



Making a difference...together

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Notice of Meeting on Tuesday, February 18, 2014 at 4:00 PM
145 Vesuvius Bay Road, Salt Spring Island, BC

Donald McLennan
Ross Simpson
Wayne McIntyre

Andrew Haigh
Nigel Denyer

Robin Williams
Sheryl Taylor-Munro

Dennis Fortin
Kevin Bell

AGENDA

- 1. Approval of Agenda**
- 2. Adoption of Minutes** of December 9, 2013, January 21, 2014
- 3. Presentations/Delegations**
 - 3.1 Ken Marr-President, SSI Windsor Plywood, re: Rainbow Road Project
 - 3.2 Harold Swierenga-FAC Chair-status update on BC Ferries service cuts
- 4. Reports-Chair and Director Remarks**
- 5. Reports**
 - 5.1 Budget and Financial Report-Peggy Dayton, Financial Analyst
 - 5.2 Project Status Report
- 6. Outstanding Business**
 - 6.1 NGTP Rainbow Road Phase
 - 6.1.1 Memorandum February 5, 2014 re: NGTP Rainbow Road Issues
 - 6.1.2 Review of Project Key Elements-Commissioner McLennan
 - 6.1.3 Working Group Formation-Commissioner Williams
 - 6.2 Bus Shelter Update-Commissioner Williams
 - 6.3 PCP 2014 Project Update-Commissioner Denyer
- 7. New Business**
 - 7.1 SSI Ferry Advisory Committee

That the Salt Spring Island Transportation Commission will provide agendas of meetings to the Ferry Advisory Committee Chair and encourage meeting attendance and input on current ferry matters
 - 7.2 Street Sweeping- Ministry of Transportation Infrastructure Guidelines
 - 7.3 Regional Transportation Plan-Collective Feedback
 - 7.4 CRD Active Transportation

That the Salt Spring Island Transportation Commission advises Capital Regional District Salt Spring Island to endorse, support and facilitate the submission of a grant application by Island Pathways for its 2014 pathway projects to meet the Capital Regional District Active Transportation deadline of March 18, 2014.

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



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Salt Spring Island Transportation Commission
Meeting Agenda Feb 18, 2014
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8. Correspondence/Information

8.1 Email Correspondence Summary

8.2 CIBC Crash Location Data

8.3 Email dated Feb 13, 2014-re: U-Pass

8.4 ArtSpring request for special transit service

That ArtSpring's request for round trip special transit service to transport members of the Lektra Women's Choir from Fulford Harbour to ArtSpring on February 23, 2014 be approved

9. Adjournment



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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 the pros and cons of passing a motion on a list of
Salt Spring Island priority capital projects to assist the long-term planning of the Ministry of
Transportation.

There was discussion regarding communication and public support for the next phase of the
North Ganges Transportation Plan (NGTP).

Discussion ensued around encouraging the Ministry of Transportation 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 options for funding the 2014-2018 Capital Budget. 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.

The Commission reached a consensus on advancing the proposed parking authority feasibility study and a design concept for a traffic calming island at the Visitor Centre from 2014 from 2015.

It was agreed that a motion be considered at the December 17, 2013 commission meeting recommending an SSITC 2014-2018 Capital Plan to the CRD.

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

The Commission considered drafting a letter on behalf of the SSITC to BC Ferries/Ministry of Transportation Community Consultation Group regarding service cuts affecting SSI. Commissioners Haigh, McLennan and Swierenga agreed to collaborate on a draft.

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 January 21, 2014, 145 Vesuvius Bay Road, Salt Spring Island, BC**

DRAFT

PRESENT: **Director:** Wayne McIntyre

Commission Members: Kevin Bell, Nigel Denyer, Dennis Fortin, Andrew Haigh, Donald McLennan, Ross Simpson, Sheryl Taylor-Monro, Robin Williams

Staff: Karla Campbell, Senior Manager; Keith Wahlstrom, SSI Contract Engineer; Sarah Shugar, Recording Secretary

Manager Campbell called the meeting to order at 4:00 pm.
Introductions were carried out.

1. Election of Chair

Manager Campbell called for nominations for the Chair. Commissioner Williams nominated Commissioner McLennan. Commissioner Simpson seconded the nomination. Commissioner McLennan accepted the nomination. Manager Campbell called a second and third time for nominations for Chair. There were no further nominations heard. Commissioner McLennan was elected by acclamation for Chair of Commission for a one year term.

Manager Campbell called for nominations for Vice Chair. Director McIntyre nominated Commissioner Williams. Commissioner Taylor-Monro seconded the nomination. Commissioner Williams accepted the nomination. Manager Campbell called a second and third time for nominations for Vice Chair. There were no further nominations heard. Commissioner Williams was elected by acclamation for Vice Chair of Commission for a one year term.

Chair McLennan provided a review of SSITC priorities.

2. Approval of Agenda

Addition of Item 6.4	BC Transit Revenue Report
Addition of Item 7.2	Ferry Advisory Commission
Addition of Item 8.3	Island Pathways Submission

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

CARRIED

3. Adoption of Minutes

3.1 December 9, 2013 Special Meeting Minutes

The December 9, 2013 special meeting minutes were deferred to the next regular meeting.

3.2 December 17, 2013 Regular Meeting

Amend Item 4.3 to: Schedule a Referendum on Salt Spring in Autumn 2014 to increase the SSITC transportation requisition by \$250,000 each year for four years 2015 – 2018.

Amend Item 4.3 to: Approve a Transportation Capital Plan along the lines of the attached scenario attached to and forming part of these minutes.

MOVED by Commissioner Williams, **SECONDED** by Commissioner Taylor-Monro,
That the minutes of the December 17, 2013 Regular Meeting be adopted as amended.

CARRIED

4. Presentations / Delegations

4.1 Nomi Lyonns, Speed Watch Programme

N. Lyonns provided an update on the speed watch program. The following items were noted:

- Received an email from ICBC regarding their support of the program and ICBC will provide a second speed board and training for volunteers. Will be working on the text for the press materials to recruit volunteers. Will forward to Commission for review.
- N. Lyonns will circulate the ICBC crash site statistics.

N. Lyonns provided the following Car Stop Program update:

- CRD has approved to extend the program.
- Regular updates are posted to website: ssicarstopblog.com

N. Lyonns left meeting at 5:00 pm.

5. Outstanding Business

5.1 Rainbow Road Three Faceted Approach

Chair McLennan presented a PowerPoint presentation. Commissioner Haigh provided background and additional information. Commissioner Ross reviewed the GANTT chart.

The following items were noted:

- Staff to confirm the road widening requirements.
- Director McIntyre advised the submission of an application for the Cycling Infrastructure Partnership Program grant funding for the Rainbow Road bike path portion of the NGVTMP Phase Two was supported at the last CRD Board meeting.
- There was discussion regarding the pathway along Rainbow Road in front of Gulf Islands Secondary School. There may be an opportunity to use the existing sidewalk.
- There was discussion regarding the Rainbow Road and Lower Ganges Road intersection.
- There was discussion regarding the option to form a NGVTP Phase Two working group.
- There was discussion regarding scheduling a meeting with JE Anderson.
- A further discussion was held concerning the following:
 - The project is wholly dependent upon SSI taxpayer support at the time of the planned Referendum in Autumn 2014.
 - The time-line to allow for construction in 2015 is tight.
 - It will be important to work efficiently as a team to make satisfactory and timely progress.
 - The project consists of three distinct components: intersection safety improvements; parking reconfiguration; pathway. A cost breakdown is needed for each component.
 - There is a need to bring down costs by examining different design options.

- Using “pathway blend” and involving Partners Creating Pathways volunteers are an obvious way to reduce costs.
- Rainbow Road/Lower Ganges Road intersection options require further examination.
- An eventual planning meeting with JE Anderson & Associates would be beneficial.

5.2 Bus Shelter Progress Report

Commissioner Williams provided the following update on the Bus Shelter Project:

- An engineer is working with Matt Brain on final drawings and preparation of a tender ready design.
- Two separate tenders are scheduled to be complete on February 1, 2014.
- Commissioner Williams and staff will meet to discuss.

5.3 Partners Creating Pathways 2014 Projects

Commissioner Denyer provided the following update:

- The 2014 project is a section of pathway from Churchill Road to Leisure Lane and a section of pathway from the corner of Lower Ganges Road to Moby's Pub.
- The estimated budget for the 2014 PCP project is \$80,000. SSITC has allocated \$30,000.

6. Reports

6.1 Director Report

Director McIntyre reported the following:

- The elected officials have joined together to form the Salt Spring Island Ferry Action Alliance to address the BC Ferries announcement regarding fare increases and service cutbacks. A press release has been drafted.
- Working in collaboration with the Southern Gulf Islands on the Experience the Gulf Islands initiative. A key component of the initiative is the development of a system of major trails and water routes interconnecting the Southern Gulf Islands and Salt Spring Island. There is opportunity to have the southern gulf islands trail system designated as part of the Trans Canada Trail Network.

6.2 Chair Report

There was no Chair report at this time.

6.3 Project Status Report

The Project status Report as of January 21, 2014 was provided for information.

6.4 BC Transit Revenue Report

The Salt Spring Island Community Transit Monthly Revenue Report was provided for information. There was question regarding the correlation between ridership and revenue and if a report can be provided.

7. New Business

7.1 Communications Policy

Commissioner Williams advised to consider a communications policy regarding the referendum. There was discussion and the following item was noted:

- The importance of effective communication to the public regarding SSITC past projects and future goals relating to infrastructure and public safety.

7.2 Ferry Advisory Commission

Director McIntyre lifted the item from the agenda due to time constraints.

8. Correspondence / Information Items

8.1 Ganges Hill Open House – January 28, 2014 at the library 3:00 – 6:30 pm.

8.2 Public Feedback Transportation Priorities – Email correspondence.

8.3 Island Pathways Feedback re: Draft Regional Transportation Plan

The correspondence items were received for information.

9. Next Meeting

The next regular Meeting is scheduled on February 18, 2014 4:00 – 6:00 pm.

10. Adjournment

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

CARRIED



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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 Transportation Commission

E-mail: ssitc@crd.bc.ca

Capital Regional District, 145 Vesuvius Bay Road, Salt Spring Island, BC V8K 1K3

I wish to address the: Salt Spring Island Transportation Commission
AT THE MEETING OF FEB 18, 201 4 at 4:00 AM/PM
ON AGENDA ITEM RAUBEN ROAD PATHERNS

NAME KEN MARR
ADDRESS _____

I REPRESENT WINDSON PLYWOOD SSI
AS PRESIDENT (Name of Organization if applicable)
(Capacity/Office)
TELEPHONE 25 4 FAX _____
E-MAIL _____

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

COMMENTS MADE AT JANUARY MEETING

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

FEB 13/14
Date

[Signature]
Signature

Route 6 - Vesuvius to Crofton
Off-Peak
(Becomes mid-Oct to mid-May)

Schedule: Mon-Thurs (Becomes MON-FRI)				
Lv. Vesuvius		Lv. Crofton		
Current	Province Discussion Guide	BC Ferries Refinement	Current	Province Discussion Guide
6:00 AM #	6:00 AM #	6:00 AM # MON-FRI	6:30 AM #	6:30 AM #
7:00 AM #	7:00 AM #	7:00 AM #	7:35 AM #	7:35 AM #
8:05 AM #	8:05 AM #	8:05 AM #	8:40 AM #	8:40 AM #
9:10 AM	9:10 AM	9:10 AM	9:45 AM DC M/W/TH	9:45 AM DC M/W/TH
10:15 AM	10:15 AM	10:15 AM	10:50 AM	10:50 AM
11:20 AM	11:20 AM	11:20 AM	11:55 AM	11:55 AM
12:25 PM	12:25 PM	12:25 PM	1:00 PM	1:00 PM
2:00 PM DC M/TH	2:00 PM DC M/TH	2:00 PM DC Mon	2:35 PM	2:35 PM
3:05 PM	3:05 PM	3:05 PM	3:40 PM	3:40 PM
4:10 PM DC Wed	4:10 PM DC Wed	4:10 PM DC Thurs	4:45 PM	4:45 PM
5:15 PM	5:15 PM	5:15 PM	5:50 PM	5:50 PM
6:20 PM #	6:20 PM #	6:25 PM	6:55 PM #	6:55 PM #
7:25 PM #	7:25 PM #	8:05 PM #	8:00 PM #	8:00 PM #
8:30 PM #	8:30 PM #	9:00 PM #	9:00 PM #	9:00 PM #

Peak
(Becomes Mid-May to Mid-Oct)

Schedule: Mon-Thurs (Becomes MON-FRI)				
Lv. Vesuvius		Lv. Crofton		
Current	Province Discussion Guide	BC Ferries Refinement	Current	Province Discussion Guide
6:00 AM	6:00 AM	6:00 AM MON-FRI	6:30 AM	6:30 AM
7:00 AM	7:00 AM	7:00 AM	7:35 AM	7:35 AM
8:05 AM	8:05 AM	8:05 AM	8:40 AM	8:40 AM
9:10 AM	9:10 AM	9:10 AM	9:45 AM DC M/W/TH	9:45 AM DC M/W/TH
10:15 AM	10:15 AM	10:15 AM	10:50 AM	10:50 AM
11:20 AM	11:20 AM	11:20 AM	11:55 AM	11:55 AM
12:25 PM	12:25 PM	12:25 PM	1:00 PM	1:00 PM
2:00 PM DC M/TH	2:00 PM DC M/TH	2:00 PM DC Mon	2:35 PM	2:35 PM
3:05 PM	3:05 PM	3:05 PM	3:40 PM	3:40 PM
4:10 PM DC Wed	4:10 PM DC Wed	4:10 PM DC Thurs	4:45 PM	4:45 PM
5:15 PM	5:15 PM	5:15 PM	5:50 PM	5:50 PM
6:20 PM	6:20 PM	6:25 PM	6:55 PM	6:55 PM
7:25 PM	7:25 PM	8:05 PM	8:00 PM	8:00 PM
8:30 PM	8:30 PM	9:00 PM	9:00 PM	9:00 PM

