



Making a difference...together

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Notice of Meeting on **Tuesday, March 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 February 18, 2014
- 3. Presentations/Delegations**
 - 3.1
- 4. Reports-Chair and Director Remarks**
- 5. Reports**
 - 5.1 Transportation Capital Budgets
 - 5.2 2013 Pathway Project-Indoor Pool to Atkins Road
 - 5.3 Project Status Report
 - 5.4 BC Transit-Monthly Revenue
- 6. Outstanding Business**
 - 6.1 NGTP Rainbow Road Phase
 - 6.1.1 Working Group Deliberations-Commissioner Simpson
 - 6.1.2 Working Group Meeting Notes-March 5, 2014
 - 6.1.3 Next Steps
 - 6.2 Bus Shelter Update-Commissioner Williams
 - 6.3 PCP 2014 Project Update-Commissioner Denyer
 - 6.4 Regional Transportation Plan Feedback-Commissioner McLennan
- 7. New Business**
 - 7.1 SS Transit upcoming events: Commissioners McLennan and Williams
 - 7.1.1 Media Event re 2013-2014 ridership
 - 7.1.2 Service Review Open House
 - 7.1.3 Stakeholder Workshop
 - 7.2 Reimbursement Commission McLennan Expenses



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8. Correspondence/information

- 9. Motion to Close Meeting** in accordance with the Community Charter Part 4, Division 3, Section 90 (1)(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public

10. Adjournment

Communications and Information only items-see appendix A thru C

- A. Correspondence Summary
- B. ICBC Crash Location Data
- C. News Article- Globe and Mail-Urban Walking



Making a difference...together

**Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission
Held February 18, 2014 145 Vesuvius Bay Road, Salt Spring Island, BC**

DRAFT

PRESENT: **Director:** Wayne McIntyre
Commission Members: Donald McLennan (Chair), Robin Williams (Vice-Chair), Andrew Haigh, Ross Simpson, Sheryl Taylor-Munro, Dennis Fortin, Kevin Bell
Staff: Karla Campbell, Senior Manager; Keith Wahlstrom, Contract Engineer; Michele Akerman, Recording Secretary

ABSENT: **Commissioner:** Nigel Denyer

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

1. Approval of Agenda

MOVED by Commissioner Taylor-Munro, **SECONDED** by Commissioner McLennan, That the agenda be approved as amended with the following change:
Item 3 [Presentations/Delegations] be moved to Item 2 listed as 2.1, 2.2
Item 5.1 [Reports] be moved to Item 3

CARRIED

2. Presentations/Delegations

- 2.1** Ken Marr, President, Windsor Plywood, requested clarification regarding remarks made at January 21, 2014 Transportation Commission meeting in regards to parking fronting Windsor Plywood on Rainbow Road; and the use of Kanaka Road as an alternate pedestrian path. He is concerned with loss of parking on Rainbow Road and wants to ensure that he is included in consultation. It was suggested that Mr. Marr write a letter to the commission with his questions and concerns and that Mr. Marr attend future commission meetings. Director McIntyre will meet with Mr. Marr to discuss further.
- 2.2** Harold Swierenga, FAC Chair, advised that cuts to ferry route 6 with impact to the Vesuvius bus schedule on April 28; and cuts to ferry route 9 will affect the Fulford Schedule in October 2014. He will be attending a meeting February 25th in Swartz Bay with BC Ferries to finalize the schedule revisions. Commissioner McLennan asked Mr. Swierenga to prepare a summary of changes for the Commission.

3. Reports

Peggy Dayton, Financial Analyst, presented the five year transit and transportation operating and capital budget. There was discussion regarding the transit advertising budget, and the fact that this year may be different because of more open houses, service reviews, advertising in the papers for schedule changes, etc.

Questions arose concerning the bus shelter reserve if it included the \$5,000 donation from the Salt Spring Foundation; items under the transportation operating budget, specifically rent for Portlock, auxiliary wages and EA Engineer and support. Senior Manager Campbell explained that resources are used for pathway maintenance, repair work, minutes, etc.

MOVED by S. Taylor-Munro, **SECONDED** by R. Williams

That the Transportation Commission establish a capital reserve fund to provide for expenditures related to capital infrastructure works.

CARRIED

4. Adoption of Minutes

December 9, 2013 Special Meeting Minutes

Amend item 3, paragraph 3 read: Discussion ensued around encouraging the Ministry of Transportation to build the roundabout (Lower Ganges/Upper Ganges).

January 21, 2014 Special Meeting Minutes

1. Amend item 4.1; bullet four to read: CRD Regional Transportation Plan recommends expanding the program in rural areas of the Municipality and Electoral Areas.
2. Amend item 5.1 to read: Chair McLennan presented a PowerPoint presentation. Commissioner Haigh and Denyer provided background and additional information. Commissioner Simpson reviewed the GANTT chart.
3. Amend item 5 to: A further discussion was had concerning the following
4. Amend item 5 to: Consistency of Commissioner Simpson's name

MOVED by Commissioner Taylor-Munro, **SECONDED** by Commissioner Simpson.
That the minutes of December 9, 2013 Special meeting and January 21, 2014 Regular meeting be adopted as amended.

CARRIED

Senior Manager Campbell and Commissioner McLennan to discuss the requirements of passing a motion versus Commission endorsing a draft letter to BC Ferries regarding funding cuts to ferry service.

5. Directors Remarks

Director McIntyre reported the Ferry Action Alliance is up and running, website to go public. Already taken action with the various groups, Transportation Select Committee, with the CRD Board Chair and the Chief Administrative Officer to get a strategy and support at the Board level. Union of BC Municipalities is looking at the cost impact and preparing a response to the provincial government. Had a meeting with the Executive of the BC Chamber of Commerce, who have also published a position paper. Will be on CFOX tomorrow talking about the Salt Spring Island governance.

6. Project Status Report

Commission Williams asked what the status was with our asphalt credit for the Lower Ganges Road paving. Senior Manager Campbell advised that it is still be negotiated but that there will likely be an asphalt credit that can be applied to another paving project.

7. Outstanding Business

7.1 NGTP Rainbow Road Phase

7.1.1 Memorandum February 5, 2014 re: NGTP Rainbow Roads Issues

Capital budget estimates must include an allocation for outside consultants, overhead costs, property acquisition and construction contingencies.

Parking/multi-use pathway conflicts with existing businesses and School Board office.

Impacts on overall parking

Property acquisitions approvals required.

Scope of work yet to be finalized and final decisions on asphalt and pathway, improvements to east side of Ganges Road; and Rainbow Road turning lane.

7.1.2 Review of Project Key Elements

Background document reviewed for information only

7.1.3 Working Group Formation

Discussed the formation of a working group and proposed terms of reference. The working group would be comprised of Commission Members, interested public, School Board representation and the Partners Creating Pathways (PCP) group. The Working Group will make recommendations to Commission.

Commissioner Williams advised that the working group membership is open to all interested commissioners and all interested members of the community as long as they meet criteria. They have to have some method to contribute rather than just being an observer. The working group will convene a meeting February 20, 2014 at 4:00pm at the Building Inspection offices in the Mouat Room.

MOVED by Commissioner Williams, **SECONDED** by Commissioner Taylor-Munro That the Salt Spring Island Transportation Commission forms a working group on the Rainbow Road project, and further that the terms of reference be as follows:

1. Strive to achieve consensus on a design option for the Rainbow project which would meet the following objectives:
 - a) It would meet the basic safety needs of the project as per the original intent of the James Report (2007)
 - b) It would take long term maintenance into account
 - c) It would be likely to garner community support
 - d) It would be affordable in keeping with the Budget Motion passed by the SSITC in December 2013
2. All interested commissioners would be welcome to join the working group
3. Invite representatives from the School Board and from the Partners Creating Pathways to join the working group to facilitate the process of reaching a community consensus on the way forward
4. Refer all findings back to the monthly meeting of the SSITC for discussion in the public domain

CARRIED

7.2 Bus Shelter Update

A contract is in place for the Structural Engineer to prepare engineered drawing.

7.3 PCP 2014 Project Update

PCP and Island Pathways announced their latest pathway project on Upper Ganges Road from Churchill Road to Long Harbour Road. Completed surveys and design sketches for this route. Meetings with stakeholders and neighbours will be organized soon. Construction is targeted for early summer 2014.

8. New Business

8.1 Salt Spring Island Ferry Advisory Committee

MOVED by W. McIntyre, **SECONDED** by R. Williams,

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 and this arrangement will be reciprocal.

