffic calming** in Ganges - raised and landscaped island in front of the Visitor Centre; this inexpensive project would support the expressed desire of the Economic Development Commission to make Ganges more pedestrian-friendly; and it would also support the long-expressed goal of the community to beautify Ganges Village 2016
6. Rainbow Road south side pathway from Lower Ganges to Murakami Gardens to take advantage of cash-in-lieu funds from small business owners on deposit with CRD since 2011-12

Long Term projects

1. Ganges bypass
2. left turn lane at Atkins for north-bound traffic on Lower Ganges Road
3. Robinson Road bike lanes - Upper Ganges Rd to Walker’s Hook Rd (added by SC)
4. roundabout to replace the four-way stop at Central (greener, safer and better traffic flow)

Thank you for listening.

Sincerely,
Shannon and James Cowan

From: "Jan Slakov"
Date: January 5, 2014
To:
Subject: **SSITC priorities**

Dear Salt Spring Transportation Commission,

I read the list of 7 projects, starting with the pathway leading up to the 3 schools along Rainbow Rd (the "Save Our Kids pathway" and I think all of those projects are important. It seems to me the order in which they were listed in the article in the Driftwood is a sensible order for prioritization. Item # 5 suggests a landscaped island in front of the Visitors' Centre. That reminds me that there would be strong public support, I believe, for planting more trees in Ganges, especially along pathways. If there are feasible ways to incorporate trees into any new projects, I hope care will be taken to ensure that this is done. (If citizen help is needed in some way to make tree-planting a feasible option, I would be happy to help.)

The three long term projects lists also seem like valuable long term goals.

Thank you for your ongoing work to make our island safer and more livable.

Sincerely, Jan Slakov

From: Ann Wheeler
Date: December 15, 2013 1:29:59 PM PST
To: Donald McLennan
Subject: **Transportation priorities**

Hi Don;

Here are my ideas for priorities from your list - recognizing, of course, that they are all important.

#1. For us as bikers and for all who use bikes as transportation is the Ganges hill as far up and \$\$ will allow. That is heavily used by pedestrians, hitch hikers, and bikes. And it's scary all summer long.

#2. Downtown pedestrian amenities like the island in #5.

#3. All the paths to and from schools into town - #1, 3, 7

I'd certainly rather see shoulders on the road to Vesuvius from Central than a roundabout there. That's also heavily used by bikers and it seems very dangerous and narrow with periodic heavy traffic.

Thanks for all your work and for seeking our 2 cents worth.

Ann

From: Rod Scotvold <rscotvold@sd64.bc.ca>
Date: January 9, 2014 10:42:58 AM PST
To: Donald McLennan < >
Cc: Lisa Halstead <lhalstead@sd64.bc.ca>
Subject: **Re: SSI Transportation Project Priorities - feedback requested**

Good morning Donald,

From the district's perspective, we are certainly appreciative of the fact that the Rainbow Road Pathway is now the number one priority project for the SSITC. It will help address a long standing safety issue with Rainbow Road.

Two other projects we have identified for prioritization (from the district's perspective) are:

1. Upgrade of safety conditions on Ganges Hill for pedestrians and cyclists, and,
2. Upgrade of safety conditions in Fulford Village and the ferry terminal approach for motorists, pedestrians, cyclists, and transit.

Note: The terminal location is especially problematic for school buses for the pick-up and delivery of students who are accessing BC Ferries.

Thank you for requesting our input.

Regards,

Rod Scotvold

From: Brigitte Hayes < >
Date: December 14, 2013 1:35:55 PM PST
To:
Subject: **Fwd: SSI Transportation Project Priorities - feedback invited**

Hi Donald - I'm not sure if we've met but i'm a member of the Transition Salt Spring team

I think a big priority should be getting a cycling lane and sidewalk for people coming from Ganges up to the Beddis/Charlesworth intersection. After that, cyclists are relatively safe on Beddis heading south to fulford, but that first bit from town to Beddis is dangerous and difficult.

best

On 2013-12-06, at 8:13 PM, mcwhirter bob wrote:

My major concern is still the unsafe crossing at and between Blain Road and Crofton Road. People park in the CG parking lot and cross to the Seniors Center in both directions at mid block and into traffic from the shopping center and the main road. Also at Blain Road it is a very dangerous crossing as traffic moves very quickly in that area. Bob

From: Elizabeth White!
Sent: Saturday, December 14, 2013 1:27:18 PM
To: SSI Transportation Commission
Subject: Re: SSI Transportation Project Priorities - feedback invited
Auto forwarded by a Rule

Thank you for the opportunity to comment. The emphasis on improved pedestrian/cyclist facilities is very much appreciated.