Schedule: Fri to Sun (Becomes SAT & SUN)				
Lv. Vesuvius		Lv. Crofton		
Current	Province Discussion Guide	BC Ferries Refinement	Current	Province Discussion Guide
7:00 AM #	8:05 AM # not SUN	7:05 AM #	7:35 AM # not SUN	7:35 AM # not SUN
8:05 AM #	9:10 AM #	8:40 AM #	8:40 AM	8:40 AM
9:10 AM #	10:15 AM	9:25 AM #	9:45 AM	9:45 AM
10:15 AM	11:20 AM	10:35 AM	10:50 AM	10:50 AM
11:20 AM	12:25 PM	11:55 AM	11:55 AM	11:55 AM
12:25 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM
2:00 PM	2:05 PM	2:05 PM	2:05 PM	2:05 PM
3:00 PM	3:40 PM	3:40 PM	3:40 PM	3:40 PM
4:00 PM	4:45 PM	4:45 PM	4:45 PM	4:45 PM
5:00 PM	5:50 PM	5:50 PM	5:50 PM	5:50 PM
6:00 PM	6:55 PM	6:55 PM	6:55 PM	6:55 PM
7:05 PM #	8:00 PM #	8:05 PM	8:00 PM #	8:00 PM
8:30 PM #	9:05 PM #	9:05 PM #	9:00 PM #	9:00 PM
9:30 PM #	10:00 PM #	10:00 PM #	10:00 PM	10:00 PM

Schedule: Fri to Sun (Becomes SAT & SUN)				
Lv. Vesuvius		Lv. Crofton		
Current	Province Discussion Guide	BC Ferries Refinement	Current	Province Discussion Guide
7:00 AM	8:05 AM not SUN	7:00 AM	7:35 AM not SUN	7:35 AM not SUN
8:05 AM	9:10 AM	8:05 AM not SUN	8:40 AM	8:40 AM
9:10 AM	10:15 AM	9:10 AM	9:45 AM	9:45 AM
10:15 AM	11:20 AM	10:15 AM	10:50 AM	10:50 AM
11:20 AM	12:25 PM	11:20 AM	11:55 AM	11:55 AM
12:25 PM	1:30 PM	12:25 PM	1:00 PM	1:00 PM
2:00 PM	3:05 PM	2:05 PM	2:05 PM	2:05 PM
3:05 PM	4:10 PM	3:00 PM	3:40 PM	3:40 PM
4:10 PM	5:15 PM	4:10 PM	4:45 PM	4:45 PM
5:15 PM	6:20 PM	5:20 PM	5:50 PM	5:50 PM
6:20 PM	7:25 PM	6:25 PM	6:55 PM	6:55 PM
7:25 PM	8:30 PM	8:05 PM	8:00 PM	8:00 PM
8:30 PM	9:30 PM	9:05 PM	9:00 PM	9:00 PM
9:30 PM	10:00 PM	10:00 PM	10:00 PM	10:00 PM

Dangerous Cargo Sailings - No passengers

Refinements:

1. Small expansion of break in middle of operating day
2. Short layovers mid-morning and early evening
3. Aligning Sat & Sun to identical sailing times
4. Aligning Mon - Fri to identical sailing times
5. Reducing Wednesday Dangerous Cargo sailing to full customer service sailing

Sailings cancelled on Dec 25 and Jan 1
Dangerous Cargo Sailings - No passengers

Route 9 - Tsawwassen - Southern Gulf Islands - Salt Spring Island

No round trip reductions - all stops on Friday PM; Saturday AM and Sunday PM to be combined in single round trip.

MID OCTOBER TO MID MAY

Friday PM

ROUTE	4	5	5a	9	9
Dep. Fulford Hbr	1:50 PM				
Dep. Swartz Bay	3:00 PM	2:20 PM			
Dep. Long Hbr.				4:25 PM	3:00 PM
Arr. Otter Bay					
Dep. Otter Bay		3:10 PM			3:50 PM
Dep. Fulford Hbr	3:50 PM				
Arr. Swartz Bay		3:50 PM			
Arr. Tsawwassen				5:50 PM	
Dep. Swartz Bay	5:00 PM	4:10 PM	3:25 PM		
Dep. Tsawwassen				6:30 PM	
Arr. Otter Bay					
Arr. Sturdies Bay					
Dep. Sturdies Bay			4:40 PM	7:30 PM	
Arr. Village Bay		5:00 PM SWB-L	5:05 PM STB-SWB	8:00 PM TSA-L	4:15 PM
Dep. Fulford Hbr	5:50 PM				
Dep. Village Bay		5:10 PM STB-SWB	5:15 PM SWB-L	8:10 PM	4:25 PM
Dep. Lyall Hbr			5:55 PM		
Arr. Sturdies Bay					
Dep. Sturdies Bay					5:05 PM
Dep. Otter Bay				8:40 PM	
Dep. Swartz Bay	7:00 PM				
Arr. Tsawwassen				10:00 PM	6:00 PM
Arr. Swartz Bay		6:00 PM	7:00 PM		
Dep. Swartz Bay		6:20 PM	7:15 PM		
Dep. Tsawwassen				10:25 PM	7:00 PM
Dep. Fulford Hbr	7:50 PM				
Arr. Village Bay					
Dep. Otter Bay		7:10 PM			
Dep. Sturdies Bay			8:30 PM		8:05 PM
Arr. Swartz Bay		7:50 PM			
Dep. Swartz Bay	9:00 PM	8:00 PM			
Arr. Village Bay			8:55 PM		8:35 PM TSA-L
Dep. Village Bay			9:00 PM TSA-L		8:45 PM
Arr. Long Hbr.					
Dep. Long Hbr.					
Arr. Otter Bay					
Dep. Otter Bay		8:50 PM			9:20 PM
Arr. Lyall Hbr.					
Dep. Lyall Hbr			9:40 PM		
Arr. Village Bay					
Dep. Village Bay					
Arr. Swartz Bay		9:30 PM	10:50 PM		
Arr. Long Hbr.				11:50 PM	10:00 PM

L: Lyall Harbour
LH: Long Harbour
STB: Sturdies Bay
TSA: Tsawwassen
SWB: Swartz Bay

Route 9 - Tsawwassen - Southern Gulf Islands - Salt Spring Island

MID OCTOBER TO MID MAY

Saturday AM's

ROUTE	4	5	5A	9	9
Dep. Swartz Bay		5:50 AM	5:40 AM		
Dep. Fulford Hbr	6:15 AM				
Dep. Long Hbr				0630	6:15 AM
Dep. Swartz Bay	7:00 AM				
Arr. Otter Bay					
Dep. Otter Bay			6:30 AM		7:05 AM
Arr. Sturdies Bay					
Dep. Sturdies Bay		7:10 AM			
Arr. Tsawwassen				0755	
Arr. Village Bay		7:35 AM	6:55 AM		7:30 AM
Dep. Fulford Hbr	7:50 AM				
Dep. Village Bay		7:45 AM	7:05 AM		7:45 AM (no L-TSA)
Dep. Tsawwassen				0835	
Arr. Swartz Bay			7:55 AM		
Dep. Swartz Bay			8:15 AM		
Arr. Otter Bay					
Dep. Otter Bay		8:30 AM	9:05 AM		
Dep. Fulford Hbr					
Arr. Lyall Hbr			9:45 AM		
Dep. Lyall Hbr			9:55 AM		
Arr. Swartz Bay		9:10 AM			
Dep. Swartz Bay	9:00 AM	9:35 AM			
Arr. Sturdies Bay					
Dep. Sturdies Bay				9:40 AM	8:25 AM
Dep. Fulford Hbr	9:50 PM				
Arr. Otter Bay					
Dep. Otter Bay		10:25 AM			
Arr. Village Bay		10:50 AM	10:30 AM L-STB&TSA, OB-TSA	10:10 AM TSA-L, TSA-OB, ST-L	
Dep. Village Bay		11:00 AM L-STB	10:40 AM TSA-L, TSA-OB, ST-L	10:40 AM L-TSA, OB-TSA	
Dep. Swartz Bay	11:00 AM				
Arr. Tsawwassen				11:45 AM	9:20 AM
Arr. Sturdies Bay					
Dep. Sturdies Bay		11:35 AM			
Dep. Fulford Hbr	11:50 AM				
Dep. Tsawwassen				12:15 PM	10:10 AM
Arr. Otter Bay					
Dep. Otter Bay		12:30 PM	11:15 AM		
Dep. Sturdies Bay					11:15 AM
Arr. Lyall Hbr					
Dep. Lyall Hbr			12:05 PM		
Dep. Village Bay					11:55 AM (no TSA-L)
Dep. Otter Bay					12:30 PM
Arr. Swartz Bay		1:10 PM	1:15 PM		
Dep. Swartz Bay	1:30 PM				
Arr. Long Hbr				1:40 PM	1:10 PM
Dep. Fulford Hbr					
Dep. Swartz Bay					

L: Lyall Harbour
 LH: Long Harbour
 STB: Sturdies Bay
 TSA: Tsawwassen
 SWB: Swartz Bay

Route 9 - Tsawwassen - Southern Gulf Islands - Salt Spring Island

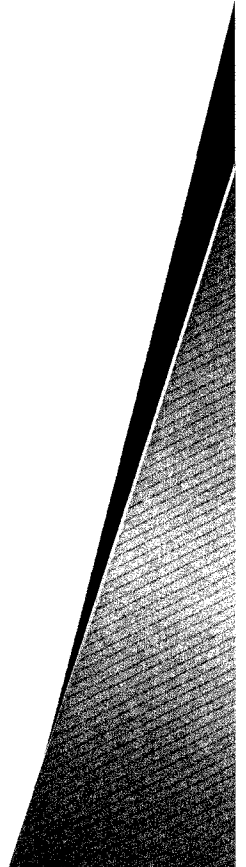
MID OCTOBER TO MID MAY

Sunday PM's

ROUTE	4	5	5a	9	9
Dep. Fulford Hbr	1:50 PM				
Dep. Tsawwassen					
Dep. Swartz Bay	3:00 PM	2:40 PM	2:15 PM		
Arr. Otter Bay					
Dep. Long Hbr				3:30 PM	3:15 PM
Dep. Otter Bay		3:30 PM			4:05 PM
Arr. Lyall Hbr					
Dep. Lyall Hbr			3:35 PM		
Dep. Long Hbr					
Dep. Fulford Hbr	3:50 PM				
Arr. Village Bay		3:55 PM	4:10 PM L-TSA, L-STB	4:05 PM	4:30 PM
Dep. Village Bay		4:05 PM	4:20 PM	4:20 PM L-TSA,L-STB	4:55 PM L-TSA,L-STB
Dep. Swartz Bay	5:00 PM				
Arr. Sturdies Bay					
Dep. Sturdies Bay		4:40 PM		5:05 PM	5:35 PM
Dep. Fulford Hbr	5:50 PM				
Arr. Otter Bay					
Dep. Otter Bay		5:30 PM			
Arr. Swartz Bay		6:10 PM	5:10 PM		
Dep. Swartz Bay		6:25 PM	5:25 PM		
Arr. Tsawwassen				6:00 PM	6:35 PM
Arr. Otter Bay					
Dep. Otter Bay		7:20 PM	6:15 PM		
Dep. Tsawwassen				6:40 PM	7:20 PM
Arr. Swartz Bay			6:55 PM		
Dep. Swartz Bay	7:00 PM		7:10 PM		
Dep. Sturdies Bay					8:25 PM
Dep. Fulford Hbr	7:50 PM				
Arr. Village Bay		7:45 PM OB-TSA	8:00 PM	7:45 PM TSA-L,ST,OB	8:55 PM (no TSA-L)
Dep. Village Bay		8:00 PM TSA-OB,ST	8:10 PM TSA-L	8:05 PM OB-TSA	9:05 PM
Dep. Swartz Bay	9:00 PM				
Arr. Sturdies Bay					
Dep. Sturdies Bay		8:35 PM			
Arr. Lyall Hbr					
Dep. Lyall Hbr			8:50 PM		
Dep. Long Hbr					
Arr. Otter Bay					
Dep. Otter Bay		9:15 PM			9:40 PM
Arr. Swartz Bay		9:55 PM	10:00 PM		
Arr. Tsawwassen				9:10 PM	
Dep. Tsawwassen				9:35 PM	
Arr. Long Hbr				11:00 PM	10:20 PM

L: Lyall Harbour
 LH: Long Harbour
 STB: Sturdies Bay
 TSA: Tsawwassen
 SWB: Swartz Bay

**SSI Transportation Commission
February 18, 2014
CRD Presentation**



5 Year Operating Budget - Transit

	2013		2014	2015	2016	2017	2018
	<u>Actual</u>	<u>Budget</u>					
Gross Municipal Obligation	214,650	280,710	293,180	354,300	361,390	368,620	375,990
Allocations	15,270	28,270	16,170	16,360	16,680	17,020	17,360
Other Operating Expenses	490	7,280	12,730	12,800	12,940	13,080	13,230
TOTAL OPERATING COSTS	230,410	316,260	322,080	383,460	391,010	398,720	406,580
Transfer to Internal Reserve Fund (end 2013 \$174,250)	15,830	-	-	-	-	-	-
Transfer to Bus Shelter Reserve (end 2013 \$19,150)	6,650	6,650	7,000	7,000	7,000	7,000	7,000
TOTAL COSTS	252,890	322,910	329,080	390,460	398,010	405,720	413,580
<u>FUNDING SOURCES (REVENUE)</u>							
Transit Revenue	172,390	165,000	194,440	194,440	194,440	194,440	194,440
Recovery Cost	460	-	-	-	-	-	-
Interest Income	420	490	500	500	500	500	500
Grants in Lieu of Taxes	70	70	50	50	50	50	50
Transfer from Internal Reserve	-	77,800	14,090	10,830	14,690	18,630	22,650
Requisition	79,550	79,550	115,000	184,640	188,330	192,100	195,940
TOTAL REVENUE	252,890	322,910	324,080	390,460	398,010	405,720	413,580
Cost per Average Household	\$12.48	\$12.48	\$17.48	\$28.06	\$28.62	\$29.19	\$29.78

Municipal Obligation 2013-2014

2013 Budget	280,710	2013 Budget	280,710
Variances:		Variances:	
Variable Service Costs	(12,000)	Variable Service Costs	1,400
Repairs & Maintenance	27,110	Repairs & Maintenance	1,170
Contingency	(10,000)	660 Hour Expansion	20,190
Admin Costs	2,110	Other	6,040
Lease Obligation	(73,280)	Lease Obligation	(16,330)
2013 Actual	214,650	2014 Budget	293,180