CARRIED

8.2 Street Sweeping and Ministry of Transportation Infrastructure Guidelines

There was discussion regarding debris collecting in the bike lane. Ministry of Transportation will conduct site visit to review the situation and consider options to address the issue.

8.3 Regional Transportation Plan

Commissioners Denyer, Taylor-Munro and McLennan are working on this document and sent a lengthy list of questions to the Project Manager at the CRD John Hicks, who responded.

Commissioner John Tylee, from the Economic Development Commission, will be taking the draft to an EDC meeting and they may want to add comments to document after their meeting next week.

Questions arose concerning why the Harbour Authority is not mentioned in this draft; Harbour traffic and connecting with other islands; Pedestrian infrastructure and Boardwalk.

Director McIntyre mentioned that the EDC is already working on this as part of the Experience the Gulf Islands project.

Commissioner Bell to provide Commissioner McLennan with some information pertaining to the Harbour's traffic and transportation.

8.4 CRD Active Transportation

MOVED by R. Williams, **SECONDED** by K. BELL

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.

CARRIED

9. Correspondence/Information

The following 3 items are deferred to the March 18, 2014 meeting:

- 9.1** Email Correspondence
- 9.2** ICBC Crash Location Data
- 9.3** Email dated Feb 13, 2014 re U-Pass

9.4 Artspring

MOVED by R. Williams, **SECONDED** by A. Haigh
That ArtSpring's request for round trip special transit service to transport members of the Elektra Women's Choir from Fulford Harbour to ArtSpring on February 23, 2014 be approved.

CARRIED

10. Adjournment

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

CARRIED

Karla Campbell, Senior Manager
Salt Spring Island Electoral Area

Donald McLennan, Chair
Salt Spring Island Transportation Commission

SSI Transportation Capital Project Funding Worksheet
 All Expenditures and Funding
 2014 - 2018

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Balance in Fund	165,800	365,800	396,100	182,560	527,150
Additions					
CRD	52,000	308,300	306,460	304,590	302,670
CWF	200,000	200,000	200,000	200,000	200,000
MOTI	-	-	1,000,000	-	-
Pathways	35,000	25,000	25,000	25,000	25,000
Total Additions	287,000	533,300	1,531,460	529,590	527,670
Use					
NGVTMP	(20,000)	(483,000)	(1,725,000)	(115,000)	-
Pathways	(65,000)	(20,000)	(20,000)	(40,000)	(50,000)
Visitor Centre	(2,000)	-	-	(30,000)	(30,000)
Total Use	(87,000)	(503,000)	(1,745,000)	(185,000)	(80,000)
Ending Balance in Fund	365,800	396,100	182,560	527,150	974,820
Ending Balance by Project					
NGVTMP	365,800	356,100	-	100,000	300,000
Pathways	-	25,000	50,000	75,000	100,000
Visitor Centre	-	15,000	30,000	15,000	-
No Project	-	-	102,560	337,150	574,820
Total	365,800	396,100	182,560	527,150	974,820
Ending Balance by Funding Source					
CRD	65,800	291,100	132,560	352,150	574,820
CWF	300,000	80,000	-	100,000	300,000
MOTI	-	-	-	-	-
Pathways	-	25,000	50,000	75,000	100,000
Total	365,800	396,100	182,560	527,150	974,820

SSI Transportation Capital Project Funding Worksheet
 NGVTMP Expenditures and Funding
 2014 - 2018

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Balance	165,800	365,800	356,100	-	100,000
New Funding:					
Operations	20,000	273,300	168,900	15,000	-
Community Works Funds	200,000	200,000	200,000	200,000	200,000
Ministry of Transportation	-	-	1,000,000	-	-
Total New Funding	220,000	473,300	1,368,900	215,000	200,000
To be spent:					
Rainbow Rd Multi use pathway from LGR to pool	(20,000)	(420,000)	-	-	-
Roundabout LGR/UGR	-	-	(1,000,000)	-	-
Sidewalk/bike lanes LGR from rd to Rainbow	-	-	(500,000)	-	-
Rainbow Rd southside pathway	-	-	-	(100,000)	-
Soft costs - 15%	-	(63,000)	(225,000)	(15,000)	-
Total Spending	(20,000)	(483,000)	(1,725,000)	(115,000)	-
Ending Balance	365,800	356,100	-	100,000	300,000

SSI Transportation Capital Project Funding Worksheet
 Pathways Projects Expenditures and Funding
 2014 - 2018

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Balance in Capital Reserve	-	-	25,000	50,000	75,000
Funding:					
Operations	30,000	20,000	20,000	40,000	50,000
PCP	35,000	25,000	25,000	25,000	25,000
Total New Funding	65,000	45,000	45,000	65,000	75,000
Expenditures					
Booth Canal Project	-	-	-	-	-
Pathway from Indoor Pool to Atkins Rd	-	-	-	-	-
2 pathways on UGR feeding the core	(65,000)	-	-	-	-
PCP new pathway	-	(20,000)	(20,000)	(40,000)	(50,000)
Total Expenditures	(65,000)	(20,000)	(20,000)	(40,000)	(50,000)
Ending Balance in Capital Reserve	-	25,000	50,000	75,000	100,000

SSI Transportation Capital Project Funding Worksheet
 Sidewalks Projects
 2014 - 2018

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Balance in Capital Reserve	25,800	25,800	25,800	25,800	25,800
Funding:					
Operations	-	-	-	-	-
Total New Funding	-	-	-	-	-
Ending Balance in Capital Reserve	25,800	25,800	25,800	25,800	25,800
Beginning 2014 balance consists of:					
Murakami	16,000				
Tottmann	4,900				
Ogilvie	4,900				
Total	25,800				

**SSI Transportation Capital Project Funding Worksheet
 Island at Visitor Centre
 2014 - 2018**

	<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
Total New Funding	2,000	15,000	15,000	15,000	15,000
To be spent: Island at Visitor Centre	(2,000)	-	-	(30,000)	(30,000)
Total Spending	(2,000)	-	-	(30,000)	(30,000)
Ending Balance	-	15,000	30,000	15,000	-

**SSI Transportation Capital Project Funding Worksheet
 Unallocated Reserves
 2014 - 2018**

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Beginning Balance	-	-	-	102,560	337,150
New Funding Operations	-	-	102,560	234,590	237,670
Total New Funding	-	-	102,560	234,590	237,670
Ending Balance	-	-	102,560	337,150	574,820

**SSI Transportation - 2013 Pathways Project
Pathway from Indoor Pool to Atkins Road**

FUNDING	
Transportation Operating Budget	15,000
CRD Parks & Rec	9,860
Island Pathways	5,000
TOTAL FUNDING	29,860
EXPENDITURES	
CRD Staff Travel	14
Advertising	151
Earth Heart Fencing	28,328
Flash Flagging	120
Pro West Services	463
JE Anderson	582
CRD Parks & Rec	202
TOTAL EXPENDITURES	29,860

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>CRD Regional Parks have a \$50,000 budget for a feasibility study and detailed design drawings for improving safety for pedestrians and cyclist on Ganges Hill as a kick-off to the CRD Regional Trail on SSI. Contracts were signed in Autumn 2012 for survey and pre-design work. Report reviewed by Commission at 4/23/2013 meeting. Regional Parks presented three options with estimated costs at a well-attended public Open House on January 28, 2014. Public feedback was also sought by an on-line survey. CRD Regional Parks are to report the survey findings to the SSITC in April/May. Some \$26,000 remains in the budget for any recommended further studies.</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. The project did not figure in the SSITC Budget Motion for 2014. Funding may or may not be available in 2014.</p>	
1.4. NGVTP Phase 1	<p>On August 8th the CRD Board approved the contract in the amount of +/- \$1.2 million for two bus pull-outs, intersection safety improvements, bike lanes and pedestrian pathways along approx 1 km of Lower Ganges Road. Notice to proceed with main contract was issued in November 2012 and was largely complete by the Autumn of 2013. An outstanding credit for outstanding asphalt work remains to be defined.</p> <p>Final costs TBA.</p>	<p>\$1,778,152 (B) \$ TBA (A)</p>
1.5. NGVTP Phase 2	<p>Design workshop held with CRD, MoTI, SSITC and JEA participation in October 2013 to review options for the next phases. SSITC passed a budget for the Rainbow Phase in Dec 2013 and endorsed the phase as the #1 priority for construction (along with new PCP projects). Completing the NGTP was also identified as a priority focus area in the CRD PCMP SSI Edition published in Dec 2013. The SSITC established a Working Group in February 2014 to amend the JEA design to bring down costs.</p>	
1.6. Rainbow Road Sidewalk - Southside	<p>JEA called for a sidewalk on the south side of Rainbow outside the NGTP when adjacent properties are rezoned for commercial use. The OCP also calls for sidewalks to be provided with any new commercial development.</p> <p>Funds have been accumulating in a CRD pathway reserve account for the south side pathway since 2011. MoT advised CRD that it would like to see an overview plan for Rainbow taking drainage issues into account rather than be presented with permit applications for individual sidewalk segments. The project is included in the SSITC budget for construction in 2017.</p>	\$25,800 (C)
1.7. Speed Limits	<p>Working group produced a comprehensive Summary report with a multitude of recommendations at the July 23, 2013 Commission meeting. The SSITC has not commented on the Draft Report.</p>	