Of the Project Priorities listed, item 6--pedestrian and cyclist safety on Ganges Hill--would be my top priority if funds were available. Improvements should include a safe pick-up spot/Car Stop for hitch hikers travelling south. (Car Stops have not impacted bus ridership as far as I can tell, hitch hiking continues, and people have requested a Beddis Road Car Stop in Ganges similar to the Robinson Road Car Stop.)

Item 3-- Roundabout at Lower/Upper Ganges Rd.
Given the success of the four-way stop at Central, perhaps a less expensive option would be a three-way stop at this location, augmented by impressed concrete decorative paving as a further traffic calming device. This could also serve as a "Gateway" to the village as suggested by others. Funds saved could be redirected to Ganges Hill improvements. (This comment assumes that MOTI policies regarding minimum size of roundabouts have not changed, and that mini traffic circles of the type used everywhere in the UK are still not permitted here. A mini traffic circle would be a much better, greener solution in my view.)

Not included in the list below is any mention of support for electric vehicles of all types--cars, delivery vehicles, bicycles, motorcycles, scooters, neighbourhood electric vehicles, etc. GHG emission reductions from the transportation sector is a top priority of the SSI Climate Action Plan, and a shift to electric vehicles is essential in meeting SSI GHG reduction targets. There are other benefits to electric vehicles--less local air pollution, less noise pollution, and lower fuel and other operating costs.

SSITC support for electric vehicles would be low-cost. e.g. consideration of an EV charging station at Fulford, assistance with roadside signage, consideration of public electric car/bicycle rental facilities, and assistance with covering electrical costs of the public charging station at ArtSpring.

It is easy to say that support by the SSITC for electric vehicles is a given and does not belong in a Transportation Planning document, but please consider that if objectives are not publicly stated and frequently repeated, they tend to get forgotten. Electric transportation supports pedestrian modes and a healthier environment. It deserves public recognition and support by the SSITC, in parallel to the SSITC's clear support of pedestrian modes.

Thank you for considering these comments

On 2013-12-07, at 9:54 AM, Pat Preston wrote:

Hi Don. I am not terribly informed about transportation issues but, for what it is worth, a couple of thoughts:

Although I definitely support biking on the island, I believe that walking paths (or combined walking and biking) are urgently needed. The senior population here is large and growing. We need to make every effort to ensure they have access to good walking paths. In addition, there are young people with very little money who also need the same thing, in areas where traffic is a hazard to walking and also in those areas where younger and low-income folks walk...from the Community Centre to town for example...this should be a priority. And I am sure there are other areas as well.

As a relative newcomer, bikes seem to attract more attention, funding etc leaving seniors and others to the last of the funding priorities.

The other black mark on Ganges is the incomplete boardwalk. It is become a joke and certainly a hindrance to our providing a walkable area around the water for tourists. Why not just expropriate and get on with it? I don't know whether this fits into the transportation mandate but the downtown desperately needs to provide improved walkability. This probably ties to parking that needs to be addressed but may not be the transportation commission's issue. The side streets are cut off from the rest of downtown and business there suffers. Tourists

and residents should be able to access downtown fully by walking...blacktopped sidewalks are needed and also important, signage is lacking...the sandwich boards are ugly but perhaps needed. But surely we could have signage that improved accessibility and appearance.

I'd like to see increased bus service in times in the evening when events happen so that those without cars can attend. How about paid advertising on buses to assist in covering costs.

I hope the commission has undertaken some public consultation with seniors, for example, to determine their needs prior to making final decisions. Outreach and partnerships go a long way, in my view, to gaining public acceptance for planned projects.

Hope this might be of some use.
Cheers, pat

Sent: Dennice & wany Stambuck
Sunday, December 22, 2013 1:58 PM
To: SSI Transportation Commission
Subject: Transit Priorities

Dear Donald McLennan and SSITC members:

In reply to your request in the December 4th edition of the Driftwood, I would very much like to recommend firstly, a connector sidewalk and bike lane from Upper Ganges Road/Lower Ganges Road to Rainbow. I realize there are many important projects that need doing, however, I live on the corner of Lower and Upper Ganges Road and I am truly amazed at how many people walk along Upper Ganges Road into town every day. Not to be overly dramatic, but I often feel when walking into town that I am risking my life! Firstly, the traffic moves too quickly, they often drive around the corner of Upper and Lower Ganges without slowing... on weekends and in the summer there is absolutely not enough room on the road for pedestrians, cyclists, tourists and women with children sometimes pushing carriages. It truly is a very dangerous walkway.