Transit Bus Shelter Reserve

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Fund Balance	19,390	26,390	33,390	40,390	47,390
Contribution from ops	7,000	7,000	7,000	7,000	7,000
Ending Fund Balance	26,390	33,390	40,390	47,390	54,390

5 Year Operating Budget – Transportation

	2013						
	<u>Actual</u>	<u>Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Auxiliary Wages	6,310	1,400	12,000	12,240	12,480	12,730	12,980
SSI PARC Allocation (Rent)	3,370	-	3,400	3,470	3,540	3,610	3,680
SSI EA Engineer and Support	43,050	43,050	80,550	82,160	83,800	85,480	87,190
Finance Allocation	7,970	7,970	4,120	4,150	4,310	4,470	4,640
Referendum Costs	-	-	6,000	-	-	-	-
Consultant (SSI Parking Study)	-	-	2,000	-	-	-	-
Other Operating Expenses	9,670	8,400	6,470	6,600	6,730	6,860	7,000
TOTAL OPERATING COSTS	70,370	60,820	114,540	108,620	110,860	113,150	115,490
Transfer to NGVTMP CRF	61,190	70,550	-	17,200	88,500	15,000	105,000
Transfer to Pathways CRF	15,000	15,000	30,000	20,000	20,000	40,000	50,000
Transfer to Visitor Centre CRF	-	-	2,000	15,000	15,000	15,000	15,000
Transfer to General CRF	-	-	-	235,700	162,160	213,370	111,030
TOTAL COSTS	146,560	146,370	146,540	396,520	396,520	396,520	396,520
<u>FUNDING SOURCES (REVENUE)</u>							
Interest Income	190	-	150	150	150	150	150
Grants in Lieu of Taxes	120	120	140	120	120	120	120
Requisition	146,250	146,250	146,250	396,250	396,250	396,250	396,250
TOTAL REVENUE	146,560	146,370	146,540	396,520	396,520	396,520	396,520
Cost per Average Household	\$22.22	\$22.22	\$22.08	\$59.83	\$59.83	\$59.83	\$59.83

NGVTMP

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Balance	165,800	345,800	80,000	690,000	790,000
New Funding:					
Operations	-	17,200	88,500	15,000	105,000
Community Works Funds	200,000	200,000	200,000	200,000	200,000
Ministry of Transportation	-	-	1,000,000	-	-
Total New Funding	200,000	217,200	1,288,500	215,000	305,000
Expenditures:					
Rainbow Rd Multi use pathway from LGR to pool	(20,000)	(420,000)	-	-	-
Roundabout LGR/UGR	-	-	(90,000)	-	-
Sidewalk/bike lanes LGR from rdbt to Rainbow	-	-	(500,000)	-	-
Rainbow Rd southside pathway	-	-	-	(100,000)	-
Ganges Hill	-	-	-	-	(700,000)
Soft costs - 15%	-	(63,000)	(88,500)	(15,000)	(105,000)
Total Expenditures	(20,000)	(483,000)	(678,500)	(115,000)	(805,000)
Ending Balance	345,800	80,000	690,000	790,000	290,000

Pathways Projects

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Fund Balance	25,800	25,800	50,800	75,800	100,800
Contribution from PCP	35,000	20,000	20,000	40,000	50,000
Transfer from Operations	30,000	25,000	25,000	25,000	25,000
Parks	-	-	-	-	-
Total New Funding	65,000	45,000	45,000	65,000	75,000
2 pathways on UGR feeding core	(65,000)				
PCP New Pathway	-	(20,000)	(20,000)	(40,000)	(50,000)
Total Expenditure	(65,000)	(20,000)	(20,000)	(40,000)	(50,000)
Ending Fund Balance	25,800	50,800	75,800	100,800	125,800

Visitor Centre

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Balance	-	-	15,000	30,000	15,000
New Funding: Operations	2,000	15,000	15,000	15,000	15,000
Expenditures: Visitor Centre	(2,000)	-	-	(30,000)	(30,000)
Ending Balance	-	15,000	30,000	15,000	-

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. <i>No funding available in 2013 budget.</i></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><i>Project complete. Final costs TBA.</i></p>	<p>\$1,778,152 (B)</p> <p>\$ TBA (A)</p>
1.5. NGVTP Phase 2	Design workshop held with Commission and engineers to review options for the next phases. Commission to review revised costs and capital plan.	
1.6. Rainbow Road Sidewalk - Southside	The development of the pathway along the southern side of Rainbow Road to be made in consideration with NGTP for Rainbow Road. <i>MOTI requires a drainage study.</i>	\$25,800 (C)
1.7. Speed Limits	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.	
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 • Dec. 17/13 – Commission advised fee proposal for engineered drawings comply with CRD insurance 	<p>\$20,000 (B)</p> <p>\$ TBA (C)</p>

Project	COMMENTS	Budget (B) Contributions (C) Actual (A)
<i>ITALICS - new information</i>		
	requirements.	
1.9. Pathway damage on Lower Ganges Road just west of Sharp Road	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. Dec. 17/13 Commission approval to commence repair work. <i>Repair work completed.</i>	4,822 (B)
2. TRANSIT		
2.1. 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

SSITC Meeting 18Feb14
North Ganges Transportation Plan (NGTP) - Rainbow Road Phase
Backgrounder

Recognizing that the SSITC is going through a period of transition with five of eight new commissioners, Robin and I thought it would be useful to try to put some basic background information on paper to inform the discussion on Feb 18. Some new information is also available for sharing.

1. SSITC Meeting 21Jan14

Donald, Ross, Nigel and Andrew made a Power Point presentation on the Rainbow Road project. Ensuing discussion centred on the following:

- the project is wholly dependent upon SSI taxpayer support at the time of the planned Referendum in Autumn 2014 and it is equally dependent upon the continuation of the federal gas tax program and a healthy allocation of gas tax funds
- the time-line to allow for construction in 2015 is tight
- it will be important to work efficiently as a team to make satisfactory and timely progress
- the existing project design project consists of 3 distinct components:
 - intersection safety improvements
 - safer parking reconfiguration
 - pathway for pedestrians and cyclists
- a cost breakdown is needed for each component
- there is a need to bring down costs by examining different design options
- an eventual planning meeting with JE Anderson & Associates would be beneficial
- the possible formation of a Working Group to be pursued at the next monthly meeting
- in the interim, informal discussions would be undertaken by interested individuals to gather information on possible design options
- commissioners interested in taking part in the interim information gathering process were asked to signal that interest to the chair

2. Revised Budget Estimate

- Wayne, Donald, Robin and Ross were invited to a meeting with Keith and Karla on 30Jan to hear preliminary details on the SSITC budget
- it was learned that the latest budget estimate for the project from CRD SSI is in the order of \$1.5m which is said to cover construction, engineering, CRD overhead, soft costs and contingency reserves all in.
- this figure is approximately twice the original construction cost estimate provided to the SSITC by JE Anderson & Associates in 2010
- it seems unlikely that such an elevated cost would be marketable to the community at large
- given that the project is wholly dependent upon SSI taxpayer support and the passage of a referendum to increase the SSITC requisition in Autumn 2014, it seems self-evident that design options must be identified to drastically reduce the cost

3. Information Gathering and Latest News

- Donald and Ross have met on several occasions to study the details of the engineering drawings for Rainbow
- an experienced local contractor is available to assist with investigating the order of magnitude for the cost of utilizing pathway blend for surfacing rather than asphalt
- Ross has learned of the existence of CRD guidelines for multi-use pathways

- the School Board has expressed interest in having a SSITC presentation on the Rainbow Road project at their March 12 Board meeting
- A school trustee and member of the SD64 School Board has expressed interest in joining a SSITC Working Group if one is formed

4. Formation of a Working Group

- the SSITC has resorted to the formation of Working Groups a number of times in the past (speed limits; bus shelter guidelines; bus shelter design; sidewalks in Ganges; parking on SSI etc)
- the purpose has been to allow for the gathering of detailed information on subjects of interest to the commission in-between the regular monthly meetings of the SSITC
- a WG also allows for an informal discussion and exchange of views on challenging or technical subjects
- it goes without saying that no motions are passed by the group; information gathered by the group and any conclusions reached by the group are brought back to the SSITC for discussion at the table in the public domain
- it is suggested that a Working Group on Rainbow Road be set up with the following terms of reference:
 - * strive to achieve consensus on a design option for the Rainbow project which would meet the following objectives:
 - ✓ it would meet the basic safety needs of the project as per the original intent of the James Report (2007)
 - ✓ it would take long term maintenance into account
 - ✓ it would be likely to garner community support
 - ✓ it would be affordable in keeping with the Budget Motion passed by the SSITC in Dec 2013
 - * all interested commissioners would be welcome to join the WG
 - * invite representatives from the School Board and from PCP to join the Working Group to facilitate the process of reaching a community consensus on the way forward
 - * refer all findings back to the monthly meeting of the SSITC for discussion in the public domain

5. Design Options

- as a starter, a WG may wish to devote time to examining the following design considerations:
 - surface treatment of the pathway
 - width of the pathway
 - delineation of the pathway from the roadway and the rural 'look' of the project
 - nature of intersection safety improvement at LGR/RBR
 - introduction of 2.6m wide parking lane from the SD64 Maintenance Building to the GISS bus pull-out

Donald McLennan and Robin Williams, SSITC
12 Feb 14

Memo

The logo for CRD (Central Road District) is located in the top right corner of the memo header. It consists of the letters 'CRD' in a bold, sans-serif font, with a stylized wave or swoosh element underneath the letters.

TO: Karla Campbell
Senior Manager, Salt Spring Island Electoral Area

FROM: Keith Wahlstrom
Contract Engineer, Salt Spring Island Electoral Area

DATE: February 5, 2014

SUBJECT: SSI NGTMP – Rainbow Road Multi-use Path from North Ganges Road to
PARC Pool – DISCUSSION ISSUES AND POINTS

Further to our discussion, the following items must still be considered for this project:

Capital budget estimates must include an allocation for:

- Overall construction (provided by JEA and should be suitable for this level),
- Outside consultants (needs to add percentage (10% to 15%) for consulting engineers, surveyors, testing etc.),
- Internal overhead and costs (needs to add a percentage (15%) for CRD costs including administration, project manager, accounting, etc.),
- Property acquisition (budget unknown – large range depending on negotiations),
- Contingency (needs to add percentage (20% to 30%) due to early budgeting and project development).

Parking/multi-use path conflict with existing businesses:

There will be parking/multi-use path conflicts with 4 adjacent property owners/businesses. The owners/businesses include:

- School District Administration office due to displaced parking on their lot,
- School District Maintenance due to displace on-street parking,
- Windsor Plywood due to displaced on-street parking,
- School District High School due to displaced on-street parking.

Impact on overall parking

There will be an impact (decrease) in overall parking with-in close proximity to the Ganges Village core. The overall parking opportunities on Rainbow Road will be less after construction and therefore may impact surrounding streets and congestion in other areas. Economic impact is not known (if any).

Memo

The logo for the Capital Regional District (CRD) is located in the top right corner of the header. It consists of the letters 'CRD' in a bold, white, sans-serif font, set against a dark, textured background that resembles a stylized landscape or water.

Property Acquisitions

Several property acquisitions/use approvals need negotiated including:

- School District at Administration Building on north side of Rainbow Road at Ganges Road,
- School District with respect to using the bus pull-out sidewalk as part of the network,
- Business owner south side of Rainbow Road at Ganges Road

Scope of Work

The final scope of work has not been established with the following outstanding decisions to be made:

- How much of the project will be asphalt and how much will be pathway blend?
- Will there be improvements to the east side of Ganges Road?
- Will the turning lane on Rainbow Road be constructed?

January 29, 2014

Partners Creating Pathways 2014 Project

Since the early 1900s, people have become reliant on new inventions to make our lives easier. High on that list is the motor vehicle. But our love affair with the automobile has also had a negative impact on the health of individuals and is one of the causes of the alarming rise of preventable diseases, such as diabetes and obesity. Jumping in a car does not constitute “active transportation!”

Pathways play a larger part in the health of a community than one might think. In fact community amenities such as parks, playgrounds and pathways are all significant factors in everyone’s day-to-day lives. These kinds of infrastructures give us healthy choices. Safe pathways that connect neighbourhoods to shopping/services/schools, provide a healthy option for people who would otherwise jump in a car to pick up a carton of milk. The potential for a healthy lifestyle is greatly impacted by our surroundings, and Island Pathways believes convenient access to pedestrian-friendly streets should be a given, not something for which citizens need to lobby.

Cities and towns across Canada and in other countries are now working hard to create communities with roads that work well for car drivers, but also for cyclists and pedestrians. City planners know bike lanes and pathways are a necessary part of a daily routine for many people, but also an important part of a healthy lifestyle to be encouraged across the board.

John Tylee and his Economic Development Commission (EDC) have got it right when citing the benefits of incorporating pedestrians and cyclists in any approach to enhancing quality of life in Ganges Village. In a recent Driftwood article, John stressed the fact that these forms of "active transportation" impact positively on the local economy while benefiting quality of life and the environment. John said: ***"Creating pedestrian-friendly environments is at the core of every truly successful community"***.

The EDC is right to lament the fact that our island and our main village of Ganges are not pedestrian-friendly. Partners Creating Pathways (PCP) and the SSI Transportation Commission are doing everything they can to rectify this situation.

PCP committee members were very encouraged when at the Fall Fair a property owner on Upper Ganges Road visited the Island Pathway booth to lend her support to the extension of the existing pathway built in 2011 from Moby’s to Churchill Road. This project had been on their mind for some time.

Consequently, PCP and Island Pathways are pleased to announce their latest pathway project on Upper Ganges Road from Churchill Road to Long Harbour Road. PCP has completed surveys and design sketches for this route. Meetings with stakeholders and neighbours will be organized soon. Construction is targeted for early summer, 2014. This new pathway will connect with the existing Ganges Pathway Network allowing users to travel into town, off road and safely while at the same time encouraging people to make healthy choices.