Project	COMMENTS	Budget (B) Contributions (C) Actual (A)
<i>ITALICS - new information</i>		
<p>1.8. Bus Shelters</p>	<ul style="list-style-type: none"> • July 23, 2013 received quote of \$5k from local structural engineer to produce engineered drawings and final sign-off for the Matt Brain Moon Snail shelter for W side of Lower Ganges Road at Crofton • 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. • September 26, 2013 - issued RFQ for engineering designs • Dec. 17/13 – Commission advised fee proposal for engineered drawings comply with CRD insurance requirements. <p>Staff working with bus shelter designer to obtain quotes for construction costs.</p>	<p>\$20,000 (B) \$ TBA (C)</p>
<p>1.9. Pathway damage on Lower Ganges Road just west of Sharp Road</p>	<p>A claim was 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 was \$5,500. Claim denied by MoTI. Dec. 17/13 Commission approval to commence repair work. <i>Repair work completed</i></p>	<p>4,822 (B)</p>
<p>2. TRANSIT</p>		
<p>2.1. BC Transit Service Review and Handy-Dart</p>	<p>BC Transit has scheduled a comprehensive five-year Service Review of SS Transit to commence in April 2014. It will include a feasibility study for a Handy Dart type system which will take 6-12 months to complete and will be 100% funded by BCT.</p>	

Abbreviations:

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

**Salt Spring Island Community Transit
 Monthly Revenue Report**



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Total Vendor Sales	Jan-2014	Feb-2014	Mar-2014	Apr-2014	May-2014	Jun-2014	Jul-2014	Aug-2014	Sep-2014	Oct-2014	Nov-2014	Dec-2014	Total YTD
Monthly Passes - Adult	\$ 350	\$ 450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800
- Concession	400	320	-	-	-	-	-	-	-	-	-	-	720
Day Passes	20	30	-	-	-	-	-	-	-	-	-	-	50
Ticket Sheets *	2,167	1,681	-	-	-	-	-	-	-	-	-	-	3,848
Prepaid Fare Tickets													
Collected from fareboxes *	2,462	1,897	-	-	-	-	-	-	-	-	-	-	4,358
Farebox Cash Proceeds	8,033	7,530											15,563
BC Bus Pass Program Grant													-
Monthly Revenue	\$ 11,264	\$ 10,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,491

Cumulative Totals

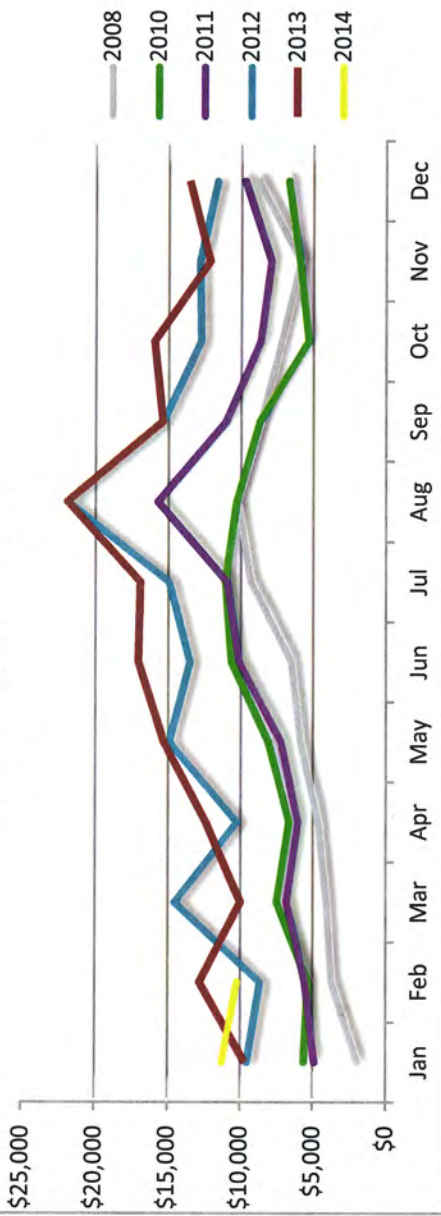
YTD Revenue	11,264	21,491	21,491	21,491	21,491	21,491	21,491	21,491	21,491	21,491	21,491	21,491	21,491
Unearned Revenue *	(295)	(511)	(511)	(511)	(511)	(511)	(511)	(511)	(511)	(511)	(511)	(511)	(511)
Less 2% Commission	(59)	(108)	(108)	(108)	(108)	(108)	(108)	(108)	(108)	(108)	(108)	(108)	(108)
Other Adjustments	-	20	20	20	20	20	20	20	20	20	20	20	20
Reconciliation to GL	10,911	20,892	20,892	20,892	20,892	20,892	20,892	20,892	20,892	20,892	20,892	20,892	20,892

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

Revenue Comparisons	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013 Monthly Revenue	9,687	12,821	10,005	12,384	15,284	17,046	16,926	21,918	15,366	15,962	12,136	13,560	173,094
2012 Monthly Revenue	9,578	8,662	14,540	10,240	14,945	21,766	7,030	21,926	15,374	12,785	12,868	11,650	161,365
2011 Monthly Revenue	4,899	5,540	6,822	6,043	7,221	10,116	10,954	15,731	11,024	8,650	7,912	9,737	104,648
2010 Monthly Revenue	5,640	5,344	7,523	6,646	8,103	10,651	11,070	10,318	8,719	5,387	5,957	6,724	92,083
2009 Monthly Revenue	6,424	5,993	7,480	6,829	7,678	8,246	11,571	10,284	7,781	7,812	5,131	6,939	92,169
2008 Monthly Revenue	1,942	3,734	4,074	4,635	5,871	6,493	9,318	10,228	8,612	7,192	5,895	8,810	76,803



Salt Spring Island Community Transit Monthly Revenue Comparison



Salt Spring Island Community Transit Yearly Revenue Comparison



SSITC Meeting 18 March 14
SSITC Working Group NGTP Rainbow Phase
Backgrounder

1. **Members**

- Ross Simpson, SSITC : WG Chair
- Sheryl Taylor-Munro, SSITC
- Nigel Denyer, SSITC (TBC)
- Donald McLennan, SSITC
- Jean Gelwicks, Chair, Partners Creating Pathways (PCP)
- Richard Shead, PCP
- Rod Scotvold, Secretary Treasurer, School District 64 Board (SD 64)
- Katherine Byers, School Trustee and Director, SD 64 Board
- Dave Henshall, Facilities Manager, SD 64

2. **Objective of the WG**

The Objective and Terms of Reference of the WG were agreed at the SSITC meeting Feb 18:

It will 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 infrastructure maintenance into account
- it would be likely to garner community support
- it would be affordable in keeping with the SSITC Budget Motion of Dec 2013
- in addition to any interested Commissioners, representatives from the SD 64 and PCP were invited to join the WG to facilitate the process of reaching a community consensus on the way forward
- all WG findings will be referred to the SSITC monthly meeting for discussion in the public domain.