My second choice would of course be a roundabout or calming circle at the corner of Lower and Upper Ganges.

I often walk on the new Lower Ganges sidewalk and I cannot express enough my appreciation for that sidewalk! It is just wonderful to feel safe walking and to have it connect to the pathways is especially nice.

Seasons Greetings to all...

Yours Sincerely,
Dennice Stambuck
Upper Ganges Road
Salt Spring

From: Carol Dodd ·
Sent: Thursday, December 05, 2013 2:58 PM
To: SSI Transportation Commission
Subject: priorities

For me, a no brainer

Roundabout at Upper/Lower Ganges Road is # 1

C

Carol Dodd
Max International Associate
www.CarolDodd.com

Sent: Saturday, December 21, 2013 9:02:33 AM
To: SSI Transportation Commission
Subject: Transit Project Priorities
Auto forwarded by a Rule

Dear Donald McLennan,

Thanks for the invitation in the Driftwood to comment on transit project priorities.

All of the projects you identify seem worthy, and hopefully they'll be accomplished eventually. My top priorities would be:

- a connector sidewalk from Upper/Lower Ganges Rd. to Rainbow Rd.
- improve pedestrian and cyclist safety in Fulford.

Keep up the good work! Happy holiday season.

Susan Evans
Beaver Point Rd.

Tracey Shaver

From: Karen Wright
Sent: Sunday, December 08, 2013 3:23 PM
To: SSI Transportation Commission
Subject: SSI transportation project priorities

Dear Donald,

The purpose of this email is to respond to your letter in this week's Driftwood soliciting input on SSI transportation project priorities for submission to MoTI.

First, thank you for the opportunity. I reviewed the North Ganges Transportation Plan a couple of months ago and was pleased with the projects I saw proposed within it. I think these are on the right track and I'm sure much thought went into the proposed phasing of this plan. However, as you are opening the door for updated community input, here are my thoughts.

I think our first priority should be to address safety concerns. We have several but perhaps some are of greater concern than others. Secondly, any initiative that can encourage walking and cycling, instead of driving, supports everyone's goal of reduced carbon emissions. I don't know the inner workings of MoTI but I would expect our provincial government to be motivated by both of these issues.

As such, here are my top three priorities:

1. Rainbow Road School District

Although we have no children living here and going to school, it seems self-evident to me that an initiative to provide safe passage walking or cycling from the schools into town, along Rainbow Road, should be highest priority.

2. Sidewalks and Bike Lanes into Ganges

This should be followed closely by implementing a safe walkway from the intersection of Upper and Lower Ganges, along the water side of Lower Ganges which is the natural walkway, into town.

There are many people travelling this route every day and, as my husband and I have personally experienced, it can be extremely dangerous. This route is used not only by residents but by tourists, especially on Saturday Market days, who are unfamiliar with the traffic patterns and what to watch for. Because we use it so often, we know to keep an eye out for trucks carrying cargo that leans over the side of the truck bed and that can jump out and "grab you" if you're not careful.

As well, during the winter months, it's very dark for a couple of blocks along this stretch starting late afternoon, which adds to its risks. Installing a couple of extra street lights could be an interim measure to help out with this particular situation.

3. Roundabout

We live right on the corner of Upper and Lower Ganges Roads and, therefore, are first-hand observers of this traffic pattern through the day and the night. The speed at which vehicles race through this intersection, or turn, then accelerate along their new path, is frightening (not to mention loud). It happens at all hours of the day and night. We regularly have to cross at this intersection to walk into town and we seem to have to dodge traffic from all directions to make this crossing.

I recently submitted a letter to SSITC about my husband and I coming across a couple from off-island who were frozen in place at this intersection, trying to figure out if they were allowed to cross and, if so, how they would do so. Really? Aside from the obvious safety issues, is this the impression we want to give to our valued guests who drive the economy of our community?

I believe that all of the suggested priorities you listed in your letter are important but, based on my observations living here, these three leap to mind as the highest in priority.

Regards,

Karen Wright