Rev. 1 Ferries and Transportation January 21, 2014

While one can argue whether or not it is the most pressing transportation issue facing SSI, it clearly is one of the most important and in the New Year has been getting increased community focus, including through a recent press release from the SSI Ferry Alliance. The Alliance includes the Local Trustees, the CRD Director SSI, our MLA, the President of the ferry union and a number of community leaders. With the pending upgrade of the Fulford ferry terminal for FC purposes as well for safety improvements for drivers, pedestrians and cyclists it will be critical for the SSITC to have a close connection and working relations with the SSI FAC, It is expected that the upgrade will be the most expensive Ministry of Transportation and Infrastructure project on SSI in the foreseeable future that could have an impact on other transportation projects and it will be led by and budgeted by the Ferry Corporation.

I point out that at a meeting on December 3, 2013 in Victoria hosted by the Islands Trust and attended by the seven Electoral Area Directors or their representative, plus the 26 Islands Trust Trustees ; it was unanimously agreed ferry issues were the greatest impediment to a healthy and growing economy. While some may try to separate the economy from the social and environmental aspects of sustainability, an appropriate and strong economy is a support for both. Without a strong economy it will be more difficult to obtain support for the various incremental community expenditures.

I am proposing that the SSITC give special recognition to the important of cooperation with the FAC on this critical community issue. The Chair of the FAC would obtain a copy of the SSITC agendas and decide and/or be invited by the SSITC to attend to provide input, answer questions and to provide advice where appropriate on ferry matters, particularly those impacting land-based transportation. This can be done by delegation now but a stronger message of cooperation on this critical issue will be a community benefit.

Motion: The SSITC will provide agendas of meetings to the FAC Chair and encourage meeting attendance and input on current ferry matters.

Memorandum



TO: Salt Spring Island Transportation Commission

FROM: Karla Campbell, Senior Manager,
Senior Manager, SSI Electoral Area

DATE: February 14, 2014

SUBJECT: STREET SWEEPING – BIKE LANES

Attached please find the Ministry of Transportation's (MoTI) maintenance specifications for surface sweeping of roads. MoTI advised that the minimum maintenance requirement for surface sweeping on standard two-lane roads is only done on an annual basis. Sweeping typically occurs in early spring after the application of winter sand and salt is no longer required. However, the contractor must also remove surface debris which poses a safety hazard to highway users.

Debris has been collecting in the bike lanes, primarily due to the curb and gutter profile through much of the road segment. This type of highway cross-section is uncommon on ministry roads, particularly on the Gulf Islands; so this has not been a widespread issue for the contractor.

The MoTI contractor does not have a dedicated sweeper truck on Salt Spring Island. Although the contractor has the capability to sweep using an attachment on a backhoe, the equipment cannot pick up debris off of the road surface.

MoTI will be conducting a site visit to review the situation and consider options to address the issue.

Attachment

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-180

PAVEMENT SURFACE CLEANING

1. OBJECTIVE

To protect Highway Users from unsafe pavement surface conditions and to facilitate drainage.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must restore pavement surfaces to a safe, clean and free-draining condition.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) clean Hard Surfaced Highways by removing accumulations of dirt, Debris, sand and/or gravel from the Travelled Lanes, centerlines, Shoulders, curbs, intersections, traffic islands and along Medians and/or Roadside barriers throughout the year to provide a safe, clean, free-draining condition;
- b) clean paved bicycle and pedestrian paths; and
- c) ensure that traffic control is implemented in accordance with the Manual for Traffic Control and Work on Roadways during pavement cleaning operations so that hazardous conditions are not created for Highway Users.

3.1.1 Performance Time Frames

The Contractor must:

- (a) clean Hard Surfaced Highways in accordance with the frequencies established in the following table:

Routes and Highway Classification	Minimum Pavement Surface Cleaning Frequency
(i) all four lane and Urban Highways	every 120 days
(ii) all other Hard Surfaced Highways	once annually

- (b) program for major pavement marking, for which the Province will provide a general painting schedule in the spring of each year and a detailed schedule at least one week in advance of line marking;
- (c) complete spring surface cleaning of Hard Surfaced Highways within 1 month of the last winter abrasive application or when the application of Winter Abrasives is no longer anticipated;
- (d) notwithstanding the above, within 7 days from the time the accumulation was detected by or reported to the Contractor, clean Hard Surfaced Highways where dirt, Debris, sand and/or gravel have accumulated and:
 - i) obscures line visibility, or;
 - ii) creates a visibility problem for Highway Users, or;
 - iii) creates an air quality problem that conflicts with local by-laws;
- (e) notwithstanding the above, perform cleaning work where sand and silt have accumulated adjacent to curbing or barriers which impairs the free flow of drainage paths in accordance with the Performance Time Frames in the Maintenance Specification for *Curb, Island and Barrier Maintenance*, with no credit for such work under the Maintenance Specification for *Curb, Island and Barrier Maintenance*;

- (f) notwithstanding the above, immediately, upon detection by or notification to the Contractor, remove any dirt, Debris, sand and/or gravel on paved surfaces which pose a hazard to Highway Users; and
- (g) clean paved bicycle and pedestrian paths in accordance with the Performance Time Frames and other applicable conditions as per the adjacent or nearest Highway.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

DRAFT

Salt Spring Island Transportation Commission

145 Vesuvius Bay Road
Salt Spring Island, BC
V8K 1K3

T 250-537-4448

February 18, 2014

John Hicks
Senior Transportation Planner
CRD

Dear John

Draft Regional Transportation Plan SSITC Feedback

The Salt Spring Island Transportation Commission welcomes and appreciates the CRD invitation to contribute feedback on the subject document. We particularly appreciated the fact that a CRD delegation scheduled a Community Engagement Meeting on the RTP with the SSITC in June of last year. The open and interactive consultation process is to be commended.

The draft RTP is a fascinating piece of work. For transit and active transportation advocates, there is much of interest therein. The hope, the passion and the visioning in the RTP are to be applauded.

The RTP suggests that the CRD is at a critical point in its evolution based on land use patterns, travel behaviour and population growth projections. The document does an admirable job of laying out the key challenges facing the CRD municipalities and electoral districts and identifies immediate imaginative and comprehensive priorities and long-term strategies for a sustainable multi-modal transportation system that meets growth projections in the region.

While the original draft lacked a Gulf Islands dimension, the June 2013 Workbook and the most recent draft have successfully brought Salt Spring very much into the fold. The draft correctly points to the fact that transportation needs on the Gulf Islands are unique and cannot be addressed through “big city” solutions.

The following observations are sent to you on behalf of the SSITC as a whole.

Shift in Emphasis

- It is noteworthy that the latest October 2013 RTP draft differs markedly from the April 2013 draft. There has been a pronounced shift in emphasis from purely transportation planning to a focus on governance with a significant emphasis being placed on what is deemed to be the number one priority action to create a Regional Transportation Authority.
- It is difficult to judge the consequences for SSI of the proposed new governance model, including the impact on gas tax allocations within the region.
- Thank you for confirming that the intent is to provide local government areas including EA's with a strong voice in terms of transportation. We appreciate that the authority structure and associated funding structure would allow regional funding to be directed to corridors and trails identified on the Regional Multi-modal network and that sub-regional committees would allow for identification of priorities at this level.

DRAFT

- It is good to know that the sub regional model identifies an Electoral Area Working Group and that SSI transportation projects that fall within the scope of the RTP would be eligible for regional gas tax funding.

Regional Hubs

- The draft RTP locates two hubs on SSI by naming Fulford Harbour and Ganges as Gateway Hubs. At the time of the consultation on SSI in June 2013, it was thought that there might be three hubs on SSI with Long Harbour and Fulford Harbour being Gateway Hubs and Ganges being an Activity or a Rural Hub.
- Long Harbour provides SSI's access point to the mainland.

Integrated Transportation Plan for SSI/SGI

- The RTP proposes a: *"service review of transportation in the Southern Gulf Islands (SGI) and Salt Spring Island (SSI)and an integrated transportation plan..."*.
- You kindly confirmed that the intent of an integrated transportation plan for SSI is to consolidate existing plans and identify priorities. Such a plan would identify any gaps in the overall integrated transportation network. It would examine water based options, (not exclusively BC Ferries), docks, trails, cycling and pedestrian infrastructure, transit, the road network and the relationship to land use.
- The intent would be to identify the overall transportation priorities for the Island which would allow for dedicated business cases to be established in preparation for future grant processes. Whether this is to be sub-regional or Electoral Area specific is yet to be determined but it would not be a report that starts from scratch but rather one that consolidates all the various plans that have been drafted in the past and are still deemed to be current.
- Thank you for confirming that the CRD would involve SSITC in scoping the plan. The SSITC would certainly wish to be consulted on the drafting of the terms of reference for any future 'integrated transportation plan' for SSI.
- As CRD Director McIntyre told our community newspaper last month, ***"Many transportation studies and plans have been funded over the years and it is time to get a return on this investment by taking prudent action to implement the recommendations"***.

Funding the Integrated Plan for SSI/SGI

- The intention of the RTP to examine *"...options that balance financial, transportation and environmental objectives"* sounds ambitious and goes beyond the scope of 'transportation'.
- You have indicated that the exact funding source would be determined within the scope of the plan.
- To hire more consultants would potentially drain precious capital funds from our SSITC tax requisition which would further delay construction on our first priority, namely the NGTP, which has already been through an extensive public consultation process going back seven years.

SS Transit

- It is comforting to learn that any change in the relationship between CRD and BC Transit flowing from the RTP is unlikely to have a significant impact directly on SSI.
- SS Transit has been a remarkable success story and the CRD/BC Transit/SSITC partnership is flourishing
- you have confirmed that the CRD acts as the local partner on the advice of the SSITC and because there is a strong local voice on the island in terms of route development, fare structures, schedules and general decision making, this would not change

Water-based links

- The RTP recommends a service review of transportation in the SGI and SSI, including the identification of alternate water-based links and associated infrastructure requirements.
- One must also consider the effect of declining BC Ferries revenue from vehicle traffic which may result in further BC Ferry service reductions.

DRAFT

Pedestrian Infrastructure

- the SSITC strongly endorses the emphasis in the RTP on the goal of establishing walking as an increasingly popular and desirable mode of transportation that is supported by safe, convenient and accessible pedestrian infrastructure
- CRD Director McIntyre helped introduce a stronger pedestrian component into the PCMP SSI Edition
- SSI is lacking in basic pedestrian infrastructure but the SSITC and groups on the island led by the Health and Safety Committee, Island Pathways and the Economic Development Commission (EDC) are determined to address this matter
- EDC cites the benefits of incorporating pedestrians and cyclists in any approach to enhancing quality of life in Ganges Village. In a recent Driftwood article, the Chair stressed the fact that these forms of "active transportation" impact positively on the local economy while benefiting quality of life and the environment.
- The EDC chair stated: *"Creating pedestrian-friendly environments is at the core of every truly successful community."*

Cycling and the PCMP SSI Edition

- page 103 : please note the revised title of the Plan for SSI namely: *Pedestrian and Cycling Masterplan - SSI Edition*; it was published in December 2013
- the SSITC endorses the various recommendations for action in the RTRP pertaining to :
 - Expanding and harmonizing the regional cycling data collection program. SSITC already collaborates with CRD Active Transportation three times annually using local SSITC and Island Pathway volunteers to conduct bicycle counts
 - the identification and marketing of circle routes to increase cycle tourism. This would potentially be of great benefit to SSI as we strive to expand cycling infrastructure on the island and introduce the first segment of the CRD Regional Trail
 - Implementation of the recently-published PCMP SSI Edition with recommended cycling facilities and amenities through the regional funding program.
 - Enhancing existing regional and municipal/EA trails and funding the expansion of new trails, in line with the PCMP design guidelines, with a focus on connectivity.

Regional Trails

- 'Experience the Gulf Islands' (ETGI) is an initiative of the Southern Gulf Islands Economic Development Commission which aims to build amenities for island residents and draw specialized tourism visitors to the islands. A high level, conceptual plan will provide trail linkages for recreation, transportation and tourism opportunities.
- Precise routing and feasibility will be addressed in Phase 2, which will begin in 2014.
- ETGI and, more generally, building inter-island linkages, especially pedestrian, are high priorities for the SSI Economic Development Commission

Parking

- the RTP recommends developing a parking best practices guide with an emphasis on supporting development of complete streets. That is rather more advanced than SSI at the present time but it is hoped that we might move slowly in that direction in the long term.
- the SSITC recently adopted a four-year capital plan which makes provision for:
 - a feasibility study on the creation of a parking authority for SSI which is essentially un-regulated at the present time;
 - and provision for a concept design for a landscaped pedestrian island in Ganges as a tentative step towards a traffic calming initiative in Ganges

Training EA staff in best practices of facility design

- given that MoTI has jurisdiction over all roads in the Gulf Islands, we agree with your observation that this would require careful discussion with MoT

DRAFT

Car Stop programs

- the SSITC endorses the RTP recommendation that the Car Stop rideshare program for rural sections of the RMN be expanded
- the SSITC is on the record as supporting in principle the development of a Car Stop ride-share program on SSI on condition that it not compete on the same routes as our community bus system

Ganges Bypass

- long-term planning for an eventual Ganges bypass is a file of considerable importance to the SSI Economic Development Commission
- it is understood that this matter is likely to be addressed in a pending Ganges masterplan envisaged by the Islands Trust; it is also understood that such a project requires land acquisition at considerable cost
- however, the long-term objective of making Ganges more pedestrian-friendly as a key step towards enhancing quality of life in the village demands that thought be given to eventually routing heavy vehicles and transit traffic around the village rather than through it
- perhaps the bypass should be taken into consideration when defining the nature of Ganges as a Regional Hub

Regional Spending on Transportation

- The RTP mentions that CRD municipalities spend an average of \$200 per capita on transportation infrastructure annually in addition to \$230 per capita on operating expenditures. That translates to \$72m in annual capital costs and \$83m in annual operating costs in the region. These figures highlight the fact that spending on transportation on Salt Spring is somewhat behind the curve.
- A similar level of per capita spending on Salt Spring implies annual expenditures of \$2 million on transportation infrastructure and \$2.3 million on operating costs.
- Happily, the public-driven North Ganges Transportation Plan (NGTP) is starting to turn the corner on that situation. But Phase Two is still un-funded.
- The current SSITC transportation requisition is \$146,000 of which one half is used for CRD overhead.