3. **Background**

- the latest budget estimate for the project from CRD SSI is \$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 consultants in 2010
- the SSITC believes that such an elevated cost would not be supported by the community at large
- given that the project is wholly dependent upon SSI taxpayer support with a referendum to increase the SSITC requisition in Autumn 2014, the SSITC seeks design options to drastically reduce the cost

4. **Emerging Design Consensus**

WG discussion centered on the following design elements resulting in an emerging design consensus:

- reduce the width of the pathway from 4m to 1.8/2.5 meters
- delineate the pathway from the road thereby eliminating the need for asphalt curbing while retaining existing natural drainage swales and a rural "look"
- use pathway blend rather than asphalt for all segments of the pathway except those fronting the SD 64 Depot and Windsor
- invite PCP participation with their long experience of building pathways to CRD specifications
- retain provision for angle parking at SD 64 Depot by moving the pathway onto SD 64 property and by using hefty curbing where necessary to protect the pathway from parked vehicles while retaining as much of the existing asphalt as possible to minimize costs
- utilize asphalt for the 2.5m pathway and the 2.6m parking lane fronting Windsor Plywood
- defer all planned engineering changes at LGR/RBR until the next NGTP phase except moving the X-walk to the N side of the intersection. Postpone property issue talks with the Law Office. Deferring major re-engineering of the intersection also allows us to bring the project back to MoT as a "warranted" improvement.

5. Design Issues for Further Discussion

(a) Parking Lane

- introduction of a new paved 2.6m parking lane from the SD64 Depot to the GISS bus pull-out

(b) Windsor Plywood

- Ross, Donald and Sheryl met with Ken Marr on March 12
- Ken declined to consider the SD 64 option of moving the pathway onto private property which would allow for continued angle parking at this location
- Ken confirmed his understanding and acceptance of the fact that all CRD Directors have backed the project which he described as “to be expected given the motherhood nature of the proposal”
- however, he remains fundamentally opposed to the project and expressed preference for an alternative pathway routing on either Kanaka or SD 64 property behind Windsor; Ken was told that the SD 64 has confirmed to us that they would oppose any routing on school property
- Ken confirmed that he has no paperwork related to the handshake arrangement with MoT in 1992 nor any paperwork related to the costs incurred by him and the Murakamis to remove a berm on MoT to create parking for their businesses on the RoW
- Ken believes, correctly, that the proposed 2.6m paved parking lane from Windsor to the GISS bus pull-out provides no incremental parking since the shoulder is already used informally for this purpose
- he stated that he would explore with the Murakamis the option of seeking compensation from the taxpayer and CRD if the pathway goes ahead as planned resulting in lost parking spaces by converting parking from angle to parallel; we indicated that any negotiations would be the responsibility of the CRD and not the SSITC
- only parallel parking is legal at this location which means that conversion to parallel parking in fact would result in negligible loss of legal parking spaces in front of Windsor while greatly enhancing the safety of vulnerable road users

(c) The Murakamis

- arrangements are underway for Ross and Donald to meet the Murakamis

(d) SD 64 Board

- Ross, Sheryl, Donald and Jean made a Power Point presentation to an In Camera SD 64 Board meeting on March 12; the SD members of the WG introduced the subject of the emerging design consensus to their fellow Board members
- further discussion is needed concerning the exact location of the pathway between LGR and the SSES driveway to minimize the impact of the pathway on parking capacity at the Board office
- the SD 64 was asked to give careful consideration to the design of this pathway segment and whether in fact the parking lot could be reconfigured
- all agreed on the merits of moving the existing mail-box pull-out at the Board parking lot to the stretch between the SSES driveway and Kanaka Rd
- one Board member asked if the SSITC/CRD/MoT would be interested in taking ownership, maintenance and liability for the GISS bus pull-out in order to reduce the necessity of a pathway across the pull-out island thereby saving costs in the short term

6. Property Considerations

- SD 64 representatives will arrange to meet with CRD SSI staff in due course to discuss what arrangements might be made to allow for the RBR project to proceed given that the proposed pathway location is on SD 64 property in a number of project segments

7. Items for SSITC Discussion and Decision

- the WG seeks SSITC views on the pros and cons of including the proposed paved 2.6m parking lane component in the project at a cost of approximately \$45k adjacent to the soccer field
- the WG seeks SSITC consensus on the revised design described above
- alternatively, it would welcome SSITC endorsement of progress to date and any appropriate guidance regarding the ongoing work of the WG and the need to achieve consensus on an affordable design option

8. Next Steps

- SSITC to await endorsement of the design consensus by the SD 64 School Board
- SSITC to await acceptance by PCP of the invitation to participate in the project
- once endorsement is achieved all around, the SSITC will seek the approval of the CRD Project Manager to arrange a second Planning Meeting with JEA to seek their views on the two project segments fronting SD 64 and Windsor
- in the interim, Ross and Donald will follow through with their invitation to meet with the Murakami and the WG will seek a meeting with the School Parents Association

Ross Simpson, Chair, SSITC Working Group
Sheryl Taylor-Munro
Donald McLennan
12 March 2014

**North Ganges Transportation Plan (NGTP) - Rainbow Road Phase
SSITC Working Group : 05 March 2014 : 4.00-5.30pm
Meeting Notes**

1. **Present**

- Ross Simpson, SSI Transportation Commission (SSITC); WG Chair
- Sheryl Taylor-Munro, SSITC
- Donald McLennan, Chair, SSITC; WG notetaker and Secretary
- Richard Shead, Partners Creating Pathways (PCP)
- Rod Scotvold, Secretary Treasurer, SD 64 School Board
- Katherine Byers, School Trustee and Director, SD 64 School Board
- Dave Henshall, Facilities Manager, SD 64

Absent

- Nigel Denyer, SSITC

Observer

- Ken Marr, Windsor Plywood

2. **Objective of the WG**

Donald confirmed the Objective and Terms of Reference of the WG as agreed at the SSITC meeting Feb 18:
It will 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 infrastructure 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
- in addition to any interested Commissioners, representatives from the School Board and from Partners Creating Pathways were invited to join the WG to facilitate the process of reaching a community consensus on the way forward
- all WG findings will be referred to the SSITC monthly meeting for discussion in the public domain.

3. **Background**

- the WG recalled the fact that the latest budget estimate for the project from CRD SSI is \$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 consultants in 2010
- the SSITC believes that such an elevated cost would not be supported by 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, the SSITC seeks to identify design options to drastically reduce the cost

4. **Design Issues to Address**

The WG agreed to focus attention on the following design parameters:

- location and width of the planned pathway
- surface treatment of the pathway
- delineation of the pathway from the roadway and the rural 'look' of the project
- nature of planned intersection safety improvement at Lower Ganges Road/Rainbow Road
- proposed introduction of a new parking lane from the SD64 Depot to the GISS bus pull-out
- reconfigured parking in front of the SD 64 Depot and Windsor Plywood
- location of the pathway at the SD 64 Board office and its impact on parking lot capacity

5. Emerging Design Consensus

The discussion centered on the following design:

Surfacing

- use pathway blend rather than asphalt for the following segments of the pathway:
 - (a) pool to GISS driveway
 - (b) bus pull-out island
 - (c) bus pull-out to Windsor fence
 - (d) SD 64 Depot to Kanaka
 - (e) Kanaka Rd to Salt Spring Elementary School (SSES) driveway
 - (f) SSES driveway to Lower Ganges Road

Invite PCP Participation

- to help bring down costs, invite Partners Creating Pathways to consider participating in the project with their six-year experience of building pathways to CRD specifications; any eventual PCP assistance would pertain only to pathways surfaced with pathway blend

Location of Pathway

- delineate pathway segments (a), (b), (c), (d) and (e) from the road and the parking lane by reducing the width of the pathway to 1.8/2.5 meters and by retaining any existing swales between the pathway and the roadway or parking lane

School Board Parking Lot and SSES driveway to Kanaka

- pathway width 2.5m
- minimize the impact of the pathway on parking capacity at the Board office
- SD 64 representatives expressed concern about moving the fence any more than 0.5m into the parking lot; if it proved to be possible to move the fence 1.5m into the parking lot, it would allow the existing swale to be retained.
- otherwise, pathway construction would require filling the swale and installing a “French” drain at additional expense
- the SD 64 were asked to give careful consideration to the design of pathway segment (e) and whether in fact the parking lot could be reconfigured.
- move the existing mail-box pull-out at the Board parking lot to the stretch between the SSES driveway and Kanaka Rd

Narrow the Pathway where necessary

- narrow the pathway where necessary to deviate around obstacles like power poles, trees, mail-box pull-outs and hydrants to reduce the high cost of moving these items

SD 64 Plant Services Depot

- reduce the width of the asphalt pathway to 2.5m fronting the SD64 Depot
- retain provision for angle parking at this location by moving the pathway on to SD 64 property fronting the Depot
- use hefty curbing where necessary to protect the pathway from parked vehicles
- retain as much of the existing asphalt as possible to minimize costs