Allow me to close with two final observations.

First, the draft Mission and Vision statements of the SSITC are entirely in keeping with the philosophy guiding the RTP drafting process:

Draft Mission statement - What we do

The Mission of the SSITC as an advisory body to the CRD in close collaboration with key regional partners MoTI, BC Transit and BC Ferries is to enhance quality of life and meet future growth demands on Salt Spring by promoting safe, sustainable, accessible, integrated and affordable multi-modal transportation options which augment alternatives to automotive transportation.

Draft Vision statement - A picture of our preferred future:

Salt Spring Island's transportation system will enhance the livability and sustainability of our community by providing accessible, safe and convenient transportation choices with a greater emphasis on transit, walking, cycling and ride-sharing or other alternatives to driving alone.

Second,. it is worth noting the extent to which SSITC priorities are already wholly in line with those of the RTP. They are based in part on multiple consultants' studies going back to 1999, the SSI OCP, the PCP Ganges Pathway Network and recommendations of the Economic Development Commission recommendations.

DRAFT

SSITC priorities continue to focus on transit expansion and on enhanced safety for pedestrians, cyclists and motorists alike:

- five-phase NGTP to enhance safety for pedestrians and cyclists in Ganges
- service expansions for SS Transit and bus shelter construction to build ridership
- publication of the SSI PCMP and implementation starting with wayfinding signage, innovative infrastructure and cycling skills training
- safer access for pedestrians, cyclists and transit at Fulford ferry terminal
- explore options to kick off the CRD Regional Trail on Ganges Hill as a contribution to building regional tourism on SSI
- traffic calming in Ganges to benefit pedestrians, cyclists and motorists alike while enhancing quality of life

Inclusion of Salt Spring in the RTP will give a major boost to the community's efforts to obtain resources and results which the transportation file on Salt Spring so badly needs and deserves.

sincerely

Donald McLennan, Chair
Salt Spring Island Transportation Commission

From: Donald McLennan
Date: January 5, 2014 11:33:42 AM PST
To: Robin Williams <robin.williams@ssitc.ca>, Andrew Haigh
<andrew.haigh@ssitc.ca>, Nigel Denyer <nigel.deny@ssitc.ca>, Ross
Simpson <ross.simpson@ssitc.ca>, Dennis Fortin
<dennis.fortin@ssitc.ca>
Cc: Wayne McIntyre <directorSSI@crd.bc.ca>, Karla Campbell
<kcampbell@crd.bc.ca>, Island Pathways
<islandpathways@crd.bc.ca>, J Rowlandson
<jrowlandson@crd.bc.ca>, John Wakefield
<john.wakefield@crd.bc.ca>
Bcc: Sheryl Taylor-Munro <sheryl.taylor-munro@ssitc.ca>, Kevin Bell
<kevin.bell@ssitc.ca>
Subject: CRD draft Regional Transportation Plan (RTP)

Hello everyone

The Capital Regional District currently has under development a draft Regional Transportation Plan (RTP).

This what Victoria has to say about it: *"The RTP aims to identify immediate priorities and long term strategies to guide development of a multi-modal regional transportation system throughout the region that meets future growth demands and is focused on sustainability. Actions and strategies were identified through an extensive stakeholder engagement process. The RTP builds on existing plans, including the PCMP and identifies the Primary Inter-Community Network (PIC) as part of the Regional Multi-Modal Network. The report is expected to recommend prioritising the rapid implementation of recommended cycling facilities and conducting a service review of transportation needs in the Southern Gulf Islands, as well as identifying, developing, and marketing circle routes to increase cycle tourism."*

Two representatives came to a meeting of the SSITC in Summer 2013 to obtain SSI feedback on the draft. Subsequently, Brenda Guiled of Island Pathways, and John Wakefield and I all submitted comprehensive feedback documents to Victoria.

The draft RTP is now nearing finalization and Wayne has suggested that the SSITC have one last look at it and submit a "consolidated SSITC response".

If anyone would like to take a crack at this, please prepare a draft submission for circulation as part of the agenda package for the SSITC meeting on Jan 21. That

means a deadline of about Jan 14 for submission to Karla Campbell at CRD SSI <kcampbell@crd.bc.ca>.

Do we have any volunteers? Would anyone like to work with me on this?

The draft RTP can be found

at <https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/rtp2013.pdf?sfvrsn=0>

Regards to all.

Donald

Begin forwarded message:

From: John Hicks <jhicks@crd.bc.ca>

Date: December 19, 2013 9:10:48 AM PST

To: Donald McLennan <dmclennan@crd.bc.ca>

Cc: Karla Campbell <kcampbell@crd.bc.ca>

Subject: RE: CRD RTP

Hi Donald,

Thank you for your email. I apologise for the inconvenience of the broken link to the Regional Transportation Plan. We are in the process of trying to get an automatic redirect to the new link provided below. The focus of the plan is on ensuring multi-modal regional connectivity.

<https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/rtp2013.pdf?sfvrsn=0>

SSI specific actions in the Regional Transportation Plan were largely informed by comments provided by SSITC at a summer workshop. I also worked closely with Sarah Webb (SSI PCMP) and Tania Wegwitz (BC Transit) to ensure existing and future mode specific plans were incorporated. MOTI and Islands Trust were also involved in ensuring that we provided an integrated overview of transportation.

We are seeking final comment from councils and EA's. I am happy to assist in any way that you feel is most appropriate eg present to the committee,

provide information and advice etc. The intent is to receive final comments back by 7 February and then make necessary updates before presenting to the Board in early Spring.

Please do not hesitate to contact me.

Regards,

John Hicks
Senior Transportation Planner
Ph: 250 360 3305

From: Donald McLennan [mailto:]
Sent: Wednesday, December 18, 2013 6:29 PM
To: John Hicks
Cc: directorssi; Karla Campbell
Subject: CRD RTP

Hello John

The message below from Wayne McIntyre is self-explanatory. However the link to the CRD RTP does not seem to work any longer with the new CRD website.

Please be kind enough to provide me with a new link.
Many thanks.

Donald McLennan, A/ Chair
Salt Spring Island Transportation Commission

Begin forwarded message:

From: directorssi <directorssi@crd.bc.ca>
Date: December 18, 2013 9:01:36 AM PST
To: Donald McLennan <donald.mclennan@crd.bc.ca>, Robin Williams <robin.williams@crd.bc.ca>, Andrew

Haigh <_____.>, Harold Swierenga
<_____.>, Nomi Lyonns
<_____.>, Jean Taylor
<_____.> Kees Visser <_____.>
Cc: Karla Campbell <kcampbell@crd.bc.ca>
Subject: RE: RTP

We have mentioned but it hasn't been discussed as a SSITC agenda item the opportunity to comment further on the CRD Regional Transportation Plan. It was too late for the Nov meeting and didn't get on the agenda for yesterday. A lot of input has already been given and the linkages were recognized in the SSI Pedestrian and Cycling Master Plan but... It is my hope that a consolidated SSITC response can be crafted. The final due date for input-if any-is Feb 7th, 2014
When I get my scanner working I will send out a copy of the letter from the chair but the main elements:
Draft plan: www.crd.bc.ca/transportation/plans/documents/rtp2013.pdf.
Staff contact at headquarters is John Hicks jhicks@crd.bc.ca

Wayne



Salt Spring Island

P.O. BOX 684 GANGES
 SALT SPRING ISLAND
 B.C. V8K 2W3
www.islandpathways.ca

2014 January 20
 page 1 of 3

Mr. John Hicks, Senior Transportation Planner
 Regional and Strategic Planning Division
 Capital Regional District
jhicks@crd.bc.ca

Feedback re: Draft Regional Transportation Plan

Salt Spring Island specific		
Concern	Details	Remedy
We're missing!	Island Pathways gave fulsome feedback to the April draft, but isn't the community stakeholders list	add
SSI-CMP	now called PCMP SSI Edition	change throughout
ferries	see general feedback	add that fares, schedules, and connectivity are vital to coastal community health, especially for SSI and SGI
"marketing"	what does this mean when mentioned re: SSI and SGI	explain
funding	SSI and SGI have had, to date, no part of the Gas Tax funding proposed to be directed by the new RTA	explain how this might change – eg. big \$\$ could be directed to complete the Salt Spring portion of the inter-regional trail; otherwise, why and how would the RTA serve differently from what we've got?
circle routes	good mention	add that the RTA can streamline naming the overall network and getting MLAs, and MPs on board for completing it. Completing it first, then naming it is a poor way to rustle up \$\$ needed now to get it done.
Islands Trust	"environmental considerations" are Trust's bailiwick	explain how Trust will fit with the RTA, ideally in the organization chart
transportation study	to be done on SSI	really? we've got studies on top of studies; we're at the implementation stages

General		
Concern	Details	Remedy
length	should be no more than 50 pages	hire an editor to remove redundancies and distill without losing content
organization	key information about governance structures is at back	move organization charts and structures to the front, for initial orientation to who's who, who does what, and how they interact
vision	no mention of the CRD's face-to-the-world re: transportation, i.e. what the 100,000 new future residents and tourist/convention trade expect and buy into	add this, to get beyond focus on current residents and motherhood statements for them; give them ways to describe to others, with pride, how we get around in our district
tourism	Tourism BC left out	add; Tourism BC is as essential a partner as MOTI, BCF, and BC Transit for marketing the CRD's face-to-the-world
funding	early on, it's stated that Gas Tax revenues will be revisited – too vague. Later on, which ones are named, but no mechanisms given for the 50% reapportioning.	funding proposal should follow info' about proposed governance model, since who, how, and how much are key to the whole plan..
acronyms	throughout the text, some are defined (RTM repeated numerous times), some not	make consistent. Web readers aren't likely to go back to the acronym-definitions pagee, so they need to be carefully redefined through the documents. Make a style guide and follow it.
jargon	eg. "take transit to the next level", used but not fleshed out until well into the document	Either define in-house lingo when first used or, better, substitute better descriptors
"municipality"	too specific in most instances	use "local government" instead of "municipalities" & "municipalities and EAs"
"stakeholders"	MOTI, BCF, and BC Transit called "stakeholders", as well as community groups	use separate terms for these; MOTI (mind the acronym, all upper case, according to their own hard-to-find webpage), BCF, etc. are partners, not stakeholders.
ferries	little mention	all the islands, Vancouver Island too, are largely ferry-dependent; more mention needed of their role for residents & visitors, connectivity, congestion & safe access-egress issues
question	Translink	will this plan be the greater Victoria area's version of Translink? Perhaps mention – nicely - how it won't be, in approach, costs, and reputation

In significant ways, Salt Spring is delighted with the proposed Regional Transportation Authority, to integrate and direct a diverse district's transportation growing, evolving needs. In particular, a couple of years ago, a senior CRD manager said that the CRD so appreciated the SSI Transportation Commission's role and successes— the only such body in the region – that the light went on: such a larger such body is needed for the district.

As a small EA that's often at the very fringes of CRD considerations and funding – witness that, to date, we've received no part of the GSPF, IP, and RSF gas tax multi-millions – we're puzzled about how the RTA would serve us any differently than present diffuse transportation planning and apportioning.

Sorry if our feedback is a bit stiff. Island Pathways is making good progress on its active transportation projects, working with the CRD and our local CRD commissions as they are.

Since 2008, for example, Island Pathways has spearheaded adding \$500,000 worth of pathway infrastructure in the Ganges village area, with only 12% of costs borne by local taxpayer. We hope to continue and expand such successes, especially re: completing a bikeway through the island, for which the groundwork is well-laid.

How a Regional Transportation Authority might change the way we operate and get things done, we can't tell from the 2013 October Draft Regional Transportation Plan. Since it's rough yet, perhaps the next drafts will spell out more succinctly and clearly the concerns itemized above.

Sincerely,

A handwritten signature in black ink, appearing to read 'B Guiled', with a long horizontal flourish extending to the right.

Brenda Guiled
Chair, Island Pathways
250-

**SSITC Meeting
February 18, 2018
Notice of Motion**

Background

CRD HQ Active Transportation has just rolled out a new grant program for Innovative Infrastructure. Applications are due by March 18 and must be made by or through the local municipality, in our case CRD SSI.

Jennifer Black, head of CRD Active Transportation has agreed that Partners Creating Pathways /Island Pathways may make an application for pathway funding via CRD SSI provided the SSITC endorses the project. Jean Gelwicks has confirmed her enthusiasm and her willingness to write up a grant application when she returns to SSI from tending to her ailing brother-in-law in early March.

The SSITC already endorsed the PCP 2014 pathway projects with our Budget Motion of Dec 2013.

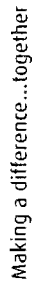
Draft Motion for Discussion

Whereas

- *CRD Active Transportation has called for applications by March 18 by the SSI Electoral Area for a new Innovative Infrastructure grant Program*
- *Island Pathways has expressed interest in applying for a grant for its 2014 pathway projects*
- *the SSITC endorsed the PCP projects for 2014 in its Budget Motion of Dec 17, 2013*

The SSITC advises *CRD SSI to endorse, support and facilitate the submission of a grant application by Island Pathways for its 2014 pathway projects to meet the CRD Active Transportation deadline of March 18, 2014*

Andrew Haigh, Commissioner
February 12, 2014



AGENDA ITEM #8.1

[illegible]

Tracey Shaver

From: Brenda Guiled <islandpathways.brenda@gmail.com>
Sent: Thursday, January 16, 2014 11:32 AM
To: Frances Hill
Cc: saltspring; Donald McLennan
Subject: Re: Vesuvius pathway

Hello Frances - Good to hear from you.

Long time since seeing you! Met your brother John a couple of years ago at a neighbourhood New Year's Eve gathering. We had a great chat about your folks. We all still miss them.

Yes, alternate routes have been studied and recommended for more than 25 years. The purpose of Island Pathways 2010 cycling survey was to get clear on the main spine bikeway route through the island. In my experienced, the road-side shoulder widening versus off-road route schisms were holding up getting anything done. The powers-that-be happily forestall all work until there's a resounding, unified chorus for one thing, and one thing only.

The majority of respondents - something over 60% - chose widened shoulders on the highways between Vesuvius and Fulford. Many cyclists, especially visitors, insist on sticking to main routes; some just won't go on side roads and gravel paths.

Moreover, MOTI is, through its mission, mandate, vision, and values, responsible for making their roads safe for all users. If only one cyclist from Vesuvius insists on using Vesuvius Road, while the rest take the back route to town, MOTI owes that one cyclist safe travel.

This is the card we have to play, to get the paving \$\$ we need. MOTI will, with persuasion and community & regional partnerships, buck up for their main routes. they will never put millions into filling ditches and making back-road routes adequately meet their safety standards. Nor would it be good for the wildlife living in those lovely, rural roadside sanctuaries - frogs, dragonflies, etc., rich little ecosystems that really help make our country neighbourhoods..

Further, the highways from Vesuvius through town to Fulford connect clearly to the inter-regional trails - Lochside, Galloping Goose, E&N Humpback Connector, and Cowichan Valley Regional Trail - and the B.C. Ministries of Tourism, Transportation, and Communities will, sooner than later let's hope, see the value of completing the Salt Spring section to complete the main loop. That's our hope for funds.

We can have the back road routes, for sure, especially for locals. You're absolutely right about this. Kees Ruurs, as PARC manager, did a yeomans job talking to the three properties blocking the Vesuvius to town back-road route, getting down to the last, stuck holdout. There doesn't appear to be any hope of convincing that property owner, so it's likely a waiting game for the place to change hands. If/when that happens, and if the new owner is amenable, then PARC, the SSI Transportation Commission, and Island Pathways' Partners Creating Pathways can formalize the whole route and spiff it up beautifully.

Cyclists may, in the future, have that great choice for getting to town, as well as the main Regional Trail connector through the island. Just a detail, but Island Pathways suggests it be called the Salt Spring Gander, because what's good for the Goose is certainly good for our Salt Spring Gander. And of course, "Take a Salt Spring Gander" has a nice ring to it, easy to market.

Thanks so much for writing. It's always good to restate the reasons for choices available, so we can all sing from the same songbook to the powers-that-be, who hold the \$\$ for realizing our long-held Salt Spring Bikeway dream.

Cheers to you and your family - Brenda

Brenda Guiled
Chair, Island Pathways
250 2

On Fri, Jan 10, 2014 at 9:52 AM, Frances Hill <_____> wrote:

Vesuvius Bay Road

Salt Spring Island, B.C.

Hello,

Great to see that Vesuvius will be connected to the rest of the island....I might get a bike again! However, I wonder if any thought has been given to an alternate route to town? There is a system of trails that walkers use, to keep off the main road, using Chuan, Quarry, and Baker Roads. Unfortunately, the link between Chuan and Tantramar is blocked by one owner, but that would enable pedestrians and cyclists to use the main roads only between the ferry terminal and Langley, and then Baker to Ganges, and save quite a bit of work on the narrow main road, which will always be unpleasant to walk or cycle on with the heavy traffic off the ferry.

Frances Hill

From: Donald McLennan <[REDACTED]>
Date: January 25, 2014 4:08:07 PM PST
To: Jenny McClean <[REDACTED]>
Subject: **NGTP**

Hi Jenny

Thank you very much for your letter regarding public consultation on transportation infrastructure projects.

Since the inception of the North Ganges Transportation Plan (NGTP), there have been three public Open House sessions regarding the Plan including the Rainbow component.

The Driftwood characterizes the NGTP as a "public-driven" project (please see the Driftwood of October 12, 2011). The reason for that is because it all got started with very active community lobbying by a group of citizens which formed the Health & Safety Committee way back in 2004-2005. The group was reacting to the death of a senior citizen who was hit and killed on Lower Ganges Road in front of the Driftwood office the same year a student riding his bicycle in the school district on Rainbow was hit and seriously injured.

There has been very extensive public consultation on all aspects of the NGTP Jenny. Back in the days before the SSITC even existed in 2004-2007, it is the public which initiated and demanded the project to make Ganges safer for pedestrians and cyclists, not the CRD.

And there will continue to be consultation. I fully expect that a public consultation session will be scheduled on the next phase of the NGTP sometime before the end of this year.

Please find attached a document which describes the history of the NGTP in some detail.

I look forward to seeing you on Tuesday. Do continue to let the SSITC have your views.

With kind personal regards.

Donald

PS - All correspondence addressed to the SSITC is shared with all commissioners.

On 2014-01-25, at 3:39 PM, Jenny McClean wrote:

I am glad you are having an open house for Ganges Hill, however, there was no open house for the Rainbow Road plans. The concept of needing community input to prioritize projects for SSI was published in the Driftwood in January, yet you said at the SSITC meeting on Jan. 21, 2014 that the decision was made to prioritize Rainbow Road at the December meeting. I wonder why input would be asked for, yet the decision was already ahead of even asking for the community input? This is about more than just me, as a project of this size needs to be transparent and wanted by the community.

You are welcome to pass my e-mail along to the other commissioners.

Sincerely,

Jenny McClean

From: [REDACTED]

Date: Sat, 25 Jan 2014 12:03:00 -0800

Subject: Ganges Hill Open House - Tuesday Jan 28th

To: [REDACTED]

Dear Jenny

The SSI Transportation Commission wishes to bring to your attention a Ganges Hill Open House scheduled for Tuesday, January 28th from 3-6.30pm at the Ganges Public Library. CRD Regional Parks invites you to a public consultation meeting on a recently-completed feasibility study on how to make it safer for pedestrians and cyclists on Ganges Hill.

<image001.jpg>

My Transportation Commission colleagues and I very much hope to chat with you there. The SSITC needs to know how the community feels about this potential project and the various options open to consideration.

For more

info: <http://www.crd.bc.ca/plan/current-projects/parks-and-trails/salt-spring-island-biking-and-walking-trail>

See you there! And have a great weekend.

Donald McLennan, Chair

Salt Spring Island Transportation Commission
145 Vesuvius Bay Road
Salt Spring Island, BC V8K 1K3
e-mail:
web: www.crd.bc.ca/saltspring/transportation
tel: (250) 537-4448
res: (250)

From: Donald McLennan <[REDACTED]@ssislaw.ca>
Date: January 25, 2014 9:55:46 AM PST
To: Helen Hinchliff <[REDACTED]>
Cc: <[REDACTED]>, <chamber@ssisland.com>, <[REDACTED]>
Subject: Re: Dangerous Situation on Hereford Avenue

Dear Helen

Thank you very much for your letter of January 24 addressed to the SSI Transportation Commission (SSITC).

I agree entirely that the lack of adequate sidewalks and pathways in the core of Ganges is a matter of concern. Nowhere is this more evident than in the school district on Rainbow Road which lacks even the most basis of infrastructure to keep our school children off the roadway.

As you might surmise, it is all a question of funding. Transportation infrastructure does not get built for free and it is not cheap. And as you will also surmise, there are far more projects crying out for attention than there are dollars to build them. One could list the following examples:

- o the lack of a sidewalk in the Ganges school district
- o the lack of sidewalks leading into the village from the Upper Ganges/Lower Ganges intersection (in front of Mahon Hall and The Fishery)
- o the lack of a pathway leading to Fulford ferry terminal and the dangerous crowding from the cars parked on Fulford Ganges Road waiting to board the ferry
- o the lack of a pathway or bikelanes on Ganges Hill
- o the lack of a pathway leading to the Farmer's Institute and the Fall Fair

The cost of the planned project to serve our school children on Rainbow Road is some three quarters of a million dollars. It is not yet funded.

The annual budget of the SSITC for transportation infrastructure is about \$145,000. You will see that this amount is insufficient to address even the most basic of deficiencies on our fair island. That is why it is hoped that there will be a tax referendum in the Autumn to increase the annual requisition of the SSITC from \$145,000 to \$395,000.

If the taxpayers of Salt Spring approve this higher amount, and if a healthy share of Salt Spring's gas tax is allocated to transportation and if the Ministry of Transportation can be convinced to be a funding partner, then the Transportation

Commission will be in a position to make progress on and address some of the very important deficiencies which I have listed above.

The SSITC has set up a Working Group to survey the sidewalk situation in Ganges and to identify gaps in the system and determine an informal order of priority for filling those gaps. I am attaching a document which describes for you the work of the group. It is hoped that it will be reconstituted later this year to work with the Islands Trust on a master plan for Ganges which will have many transportation elements such as sidewalks, parking, bikelanes, intersection safety improvements.

I would like to invite the United Church Board to give consideration to being involved in supporting the work of this group. Input from the community will be essential.

I do appreciate your bring to our attention the situation on Hereford. Your letter will be circulated at the next meeting of the SSITC in February. We share entirely your wish that the challenges on Hereford and elsewhere on the island will be addressed in a timely manner in the months and years ahead, funding permitting.

With kind personal regards.

Donald

Donald McLennan, Chair
Salt Spring Island Transportation Commission
145 Vesuvius Bay Road
Salt Spring Island, BC V8K 1K3
e-mail: donald@crd.bc.ca
web: www.crd.bc.ca/saltspring/transportation
tel: (250) 537-4448
res: (250)

On 2014-01-24, at 1:05 PM, Helen Hinchliff wrote:

Dear Mr. McLennan:

Please find attached a formal letter I have composed on behalf of Salt Spring Island United Church regarding a dangerous situation on

Hereford Avenue. I have copied interested parties.

If you require a signed letter posted by mail, please let me know.

Helen Hinchliff, Board Secretary
Salt Spring Island United Church
<Letter to Transportation Commission.doc>

Salt Spring Island United Church
133 Hereford Avenue
Salt Spring Island
January 24, 2014

Donald McLennan, Chair
CRD Transportation Commission
114 Margaret Avenue
Salt Spring Island, BC V8K 1H4

Dear Mr. McLennan:

On behalf of the Board of Salt Spring Island United Church, I am writing to express our concerns about the walkway along the south side of Hereford Ave. Right now, it ends abruptly below the access driveway to the United Church Meadow. It has become the custom for drivers to park their vehicles on the diagonal, usually as close to the ditch as possible. This cuts off the possibility of a passageway for foot traffic, requiring pedestrians to walk in the middle of the street among moving vehicles and behind vehicles wishing to back up out of their parking spaces.

This is dangerous in the best of circumstances; however, it is particularly so for people in wheel chairs, using walkers, or pushing baby carriages. Recently, a young man pushing a baby carriage reported to me having been "almost hit" by a driver backing up as he was passing by.

Since this problem is primarily in front of the United Church Meadow and a vacant commercial building, we take it as our responsibility to request that a curb be installed to complete the walkway. Some have suggested further improvement to the area could be made by installing a culvert and covering over the ditch. Perhaps this could be done simultaneously.

This is a small project that would greatly enhance Hereford Avenue, not only making passage safer, but also more welcoming for tourists who choose Hereford Avenue in great numbers when walking from distant parking spots to and from the Saturday market.

We would appreciate your early attention to this matter.

Yours sincerely,

Helen Hinchliff, Board Secretary
Salt Spring Island United Church

Cc: Li Read, Chair
SSI Chamber of Commerce

From: Lorne Beaudette <[REDACTED]>
Date: January 29, 2014 5:40:59 PM PST
To: Donald McLennan <[REDACTED]>
Subject: **Re: Handy Dart**

Ok thanks for the response. I was led to believe there was maybe a stronger initiative behind the project than you are indicating. We will likely take a longer view in our assessment of the service we offer and see where the transit review leads us but we likely won't make any significant capital investment into our program. Lorne Beaudette president Salt Spring Island Lions Club

On Jan 29, 2014 3:42 PM, "Donald McLennan" <[REDACTED]> wrote:
Dear Lorne

Thank you very much for your enquiry to the SSITC regarding Handy Dart.

At a recent monthly meeting, the SSITC passed a Motion endorsing the Terms of Reference for a comprehensive Service Review of SS Transit. The Review is to be launched in Spring 2014 by BC Transit and will include multiple opportunities for public participation and input.

The objective of the Review is to undertake a detailed analysis of the Salt Spring community bus system to identify opportunities to improve its efficiency and effectiveness and to further build ridership. BC Transit seeks to undertake comprehensive service reviews of systems on at least a five year basis. The last full review of the SS Transit was completed in 2009. This Review will build on work previously undertaken in early 2013, which looked at immediate issues and opportunities within the system and proposed a number of service expansion options, most of which were implemented in June and September 2013.

Specific opportunities to be evaluated include:

- o introductory services to new areas
- o enhanced evening service
- o a synopsis of the current fleet
- o an evaluation of existing bus stop and passenger amenities on the island and a summary of priorities for improvement (eg additional shelters, accessibility improvements, etc.)
- o future capacity needs at main hubs such as Fulford ferry terminal and Ganges Visitor Centre
- o Service options and feasibility for providing service specifically to meet the needs of people with a disability (such as HandyDART or other

demand-responsive service).

o

It should be pointed out that SS Transit does not make a profit from its daily operations. Like all public transportation systems, it is subsidized. SS Transit is funded from three sources: a 50% subsidy from BC Transit; 25% from ticket sales; and 25% from the SSI taxpayer. Any service enhancements must be pre-authorized by BC Transit and cannot be undertaken solely by CRD or by the SSITC. There is no provision at the present time in the SSITC Transit requisition for funding a Handy Dart system; that option will be examined as part of the Service Review.

With personal regards.

Donald McLennan, Chair
Salt Spring Island Transportation Commission
145 Vesuvius Bay Road
Salt Spring Island, BC V8K 1K2
e-mail
web: www.crd.bc.ca/saltspring/transportation
tel: (250) 537-4448
res: (250) 537-4448

On 2014-01-29, at 10:06 AM, Lorne Beaudette wrote:

Donald As you are likely aware the Lions club runs a bus service for seniors and the disabled on the island with service to Vancouver Island. We are reviewing our mandate and long term goals for this service beginning next month. I've heard rumors that the Handy Dart service may be coming to SALT Spring Island.

If you have any information on this topic that you can share, it would be helpful in our planning exercise.

Lorne Beaudette President Salt Spring Island Lions Club

From: John Wakefield <john.wakefield@crd.bc.ca>
Date: January 30, 2014 3:53:30 PM PST
To: directorssi <directorssi@crd.bc.ca>, Donald McLennan
<donald.mclennan@crd.bc.ca>
Subject: Re: Accessible Parking

Thanks, one never knows the full story behind news articles.