Windsor Plywood

- pathway width 2.5m
- the SSITC representatives agreed to meet with Windsor representatives at the first opportunity to discuss the project design for the segment fronting the Windsor property
- Windsor will be asked if the SD 64 option of moving the pathway onto private property might be of interest in order to retain provision for angle parking at this location

New Parking Lane

- retention of the 2.6m parking lane as JEA designed from Windsor to the GISS bus pull-out would be the subject of further discussion

GISS Playing Field Pathway Segment

- pathway width 2.5m
- retain the existing swale and natural drainage wherever possible thereby eliminating the need for a rolled asphalt curb at this location
- this has the double advantage of: (1) eliminating the cost of an asphalt curb; and (2) retaining a more natural rural “look” for the project
- construction expected to be straightforward

Bus Pull-out Island

- by reducing the width of the pathway to 1.8m, it is possible to align the pathway between the existing mail-box pull-out and all trees
- construction expected to be straightforward
- install a new X-walk across the GISS driveway

Pool to Bus Pull-out

- pathway width 1.8m
- construction expected to be straightforward while avoiding all trees

Rainbow/Lower Ganges Intersection

- as per the JEA design:
 - move the existing X-walk on LGR from the southern side of the RBR intersection to the northern side of the intersection
 - install a new X-walk crossing RBR at LGR
- otherwise, defer any further intersection improvements at this location until construction of the next NGTP phase on LGR between RBR and the planned roundabout thus postponing consideration of property issues with the Law Office with resultant savings in costs and potential project delays
- postponing major re-engineering of the intersection also allows us to bring the project back to MoT in due course as a “warranted” improvement; this would open up the option of seeking a funding contribution from MoT for this project element

Rainbow/Kanaka Intersection and SSES Driveway

- retain the JEA designs for intersection improvements by adding X-walks at RBR/Kanaka and at the SSES/RBR driveway entrance

Ken Marr departed the meeting at 5.00pm.

6. Property Considerations

- SD 64 representatives will arrange to meet with CRD SSI staff to discuss what arrangements might be made to allow for the RBR project to proceed given that the proposed pathway location is on SD 64 property in a number of project segments

7. Next Steps

- SSITC reps will meet with Ken Marr at the first opportunity
- a SSITC/PCP delegation will make a presentation to the SD 64 Board on March 12 regarding the history of the project and the need to achieve consensus on an affordable design option

SSITC Working Group

DRAFT

Salt Spring Island Transportation Commission

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

T 250-537-4448

March 1, 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. Please be aware that the SSITC also worked closely with the SSI Community Economic Development Commission (CEDC) in drafting this collective feedback. In that sense it can be said to reflect the views of both the SSITC and the CEDC.

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.
- 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.

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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..."*.
- the SSI CEDC strongly supports the integrated plan - from an economic development perspective, SSI and SGI are parts of the same community, and planning should recognize this. The CEDC works closely with SGI peers and better linkages - mainly pedestrian/small loads based - are a constant issue, whether it is about getting SSI products to SGI markets or building infrastructure that allows more health/social services to be provided by island-based, rather than Victoria based, professionals.
- You kindly confirmed that the intent of an integrated transportation plan for SSI is to consolidate existing plans and identify priorities.
- Thank you for confirming that the CRD would involve SSI in scoping the plan. The SSITC and also the CEDC 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'.
- we agree with this in the context of finding more environmentally friendly ways of transporting folk among islands. But consideration should also be given to including in the balance economic objectives - the current uproar about ferries is at least partly because BC Ferries did not consider the economic costs of its decisions
- You have indicated that the exact funding source would be determined within the scope of the plan.
- the SSITC is somewhat leery about the risk of hiring more consultants at the cost of potentially draining 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.

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.
- CRD is only responsible for Fernwood dock on SSI; other facilities fall under the SS Harbour Authority, which has a focus on fishing, but also serves all other types of boating. It could be challenging to integrate the two areas without also integrating the harbour management and objectives.
- perhaps the service review could look at this question when developing terms of reference

Regional Trails

- 'Experience the Gulf Islands' (ETGI) has been an initiative of the SSI and SGI Economic Development Commissions that will be going to CRD Regional Parks this Spring
- it 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.

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

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- 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

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 played a key role in introducing 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 CEDC are determined to address this matter
- CEDC 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 CEDC 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 CEDC 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 RTP 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 on SSI
 - 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 with the support of CRD Regional Parks
 - Implementation of the recently-published PCMP SSI Edition with recommended cycling 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.

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 unregulated at the present time;
 - and provision for a concept design for a landscaped pedestrian island in Ganges as a tentative step towards making Ganges more pedestrian-friendly

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

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 rideshare 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 CEDC
- 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

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- The by-pass has been looked at for some time and it will not be easy to implement. The proposed by-pass (Atkins Road to around Charlesworth Road) would go through part of Mouat Park. This would be somewhat controversial. Secondly the grade for such a road would likely require blasting and cutting to get it down to a reasonable slope. The result might be to render the properties on either side of the road more difficult. The prospect of ever having a Ganges By-pass route is recognized by all as a long-term objective
- 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 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
- we cannot simply leave planning for the bypass to the Trust - in every well-functioning local government, planners and transportation planners work hand-in-glove on projects like this because, as noted above, transportation and economic land uses are totally intertwined. Planning the bypass needs to be a Trust/SSITC/RTP collaboration
- while completion may be long term, planning has to start now. The original plans were made in the late 1980s and have now apparently been lost; meanwhile, the need has increased and the price of land acquisition has escalated. And it seems like a lost opportunity to consider detailed plans for infrastructure like Ganges Hill without considering how needs might change with construction of a bypass
- at least one OCP Ganges study has recommended the bypass for emergency preparation purposes - there is only one north-south road on the island, with Ganges/Ganges Hill as a potential pinch point - an important consideration in thinking about resilience, especially with a potential move of the main fire hall from downtown to the north of Ganges.

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.
- It is acknowledged that it is difficult to reasonably compare per capita spending on transportation throughout a region as diverse as the CRD. Unlike the major urban centres in the CRD, SSI has a small commercial base. The tax rate on commercial properties on SSI is 2.45 times the residential rate. So if a tax requisition is going to be \$10 for a residential property that same requisition will cost a business \$25. Having relatively fewer businesses means the tax requisition is concentrated on a small base. Per capita spending is only one means to compare spending from one area to the next and may not be an appropriate comparable in all instances.

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.

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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.

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 vulnerable road users 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
- improved road architecture 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

tel:

e-mail: ;

cc Mr John Tylee, Chair, SSI Community Economic Development Commission

**SSITC Meeting 18 March 14
SS Transit Upcoming Events
Need for SSITC Volunteers and Feedback**

BC Transit is planning two major events for Ganges in early April. BC Transit originally planned the events for late March. Unfortunately, BCT senior execs are not available in late March.

So it has been decided to aim for April 4-5. This scheduling has the following advantages:

- the BCT "Future Bus" is available; it is like a BCT travelling Road Show with lots of interactive technology on board which will be ideal for surveying the public as part of the SS Transit Service Review Open House.
- Have a peak at the Future Bus at the link: <http://www.bctransit.com/transitfuture/gallery.cfm>
- April 5 coincides with the season opening of the Saturday Market in Ganges
- the SS Transit amended schedule should be available by then to tie into the new BC Ferries schedule
- BCT executives are available

The only downside to the April scheduling is that it will be too late to launch a "quick win" service expansion in Summer 2014 (eg Ruckle Park summer service) if the Service Review points in that direction.

Two events are planned to coincide over two days Fri 04 April and Sat 05 April. Myrna Moore expects strong representation from the BC Transit executive with as many as five persons coming to Salt Spring.

Media event : Friday April 4th : 11am (time TBC)

- to celebrate the 100k ridership milestone
- use the Future Bus as the venue
- tentative start time 11am

Two-day Open House : Friday and Saturday April 4-5 : launch the Service Review

- use the BC Transit Future Bus as the venue
- arrangements have been made with the RCMP, MoT (Colin Coulter), MainRoad (Dale Johnson) to allow for the parking of the Future Bus all day Friday and Saturday on LGR adjacent to the Visitor Centre bus stop
- Island Pathways has generously agreed to lend their tent for installation in front of the Visitor Centre bus shelter in case of inclement weather (as we did for the BCT Rider Appreciation Day celebration two years ago)
- and finally, arrangements have also been made with Dave Henshall, SD 64 Facilities Manager for overnight parking of the Future Bus in the gated SD Depot on Rainbow

Since BC Transit has no staff on SSI, Myrna, the Service Review Project Manager Adam Cooper will be very reliant as always on SSITC volunteer support for all advance visit arrangements and for support during the two-day events. The SSI Chamber (Janet Clouston) is also enthused, on board and keen to help if necessary.