Glancing around the elementary school, it appears the School Board office, Mahon Hall, the Fishery, or the law office (Wayne's office) don't have any disabled parking at all.

It is not something we covered in our research - it is almost a topic unto itself.

Good to read the SSITC are looking at a parking study and the lack of spaces can be addressed there - and/or the Islands Trust look at the village core.

And I'm not sure if we have a higher ratio of permits for disabled spaces per capita, though our demographics would certainly suggest we do.

Cheers, John

On Jan 30, 2014, at 2:05 PM, directorssi <directorssi@crd.bc.ca> wrote:

Donald did mention it to Eliazabeth and there was bit of conversation around the topic.
W

From: Donald McLennan [r]
Sent: Thursday, January 30, 2014 1:01 PM
To: John Wakefield
Cc: directorssi
Subject: Re: Accessible Parking

Hi John

I not only mentioned to Elizabeth your work and mine in 2011 on the subject of parking, I also sent to her a copy of my SSITC Retrospective chapter on parking which contains all the details of our joint research. But I did not have any specific info on disabled parking to send her.
Thank you for sharing this useful exchange.

Donald

On 2014-01-30, at 12:30 PM, John Wakefield wrote:
FYI

Begin forwarded message:

From: Elizabeth Nolan <e

Subject: Re: Accessible Parking

Date: January 30, 2014 at 11:10:43 AM PST

To: John Wakefield <jwakefield@islandtrust.com>

Thank you!

I wrote the story at the plea of an anonymous source who emailed me as a "last resort." That person said they had had many difficulties and suggested I look at all the spots around town - but when I did they were almost all empty! Just a few had someone parked there and they all had the permit displayed.

I wish I had contacted you before the story to get more accurate information. Also when I met with Donald and Wayne they failed to mention your work on the topic.

All the best,
Elizabeth

On 30-Jan-14, at 11:03 AM, John Wakefield wrote:
Hi Elizabeth,

I have been meaning to contact you about the disabled parking article.
As background, back in July 2011, I reported to the SSITC "some SSI parking lots do not meet the requirements of the Bylaw requirements for disabled parking".

I was successful in working with Salt Spring Elementary to mark a disabled spot in front of the school, though there are many other examples of parking lots without any designated spaces.

As a visionary document, it is true the OCP does not specify the number of required accessible parking spaces. Island's Trust Bylaw is more specific:

Bylaw 355 generally requires 5% of spaces to be reserved for disabled parking. Or 1 parking space for any parking lot with between 1-20 spaces, depending on the the land use.

The bylaw also states "...space must be marked with the International Symbol of Accessibility on the pavement and on any facing wall."

Availability is mostly related to how busy the venue is, usually people are honest with spaces, as demand increases (say on summer Saturday's it is very difficult to find a space).

I would say our island is no worse for rule breakers, but worse with respect to the number of available spaces.

I wonder if the Trust Bylaw enforcement would be interested?

Our island has much work to do to make our businesses and public areas more universally accessible for those with mobility, hearing, sight, etc.

Cheers,
John

C. John Wakefield

From: Donald McLennan
Date: January 31, 2014 3:31:00 PM PST
To: Ron Hawkins <
Cc: Jean Gelwicks
Subject: Re: Island Pathways: Suggestions

Dear Ron

Thank you very much for this letter to the SSI Transportation Commission.
Let me take your requests in order.

Regarding the first request for a Cross-walk on Atkins south of Lower Ganges Road, may I suggest that you send this to the Ministry of Transportation Area Manager for Roads Colin Coulter <Colin.Coulter@gov.bc.ca>. Colin has proven to be very much on top of questions brought to him regarding Cross-walk matters on the island. I am quite confident that you will receive a fulsome and well considered response from him as to the feasibility of a Cross-walk at that location. More often than not, it is a matter of MoT guidelines on sightlines at any given location. Colin will have detailed knowledge of the matter and is very timely and professional in his communications.

As for your request for a pedestrian pathway along Atkins to close the gap between Swanson and Rainbow, this is included in the long term Ganges Pathway Network being developed by Partners Creating Pathways (PCP) of which Jean Gelwicks is chair. The SSITC has budgeted a \$30,000 contribution towards the latest PCP project for 2014 on Upper Ganges Road. And we are proud to have contributed financially to all of the Network projects going back seven years.

I have every confidence that the SSITC will continue to support whatever pathway projects are deemed to be a priority by PCP in the years to come.

In order to give us the flexibility to do so, the SSITC will be going to the taxpayers of Salt Spring with a Referendum in the Autumn of this year to increase our annual tax requisition. At the present time, we have only \$70,000 per year to spend on transportation infrastructure on Salt Spring. Transportation infrastructure does not get built for free and it is not cheap.

Transportation projects which the SSITC would like to support (pathways, cross-walks etc) can be funded by several sources:

- a. gas tax funds at the discretion of the CRD Director
- b. SSI taxpayer funds from the annual SSITC Transportation requisition

c. grants from government agencies (eg Cycling Infrastructure Partnerships Program) or NGOs (eg SSI Foundation contribution to fund a bus shelter in Ganges) or MoT

We can usually rely upon annual contributions of gas tax funds at the discretion of the CRD Director. And on occasion, MoT provides us with funding. But in order to leverage these off-island funds, we also must have a healthy contribution from the local taxpayer.

Arlene Dashwood's recent letter to the SSITC pointed out the obvious that transportation infrastructure has been long neglected on Salt Spring: "*I think we have a big catch-up to deal with as there has not been much done other than upkeep for quite awhile.*"

The best/worst example of course is what CRD Director Wayne McIntyre rightly calls a "no brainer" and that is the lack of a pathway or bike lane in the school district. But there are other examples of gaps to be filled:

- o basic sidewalks and bike lanes in and through Ganges
- o traffic calming in Ganges like a landscaped island in front of the Visitor Centre in Ganges
- o Ganges Hill
- o the lack of a parking authority on Salt Spring

Safety and security are the driving factors behind the current SSITC project priorities. And enhancing transportation infrastructure contributes directly to economic development on SSI.

You will hear more of the Referendum as the date approaches. I hope we may count on your support.

With personal regards.

Donald McLennan, Chair
Salt Spring Island Transportation Commission
145 Vesuvius Bay Road
Salt Spring Island, BC V8K 1K3
e-mail _____
web: www.crd.bc.ca/saltspring/transportation
tel: (250) 537-4448
res: (250) --

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

From: Ron Hawkins

To: jean / peter gelwicks / lamb ; donald mclennan
Sent: Wednesday, January 29, 2014 3:25 PM
Subject: Island Pathways: Suggestions

Dear Jean & Donald,

Not being sure of the overlap I am sending these thoughts to both of you. Two suggestions, both Atkins Road, for priority consideration.

1. Residents of Meadowbrook who use walkers or are slow have told me that access across to Foxglove Nurseries where many like to peruse,
is challenging or prohibitive, in crossing over Atkins at the busy, somewhat blind junction with Fulford Ganges Road.

Solution: paint a bold white-hatched cross walk across Atkins about 20 metres south of the entrance into Foxglove, and from there a

short pathway to Foxglove entrance wide enough for a walker or scooter. I am sure Foxglove would be empathetic, and perhaps willing to facilitate. 20 m. south of the Foxglove entrance is proposed because it is close enough to the main intersection that traffic is slowed down, yet not so close that it can stop when necessary.

2. Atkins Road is the main alternative route to/from Ganges, Rainbow Road (eg. Recycle), and Park Drive. Traffic both ways is increasing

and heavy. Currently there is a very good Islands Pathway along the SE side of Atkins from the junction of Fulford Ganges Rd to just past

Park Drive. There, nothing exists on either side of the road but

a 18" ft. dirt strip between the pavement and ditch. Complete this section

to Rainbow Road, tying directly into the excellent Island Pathway constructed by Earthbound Construction from there down to the Swimming

Pool. I am very fond of this pathway, because it winds between natural features, not obliterating them, and is made with impervious

materials (not pavement), quieter, softer on the feet and joints, and aesthetically soothing. Congratulations on that design.

Thanks for your great work, and continuing efforts!

Ron Hawkins

From: John Wakefield <johnw@shaw.ca>
Date: January 31, 2014 5:32:36 PM PST
To: Donald McLennan <dmcclennan@shaw.ca>
Cc: Brenda Guiled <islandpathways.brenda@gmail.com>, Elizabeth Nolan
<elizabeth@shaw.ca>, Robin Williams
<robin@shaw.ca>
Subject: Re: Cycle lane safety

Hi All,

In 2011, the UBCM passed a resolution regarding sweeping for cycling safety - here it is with the provincial response:

B19 BIKE LANE SWEEPING

WHEREAS governments invest in the provision of cycling lanes adjacent to provincial roadways to promote healthy lifestyles and provide alternatives to single occupancy vehicles;

AND WHEREAS gravel and other debris on the cycling paths pose a risk to cyclists and act as an impediment to the use of alternative modes of transportation:

THEREFORE BE IT RESOLVED that UBCM urge the Ministry of Transportation & Infrastructure to amend road maintenance contracts to increase the frequency of bike lane and highway shoulder sweeping.

RESPONSE: Ministry of Transportation and Infrastructure

The Ministry of Transportation and Infrastructure (Ministry), through its maintenance contractors, provides many maintenance services that benefit cyclists (e.g., shoulder sweeping, debris removal, line painting, pavement maintenance etc.). Ministry staff regularly meet with the maintenance contractor to discuss the needs of all road users, including cyclists.

The sweeping of highway shoulders is provided as part of the Ministry's maintenance contracts. Highway conditions are

monitored and sweeping is completed each spring, and when debris accumulates and creates a safety concern for highway users. In areas of higher cycling traffic, the Ministry and the maintenance contractor will evaluate the amount of sweeping occurring to determine if the frequency of sweeping is appropriate for the amount of cycling traffic on that road.

The Ministry will consider the benefits and extra cost of additional sweeping and will work with communities across the province to identify areas for consideration of additional service.

Via http://www.ubcm.ca/assets/Resolutions~and~Policy/Resolutions/2012-04-04%20UBCM%20Resolutions_Final.pdf

John

On Jan 31, 2014, at 4:22 PM, Donald McLennan <[redacted]> wrote:

Brenda

You are a fountain of knowledge on this subject.

As you know, the SSITC has always been rather reluctant to wade in too deeply on road maintenance and operational issues the thought being is that is a bottomless pool. We have so much on our plates already just trying to get new infrastructure never mind filling potholes. So it is rare that we have interacted with MainRoad to date.

I think on this one, the SSITC might prefer to take guidance from traditional spokespersons like Island Pathways rather than be seen to try to speak for the community unbidden. So far, no one has written to us or been a delegate on the subject of cycle lane safety.

The SSITC/CRD is responsible for maintaining and cleaning our pathways and sidewalks and our budget goes up every year for that function as the pathway network expands.. But the road travelway is of course a MoT responsibility.

Perhaps the IP Board might pass a motion on the subject for communication to the SSITC advocating some specific action. We are open to discussion and suggestions.

Donald

On 2014-01-31, at 8:57 AM, Brenda Guiled wrote:
Hi Elizabeth and John:

I've CC'd Donald on this, since it's in his bailiwick.

The PCMP: SSI Edition has the info' needed. The map on p. 24 (of the PDF, not the document page number) shows that the Lower Ganges stretch has summer classification of 3, winter B. Alas, nothing in the whole document defines summer and winter time frames, nor can I quickly find what they are in MOTI's website.

Road reports have a time frame, with summer ones from May 1st to September 1st, so maybe that's the summer half of the year. Sigh. Bureaucracy and obfuscation.

Next, go to the road maintenance appendix on p. 51. The paragraph at the bottom of p. 52 explains the process of registering complaints/reports. The whole system is complaints driven - no complaints, no action. Even with complaints, there's a complicated followup procedure required to make sure they've been received, passed on to headquarters, and actually done. There are supposed to be penalties for non-compliance, but this has only happened very rarely, in extreme cases, since road maintenance was privatized.

Anyway, onward:

P. 58 has the table for Minimum Surface Cleaning Frequency. Mainroad did a great shoulder sweep before Velo Village in 2012, bringing over the big sweeper truck from Nanaimo. There's no evidence they did this last year.

P. 59 has the Debris Removal table; e. and f. are relevant to the new bikeway. In the summer, Mainroad has two days to get rid of debris, but there's no winter schedule.

In late November, I called Mainroad to report that the bike lanes need cleaning. Shortly after, I let Donald know, and in early December, I asked the Island Pathways board to call Mainroad. Several said they would, but I haven't followed up.

Nor have I followed up with Mainroad - been too swamped getting ready for the IP AGM. Unfortunately, they don't have to sweep until summer, then they have to be on it every two days, as necessary - a nonsensical all-or-nothing deal.

Island Pathways volunteers used to regularly sweep the 300 m. of bike lane that BC Hydro put in fronting their property. Perhaps we need a citizens' brigade on the new bikeway, but we'd have to check with MOTI on this. They may nix it, for liability reasons. Doesn't seem like much of a plan, anyway - too time intensive and easy for Mainroad to do, if they'd get a small sweeper machine for the job.

Mainroad should regularly and efficiently do this work from fall through spring, not because it's in their contract, but for good will.

Thanks for asking, Elizabeth - important and not immediately solvable, alas.

Brenda

On Thursday, January 30, 2014 9:59:21 AM, Elizabeth Nolan wrote:

Hi John and Brenda,

Happy New Year! - though here it is almost February.

I have a question for you both as members of the consultation group for the Cycling and Pedestrian Masterplan, or as cyclists.

Some people at the Ganges Hill open house and in general have been talking about how hard it is to use the marked shoulder or even the new bicycle lanes if they have gravel on them. I see from the Appendix to the plan that MoTi is only obliged to clean hard surface roads one

a year.

Can you say whether this seems to be an issue on Salt Spring,
and
whether increased maintenance is a goal?

I will also be asking Donald about this but it would be nice to
have
more voices.

Thanks!

Elizabeth

1

Title: Crashes by Year by Severity
Location: Salt Spring Island, BC
Period: Jan 2002 - Sep 2013
Reported By: ICBC

YEAR	SEVERITY		Total
	CASUALTY	PROPERTY DAMAGE ONLY	
2002	53	360	410
2003	84	320	400
2004	53	340	400
2005	49	330	380
2006	62	360	420
2007	58	370	430
2008	60	370	430
2009	48	390	440
2010	41	390	430
2011	44	390	430
2012	32	360	390
2013 (Jan - Sep)	29	270	300
Total	610	4,200	4,900

Notes:

Data include crashes in parking lots and crashes involving parked vehicles

Counts over 100 have been rounded.

ICBC data take approximately three months to settle

Definitions:

CASUALTY: Crash incident resulting in injury or fatality

PROPERTY DAMAGE ONLY: Crash incident resulting in material damages to vehicles with no injuries or fatalities

Title: Top Crash Locations by Severity
Location: Salt Spring Island, BC
Period: Jan 2002 - Sep 2013
Reported By: ICBC

RANK	SEVERITY		Total	Road Location
	CASUALTY	PROPERTY DAMAGE ONLY		
1	33	47	80	LOWER GANGES RD & NORTH END RD & UPPER GANGES RD & VESUVIUS BAY RD
2	13	14	27	CROFTON RD & LOWER GANGES RD & PARK DR
3	10	15	25	LOWER GANGES RD & RAINBOW RD
4	15	7	22	ATKINS RD & LOWER GANGES RD
4	9	13	22	BEDDIS RD & CHARLESWORTH RD & FULFORD-GANGES RD
6	4	16	20	BEAVER POINT RD & NORTH EAST RD & STEWART RD
7	9	9	18	CRANBERRY RD & FULFORD-GANGES RD
8	7	8	15	MOBRAE AVE & VESUVIUS BAY RD
9	9	5	14	CUSHEON LAKE RD & FULFORD-GANGES RD
10	3	9	12	BEAVER POINT RD & FULFORD-GANGES RD
10	4	8	12	SUNSET DR & VESUVIUS BAY RD

Notes:

Data exclude crashes in parking lots and crashes involving parked vehicles

ICBC data take approximately three months to settle

Ranking is based on total crash count by road location

ICBC Business Insights Road Safety
Crash Data Summary Report
Period: January 2012 - September 2012
Report Date: 05/10/2012

YEAR	SEVERITY		Grand Total
	CASUALTY	PROPERTY DAMAGE ONLY	
2002	53	357	410
2003	84	317	401
2004	53	342	395
2005	49	329	378
2006	62	361	423
2007	58	371	429
2008	60	367	427
2009	48	393	441
2010	41	390	431
2011	44	389	433
2012 (Jan - Sep)	21	272	293
Grand Total	573	3,888	4,461

Notes:

Data includes crashes in parking lots and crashes involving parked vehicles
 ICBC data takes approximately three months to settle

Definitions:

CASUALTY: Crash incident resulting in injury or fatality

PROPERTY DAMAGE ONLY: Crash incident resulting in material damages to vehicles with no injuries or fatalities

ICBC Business Insights Road Safety
Crash Data Summary Report
Period: January 2012 - September 2012
Report Date: 05/10/2012

RANK	SEVERITY		Grand Total	Road Location
	CASUALTY	PROPERTY DAMAGE ONLY		
1	32	45	77	LOWER GANGES RD & NORTH END RD & UPPER GANGES RD & VESUVIUS BAY RD
2	12	12	24	CROFTON RD & LOWER GANGES RD & PARK DR
3	9	13	22	LOWER GANGES RD & RAINBOW RD
4	4	16	20	BEAVER POINT RD & NORTH EAST RD & STEWART RD
4	8	12	20	BEDD'S RD & CHARLESWORTH RD & FULFORD-GANGES RD
6	14	5	19	ATKINS RD & LOWER GANGES RD
7	8	9	17	CRANBERRY RD & FULFORD-GANGES RD
8	7	8	15	MOBRAE AVE & VESUVIUS BAY RD
9	8	5	13	CUSHEON LAKE RD & FULFORD-GANGES RD
10	3	9	12	BEAVER POINT RD & FULFORD-GANGES RD
10	4	8	12	SUNSET DR & VESUVIUS BAY RD

Notes:

Data excludes crashes in parking lots and crashes involving parked vehicles

ICBC data takes approximately three months to settle

Ranking is based on total crash count by road location

Karla Campbell

From: Karla Campbell
Sent: Thursday, February 13, 2014 10:49 AM
To: 'namesherplants@gmail.com'
Subject: Question concerning U-Pass

Brandi,

Further to your question concerning a U-Pass, we advise that the U-Pass (Camosun College) is a universal post-secondary bus pass that is valid for unlimited travel on all transit routes on the Victoria Regional Transit System during the academic semester. It was established at Camosun College by referendum of students. All students with limited exceptions pay for a four month semester pass through their student fees. Salt Spring Island Transit operates under a separate agreement with BC Transit and as such is not part of the Victoria Regional Transit System subsequently U-Pass is not valid on Salt Spring Island Transit.

Salt Spring Island Transit does offer monthly passes for \$50 which provides unlimited service on its transit system. Purchasing 8 monthly passes over the academic year would cost \$400 based on the full cost of individual tickets. Another option would be to purchase Booklets of 10 ticket savers which provide a 10% discount of the full face value of a bus ticket.

Unfortunately, there is no arrangement that would allow for transfers between the Victoria Regional Transit System and Salt Spring Island Transit System nor does Salt Spring Island offer any form of discount to post-secondary students. Decisions on fare structure are determined at a local level. Any discussion surrounding the introduction of post-secondary discounts would need to go through the SSI Transportation Commission with recommendations being forwarded through to CRD staff. In this regard, I have forwarded your request for consideration to the SSI Transportation Commission at their next meeting of February 18, 2014.

Thank you for taking the time and effort in making your concerns known and will advise you of the Commission decision on the matter.

Karla Campbell
Senior Manager, Salt Spring Island Electoral Area

Capital Regional District
145 Vesuvius Bay Road, Salt Spring Island, BC, V8K 1K3
T: 250.537.4448 | F: 250.537.4456 | E: kcampbell@crd.bc.ca

From: Brandi MACKINNON[SMTP] _____
Sent: Friday, January 24, 2014 6:47:12 AM
To: SSI Transportation Commission
Subject: Upass?
Auto forwarded by a Rule

To whom it may concern,

I am currently a student at Camosun College and have a Upass for the transit system in Victoria.
I commute four days per week at a cost of \$4.50 per day or \$73.00 dollars per month.

For a term (4 months) it is \$292 dollars. Most students attend the fall and winter sessions (as I do) and the cost is \$584! My school fees cover the cost of my Upass at \$70.00 for four months. At the current transit rate on SaltSpring I pay per month the same amount of the cost of my Upass for an entire term. I understand that collecting money paid as part of my school fees (for the SaltSpring transit system) is most likely impossible, however I feel this situation needs to be addressed here on SaltSpring.

Thank you very much for the time,

Brandi Mackinnon
(Cash strapped student)

Sent from the gadget!

Tracey Shaver

From: Karla Campbell
Sent: Wednesday, January 29, 2014 10:06 AM
To: Tracey Shaver
Subject: FW: Another Choir coming from Vancouver...Special event auth. required

Please print for the next TC meeting.

Karla

From: Donald McLennan [mailto:donmclennan@shaw.ca]
Sent: Monday, January 27, 2014 9:59 AM
To: Moore, Myrna
Cc: .t; Karla Campbell; Fudge, Chris
Subject: Re: Another Choir coming from Vancouver...Special event auth. required

Hello Myrna

I am going to go with the precedent from last year at which time the SSITC was pleased to approve ArtSpring's request for special service. The SSITC would be in a position to give the matter formal consideration at our monthly meeting on Feb 18 but It strikes me as entirely routine given the recent precedent and I assume that ArtSpring will wish to have an answer before Feb 18 so as to be able to proceed with firming up arrangements for the visitors.

On behalf of the SSITC, I am pleased to signal our approval.

Donald

On 2014-01-27, at 9:16 AM, Moore, Myrna wrote:

Hello Ineke, Donald and Karla,

Thank you, Ineke, for the email below.

We will authorize the request from George Sipos below regarding the Special Event Transit service on February 23 for transportation to/from ArtSpring and Fulford, subject to approval by the SSITC and CRD. Also, we will need to know if you have sufficient equipment and drivers available for this special service.

This event does has great civic benefit and worked out well last year.

Donald and Karla, can you please confirm if this request for special service meets with your approval.

Also, I am happy to introduce Chris Fudge to you – he is our new Regional Transit Manager who will be covering my region for me while I am away on vacation. I leave on Wednesday of this week and will be back in the office on Monday, February 17th. Please continue to include Chris in all emails while I am away.

Thanks,
Myrna

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

<image001.jpg>

From: sstransit@telus.net [mailto:sstransit@telus.net]
Sent: Friday, January 24, 2014 3:56 PM
To: Moore, Myrna
Subject: Fw: Another Choir coming from Vancouver...Special event auth. required

Hi, Myrna,

Before you go, I thought I better send you this Special Event request by George Sipos. It outlines what is required. I f you need any more info just ask.

Thanks.

Ineke de Jong
SaltSpring Island Transit
System Operator
250

From: [George Sipos](mailto:George.Sipos@telus.net)
Sent: Thursday, January 23, 2014 4:37 PM
To: sstransit@telus.net
Subject: Another Choir coming from Vancouver

Hello Ineke,

We have another choir coming to perform at ArtSpring, this time it is on Sunday, February 23. It is Elektra Women's Choir from Vancouver and they will be 45 people arriving at Fulford in the late morning (I'm not sure which ferry yet, but most likely the 9:00 or the 11:00 from Swartz Bay) and returning to catch the 5:50.

I'd appreciate if you could put the wheels into motion to seek permission for us to charter two buses to get these folks to ArtSpring and back again, like we did with the Vancouver Bach Choir last spring. It worked really well that time and would be a great help to us once again.

Thanks for your help with this.

George

From: sstransit@telus.net [mailto:sstransit@telus.net]
Sent: April 25, 2013 2:04 PM
To: George Sipos
Subject: Re: Transportation for the Bach Choir

Thank you, George, I hope it all went well.

Ineke de Jong
SaltSpring Island Transit

System Operator
250-

From: George Sipos
Sent: Wednesday, April 24, 2013 4:40 PM
To: sstransit@telus.net
Subject: RE: Transportation for the Bach Choir

Hi Ineke,

Please bill to ArtSpring, 100 Jackson Ave, SSI, V8K 2V8

Thanks,

George

From: sstransit@telus.net [<mailto:ssransit@telus.net>]
Sent: April 24, 2013 4:29 PM
To: George Sipos
Subject: Re: Transportation for the Bach Choir

Hello, George,

My Transit Manager has asked me to send her the address for the invoice for the Bach Choir Special Event Service. Could you give me the address this should be billed to and also whether to bill it to Artspring or the Bach Choir?

Thank you. I hope you are enjoying the good weather.

Ineke de Jong
Saltspring Island Transit
System Operator
250-

From: George Sipos
Sent: Wednesday, March 27, 2013 9:45 AM
To: sstransit@telus.net
Subject: RE: Transportation for the Bach Choir

Hi Ineke,

I have now heard from the choir that they will total 54 people in all. A few of them will have made their way to Salt Spring on their own the day before, and there will be one carload on the ferry, so the number using the buses should be just about right for the space you have on two buses.

So yes please, can we go ahead with the two bus option. Should one bus be out of commission, we'll just have to make the best of it in terms of both arrival and departure, but let's hope for the best.

Please let me know if there is anything I need to do beyond confirming with you in this e-mail that we'd like to proceed. Also, will you invoice us after the event, or would you like payment up front?

Best,

George

From: sstransit@telus.net [mailto:sstransit@telus.net]
Sent: March 21, 2013 9:22 AM
To: George Sipos
Subject: Re: Transportation for the Bach Choir

Hi, George,

Your Special Event Service for the transportation of the Bach Choir has been approved.

We can do this one of two ways: ONE BUS – 1045 AM to 1245 PM = 2 hrs (includes pretrip inspection)
- 430 PM to 6:00 PM = 1.5 hrs.
TOTAL = 3.5 hrs.

TWO BUSES – 1045 AM to 12:00 PM = 1.25 hrs.(includes pretrip inspection)
- 445 PM to 6:00 PM = 1.25 hrs.(includes pretrip inspection)
TOTAL = 2.5 hrs x 2 buses = 5 hrs.

Your cost for one bus is 3.5 hrs x \$70 = \$245

Your cost for two buses = 5 hrs x \$70 = \$350

We can provide two buses if one is not out of commission for any reason. If one bus is out of commission we will have to do with one bus. The buses hold a maximum of 24 passengers including 4 standees. If there are indeed 50 passengers we would have to do a third trip.

Thank you, George. Let me know how you want to do this so I can arrange it with my drivers.

Ineke de Jong
Saltspring Island Transit
System Operator
250.

From: [George Sipos](mailto:George.Sipos@telus.net)
Sent: Wednesday, February 06, 2013 10:23 AM
To: sstransit@telus.net
Subject: RE: Transportation

Yes please, go ahead and make the initial request. My guess is that we will have about two bus-loads of singers, and given that they will be arriving at 11:35 at Fulford and the concert will start at 2:00pm, we're probably best off planning on two buses rather than two journeys for one bus. Probably the same on the return journey as they will be aiming for the 5:50 ferry. So that will work out to about \$560, which is quite pricey, but still better than trying to organize dozens of cars for a car-pool.

Thanks for your help with this Ineke.

George

From: sstransit@telus.net [mailto:sstransit@telus.net]
Sent: February 6, 2013 10:18 AM
To: _____
Cc: _____
Subject: Transportation

Hello, George,

BC Transit does what we call "Special Event Service". This is available for public functions. I am not sure whether transport of the choir would qualify as such. I will contact Myrna Moore, my Transit Manager, to see what she says. If she says to go ahead and request Special Authorization it will have to be approved by the CRD as well. Let's request it first and I will let you know what happens. For your information, the fee is \$70 per hr. and it is a minimum of 2 hrs. The price

would include the pretrip requirements for the vehicle and the cost of the driver. The bus holds 24 people max. If there are more than this we could do two trips or get another bus on board. A second bus, however, would incur another \$70 per hr for a minimum of 2 hrs as with the first.

Could you let me know whether to go ahead with the initial request to my Transit Manager? Thanks.

Ineke de Jong
Saltspring Island Transit
System Operator
250

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