Communications

As for communications, Robin, Wayne and I will probably have plenty of opportunity to work with Meribeth Burton, BCT Corporate Spokesperson with whom I have worked closely on several occasions in the past. Meribeth is always good at coordinating her media strategy with Andy Orr and his team. One additional person from the BCT Marketing Department who will be a key person in assisting Adam with the public consultation process is Kealey Pringle. Her contact info is: Kealey Pringle, M.A. Marketing and Communications Coordinator. Phone _____ | Fax: 250.995.5641 Cell: _____

As for spreading the word, an extensive list of stakeholders has been passed to Adam for communicating with specific individuals. I have also given Adam and Meribeth an updated list of SGI media contacts.

Need for SSITC Volunteers

I am quite sorry I will miss the events; I have been waiting a year to celebrate the 100k milestone. Judy and I are booked to travel to Europe April 1-21. I promised Myrna that I would be available to assist in supporting the two events right up to my departure from SSI on April 1st. But SSITC volunteers will be needed for the following tasks:

- collect the Island Pathways tent from Margaretha Nordine < m.nordine@ssitc.org > and set it up in front of the Visitor Centre by 0900am on Friday April 4. It may be necessary to dismantle the tent Friday evening and erect it again on Saturday morning. Dismantle the tent on Saturday afternoon and deliver it back to Margaretha.
- collect a table from CRD SSI at Portlock Park and deliver it to the Visitor Centre for the tent
- collect three plastic cones from Dale Johnson < djohnson@ssitc.org > at MainRoad. Set them up on LGR Thursday evening April 3 to reserve the parking space for the Future Bus from early Friday morning; the cones will need to be deployed again overnight Friday for Saturday parking
- the BCT crew may also need assistance with catering supplies; Judy helped the last time around by sourcing fresh strawberries at FoxGlove Farm, cupcakes, balloons etc; Myrna, Adam and Maribeth will know what they need and if they need help with any of this

Service Review Stakeholders Event

Now that the planning for the first public consultation and the passenger milestone celebration are nearing completion, Adam's mind is turning to the first stakeholder workshop and next steps in the Service Review process. Adam is hoping that the SSITC can provide him with some input to help for planning the dates / times and locations for the first stakeholder workshop. The first workshop will provide an opportunity for stakeholders to start getting engaged on some more technical aspects of the Service Review.

In general, the workshop will cover off some of the following key topics. (Please keep in mind this is Adam's preliminary list and it will be refined this as we move forward).

- Opportunities to further improve SS Transit to better meet the needs of local residents
- Custom Transit Service (handyDART or other)
- Planning for the future as your community continues to evolve, including service to any potential new major residential or business developments
- Existing bus schedule and Riders Guide: improving schedule consistency and clarity
- Marketing and community engagement strategies

In terms of timing, Adam says he will need some space after the first public consultation to digest the information and prepare a summary report to be shared with the stakeholders, and to plan the details of the workshop. He is tentatively thinking the week of May 5 might be a good time to roll out workshop number one. Adam wants suggestions from the SSITC about good locations or times to host the workshop. Or alternatively, if we have any flags to be aware of that may impact the success of the event, like major events on the island that we should not conflict with, etc.

On the latter note, I have checked with Janet Clouston at the Chamber. She does not see any events in May so far except Ruckle Farm Day on the 4th and of course Victoria Day weekend on May 19.

To sum up, Adam needs ideas as follows:

- location of the first Stakeholder Workshop
- timing - would the week of May 5 work?

Donald McLennan, SSITC
08 March 14

Payment Receipt

Imagine That Graphics
158 Eagleridge Drive
Salt Spring Island, B.C.
V8K 2K9

Received From:

SSI Transportation Commission
SSI Transportation Commission

Date Received 24/02/2014

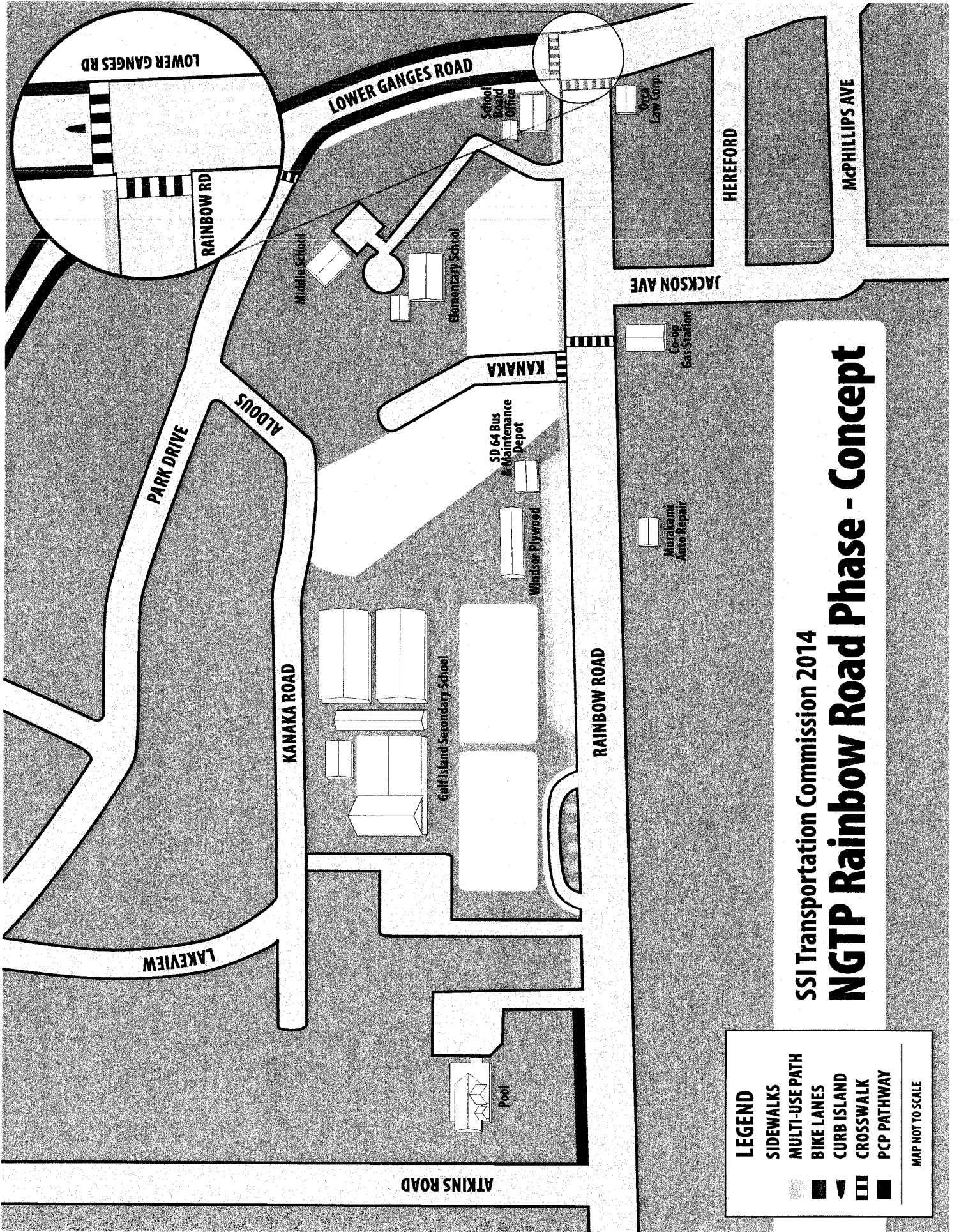
Payment Amount CAD 220.66

Payment Method VISA

Cheque/Ref. No.

Invoices Paid

<u>Date</u>	<u>Number</u>	<u>Amount Applied</u>
20/02/2014	14990393	CAD -220.66



SSI Transportation Commission 2014
NGTP Rainbow Road Phase - Concept

LEGEND

- SIDEWALKS
- MULTI-USE PATH
- BIKE LANES
- CURB ISLAND
- CROSSWALK
- PCP PATHWAY

MAP NOT TO SCALE

To: SSI Transportation Commission

Feb. 24, 2014

From: Doug Wahlsten, Valhalla Rd, Ganges;

Re: Planning for SSI, roundabouts, safety, etc.

I am responding to your request for feedback on the draft list of seven projects. It contains several that are clearly worthwhile, but I do wonder about roundabouts that are contemplated for Central and Lower Ganges. I have a number of related concerns about priorities.

I moved here in 2012 from Alberta and drive the roads of SSI frequently, using all three ferries and often going to Fernwood as well. I also walk into Ganges downtown several times each week and am an active runner who trots along many of the roads radiating outward from Ganges and Fernwood. Thus, I am quite familiar with SSI traffic. This experience leads to several comments.

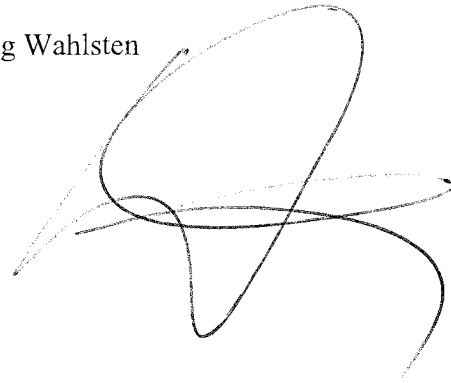
1. Generally speaking, it seems to me that traffic congestion is not a major impediment on SSI relative to most jurisdictions. Safety of cyclists and pedestrians, however, is much less than it should be on many roadways. I myself would like to ride a bike for fitness and pleasure, but it is just too dangerous on this island. I urge you to make safety paramount and give it much higher priority than traffic flow. Looking to the future, ever increasing ferry fares and service cuts mean traffic flow is going to become an even less serious issue.
2. In particular, the 4-way stop at Central works just fine as it is right now. The backup of traffic there never amounts to much and delays are almost always less than one minute. I can see no justification for spending money on a roundabout there when other projects clearly need to be done. Even the wait to turn left from Upper to Lower Ganges downstream from Moby's does not amount to much. Patience is always rewarded.
3. Safety: Although this item was not on your list at all, the lack of suitably painted lane markers on most SSI roads is a major traffic hazard at night, especially on our many dark and rainy nights. I recently drove from Central to Ganges on one such night and was at times hard pressed to perceive the roadway when there was oncoming traffic. Lane markers were effectively invisible and curves were quite sharp. Not a good combination. This is a danger that is easily remedied.
4. Safety: All runners, walkers and cyclists are acutely aware of the total lack of shoulders on many island roads. This should be given top priority in the interest of safety. It would also benefit motorists who might need to pull off the road from time to time, and it would greatly reduce night driving hazards if the edge of the pavement was not also the edge of the lane. In my experience, there is only one road on the entire island where there is a decent shoulder on both lanes: Long Harbour Road. That shoulder is wide enough that it is easily shared by walkers, runners and cyclists. I have run that route many times and never felt a need to dive into the blackberry brambles to avoid trouble. The same cannot be said of other roads such as Upper Ganges or Atkins Road. One thing that makes the shoulders on Long Harbour Road comfortable is the very gentle curves. Roadways with sharper curves warrant an even wider shoulder, but there is no road on the entire island having shoulders wider than Long Harbour Road.

5. It is quite true that making left turns onto Lower Ganges can be a challenge. If we consider the Ganges village core where traffic is heaviest, it is clear that the one factor making the situation not at all bad is the presence of pedestrian crosswalks at McPhillips, Hereford and Rainbow roads. Many times I have been able to make a left turn onto Lower Ganges because traffic had stopped while a pedestrian ambled across the street. Thus, motor vehicles and foot traffic are not necessarily antagonistic.

6. An expensive roundabout has been suggested for aiding a left turn from Upper to Lower Ganges. While trying to imagine the rules of the road for foot traffic at such a three-way intersection, I became quite dizzy. A runner can more easily deal with predictable moves of motor vehicles when there are stop signs, but two more stop signs there would be met with howls of protest. Those howls would be far louder than the ones now arising from vehicles trying to turn left onto Lower Ganges from Upper Ganges, for the simple reason that there is far more traffic on Lower than Upper. Meanwhile, pedestrian crosswalks could be added to that intersection where there are none now. A minor expense for improved safety.

Thank you for your attention to these thoughts.

Doug Wahlsten

A handwritten signature in black ink, appearing to be 'Doug Wahlsten', written in a cursive style with several loops and a long tail.



Making a difference...together

Salt Spring Island Electoral Area
145 Vesuvius Bay Road
Salt Spring Island, BC, V8K 1L8

T: 250.537.4448

www.crd.bc.ca

March 7, 2014

Doug Wahlsten
6 124 Valhalla Rd
Salt Spring Island BC V8K 2V1

RE: Transportation Planning

We are in receipt of your letter dated February 24, 2014 with feedback on some transportation issues facing Salt Spring Island. Your correspondence has been forwarded to the Transportation Commission for consideration.

Thank you for taking the time and effort in making your concerns known.

A handwritten signature in cursive script that reads "Campbell".

Karla Campbell
Senior Manager

pc: Transportation Commission



RECEIVED 100

acknowledge
pc: Transp Comm

Parks & Recreation Commission
145 Vesuvius Bay Road
Salt Spring Island, B.C.
V8K 1S3

John Calam
Unit
Brinkworthy Road
Salt Spring Island, B.C.
V8K 1S3
Feb. 22, 2014

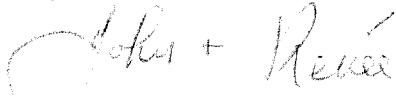
To whom it may concern,

Last week I phoned your office to report that a minor but nonetheless obstructive washout had occurred along the gravel footpath leading from Brinkworthy Road and located some 350 paces short of RCMP headquarters. My concern was that, no longer owning or driving a car, I now rely on a low-slung electric scooter for shopping or medical appointments at the Country Grocer, downtown Ganges, or at the Lady Minto Hospital. The scooter is heavy and low-slung however and as a consequence I was unable to navigate it over the washout rut without the danger of tumbling into the lower drainage ditch at the location in question.

To my considerable relief, when out walking yesterday I discovered that not only had the washout itself been corrected and resurfaced but also its *cause* had been counteracted by means of deepening the upper drainage ditch near where the little wooden foot bridge is located at the lower corner of Brinkworthy Meadow. Let me add that it is this sort of responsive public service that renders seniors' life on Salt Spring Island so flexible. So thanks to all of you who helped realize this particular drainage adjustment.

Best wishes,

John and Renée Calam





Making a difference...together

Salt Spring Island Electoral Area
145 Vesuvius Bay Road
Salt Spring Island, BC, V8K 1L8

T: 250.537.4448

www.crd.bc.ca

March 7, 2014

John Calam
Unit 2086 135 Brinkworthy Road
Salt Spring Island, BC V8K 1S3

RE: Pathway Repairs

Thank you for your letter dated February 22, 2014, expressing appreciation for the pathway repair work near Atkins Road. Your correspondence has been forwarded to the Transportation Commission who funded the repair work. We are glad to hear the pathway provides safe passage and is appreciated.

A handwritten signature in cursive script that reads 'K. Campbell'.

Karla Campbell
Senior Manager

pc: Transportation Commission



From: Donald McLennan <[redacted]>
Date: March 12, 2014 12:45:26 PM PDT
To: Dale Johnson <[redacted]>
Cc: Colin Coulter <[redacted]>, Island Pathways <[redacted]>, Karla Campbell <kcampbell@crd.bc.ca>, Wayne McIntyre <directorssi@crd.bc.ca>, Robin Williams <[redacted]>
Subject: Re: Lower Ganges Road bikeway sweeping

Dear Dale and crew

Allow me, on behalf of the Salt Spring Island Transportation Commission and all of our grateful cyclist constituents, to also thank you most sincerely.
Let us take this as a sure harbinger of Spring shall we not?

MoT's generous \$450k investment in the construction of this proud new bikeway as part of the SSITC/CRD North Ganges Transportation Plan sets a wonderful precedent for the three-way partnership to forge ahead on the remaining segments of the Plan. It is in the interest of all of us to enhance quality of life in Ganges and to make our roads safer for all users including motorists, pedestrians and cyclists.

Once again, with many thanks. With warm regards to all our friends at MainRoad and MoT.

sincerely

Donald

Donald McLennan, Chair
Salt Spring Island Transportation Commission
145 Vesuvius Bay Road
Salt Spring Island, BC V8K 1K3
e-mail:
tel: ()

On 2014-03-12, at 12:07 PM, Brenda Guiled wrote:
Hello Dale and Mainroad crew:

Not sure when you swept the bikeway, since my first trip to town in a while was yesterday.

What a pleasure to see it cleared off and, as a result, numerous cyclists happily

using it.

Thank you for this! Your responsiveness and care of this new, expensive community asset is much appreciated.

Brenda Guiled
Chair, Island Pathways

From: Donald McLennan
Date: February 16, 2014 7:34:00 PM PST
To:
Subject: **SS Transit Service Review**

Dear Lorinne

Allow me to introduce myself. I am a community volunteer serving with the Salt Spring Island Transportation Commission (SSITC). The SSITC is a group of eight volunteer commissioners appointed by the CRD who meet monthly with the mandate of advising the CRD on all issues pertaining to transportation on the island.

I received a call a couple of days ago from Mrs Hargreaves of the Lady Minto Hospital Auxiliary. Mrs Hargreaves asked me for a progress report on whether or not HandyDart may come to Salt Spring.

I promised to provide background information which hope you will pass on to her.

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 the feasibility of Handy Dart for Salt Spring
- 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.

A copy of the Terms of Reference for the Service Review is attached.

With personal regards.

Donald McLennan, Chair
Salt Spring Island Transportation Commission
145 Vesuvius Bay Road
Salt Spring Island, BC V8K 1K3
e-mail: _____
res: (250) 855-1111

From: Donald McLennan <donmclennan@crd.bc.ca>
Date: March 12, 2014 5:15:05 PM PDT
To: melissa weigel <melissa@ymail.com>
Cc: Myrna Moore <myrna_moore@bctransit.com>, Ineke de Jong <sstransit@telus.net>, Karla Campbell <kcampbell@crd.bc.ca>
Subject: **Re: potential Beaver Point bus route on SSI**

Dear Melissa

As Chair of the SSI Transportation Commission, I very much appreciate your taking the time to write.

The SS Transit Rider's Guide which is available on all buses states quite clearly that: **Decisions on fares, routes and service levels are made by the regional district [CRD] board based on public feedback and information provided by BC Transit.**

Public input is valued and appreciated.

The SSI Transportation Commission welcomes at all times enquiries regarding our award-winning bus system on Salt Spring.

SS Transit, its operator Ineke de Jong and its loyal stable of friendly drivers are doing an exceptionally fine job of building ridership and building loyalty as a first class transportation system. Salt Springers are rightly proud of this ever-building success story.

In fact, SS Transit has been so successful, we now find that requests for new service are outstripping our ability to fund them.

Last Autumn, with the needed and much appreciated support of BC Transit and the CRD, a service expansion was introduced including:

- o new service to Walker's Hook
- o expanded service to Fernwood
- o improved service to Vesuvius

We are always open to input from the community regarding new or expanded routes, And the question in your message couldn't be more timely. 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 next month 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

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 expansion must be pre-authorized by BC Transit and cannot be undertaken solely by CRD or by the SSITC.

Please stay tuned for more information concerning the upcoming Service Review. Thank you once again for your enquiry.
With personal regards.

Donald

Donald McLennan, Chair

Salt Spring Island Transportation Commission
145 Vesuvius Bay Road
Salt Spring Island, BC V8K 1K3
e-mail:
tel: (250) 725-7777

On 2014-03-12, at 10:02 AM, saltspring wrote:
Hello-

BC Transit is currently conducting a service review on Salt Spring. I have forwarded your email to the Transportation Commission Chair, Donald McLennan, to provide you with information and refer your request to BC Transit to consider while conducting their review.

Thank you-

Karla Campbell
Senior Manager, Salt Spring Island Electoral Area

<image001.png>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: melissa weigel [mailto:melissa@saltspring.ca] 1]
Sent: Wednesday, March 12, 2014 8:33 AM
To: saltspring
Subject: potential beaver point bus route on SSI

Hi there,

I am a Salt Spring Island resident and live off Beaver Point Road, near Beaver Point Hall. I am wondering if there is a chance that the bus route will expand so that a bus runs down that way and if so, when you anticipate that such a route might start and what it's schedule might be able to look like?

melissa

--

“It is our choices...that show what we truly are, far more than our abilities.” - Professor Albus Dumbledore

Tracey Shaver

From: Donald McLennan
Sent: Friday, January 31, 2014 2:36 PM
To: Tracey Shaver
Subject: SSITC meeting 18Feb14 - correspondence
Attachments: Report 2014RDS0112-0.pdf

From: "Lee, Tracy" <
Date: January 28, 2014 10:19:25 AM PST
To: Donald McLennan < >
Subject: RE: Your data request - Crashes and Top Crash Locations for Salt Spring Island

Hello Donald,

Please find attached the crash statistics for Salt Spring Island.

We also have an interactive crash map on [icbc.com](http://www.icbc.com/crashmap-vi) (<http://www.icbc.com/crashmap-vi>) that allows you to visually see intersections with crashes. Note that not all crashes are plotted on these maps; crashes between intersections or in parking lots are excluded.

Let me know if you have any questions.

Thanks,

.....
Tracy Lee

Research Project Advisor
Business Insights - Road Safety
ICBC building trust. driving confidence.

.....
151 West Esplanade (L299117)
North Vancouver | British Columbia | V7M 3H9
direct:

YEAR	CASUALTY	PROPERTY DAMAGE ONLY	Total
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

RANK	CASUALTY	PROPERTY DAMAGE ONLY	Total	Road Location
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

YEAR	CASUALTY	PROPERTY DAMAGE ONLY	Grand Total
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

RANK	CASUALTY	PROPERTY DAMAGE ONLY	Grand Total	Road Location
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	BEDDIS 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

From: Donald McLennan <[redacted]@crd.bc.ca>
Date: February 24, 2014 3:31:21 PM PST
To: John Tylee <[redacted]@crd.bc.ca>
Cc: Jean Gelwicks <[redacted]@crd.bc.ca>, Wayne McIntyre <[redacted]@crd.bc.ca>
<directorssi@crd.bc.ca>, Island Pathways <[redacted]@crd.bc.ca>, Robin Williams <[redacted]@crd.bc.ca>

Subject: Re: Urban walking is a legal high, so why are cities cruel to pedestrians?

John

What a wonderful article.

So intelligent in its portrayal of how to address the question of quality of life in an urban setting by focusing on a pedestrian-friendly environment.

Right now, the SSITC is having to fight to just get a pathway in the village school district.

Thank you for sharing. I will pass it on to all SSITC members.

Donald

On 2014-02-24, at 2:12 PM, John Tylee wrote:

Urban walking is a legal high, so why are cities cruel to pedestrians?

Elizabeth Renzetti

The Globe and Mail, Monday, Feb. 24 2014

It's marvellous what you see when you walk through the city at night. Watchful cats in windows, secret parking lots, a store that seems to sell only hockey jerseys and hookahs. Another store simply called "Sweater Place." The paradoxical life goals of cyclists who smoke as they pedal through the snow.

The other things you notice from your vantage point as a foot soldier in

the war between the pedestrian and the car is that the pedestrian is not winning. Drivers on phones cut you off, eyes focused on a mythical land that does not include actual people. There are few sidewalk benches where a traveller might stop to rest, eat or flirt, should flirting weather ever return.

I walked up one of Toronto's great boulevards to hear Jennifer Keesmaat, the city's progressive chief planner, talk about the benefits of walking. It was 15 below, and it was just me and the raccoons and the emergency workers and the sound of snow under my boots.

"We haven't done a very good job of planning our city for walking," said Ms. Keesmaat, and she might have been talking about any city on the continent. In her lecture, she asked why children don't walk to school more: Currently, only about 12 per cent of North American kids walk or cycle; the majority are driven. Just one generation ago, those figures were completely the opposite. Most kids walked (or lollygagged, more likely – but if they were late, it was their own fault).

This is a bizarre transition, considering the clear benefits that come from walking to school: Not just in terms of mental and physical health, and creating less pollution, but also in the immeasurable value to a child's sense of independence and freedom from the annoying world of adults. "What has happened to this adventure," Ms. Keesmaat asked, "this free, simple adventure?"

Simply, we have to rethink the way we share schools and sidewalks and roads. Like other Canadian cities, Toronto is bursting out of its stockings. The congestion will only get worse; Ms. Keesmaat's department has undertaken a major consultation on how people move, and how they would like to move, through the city's streets. One of those ways lies at the end of our legs. "We can transform the city through walking," she said.

The same night I listened to these heartening words, two pedestrians were killed by cars in Toronto, one of them an 18-year-old woman. If we are going to get serious about the most eco-friendly, brain-friendly

method of travelling, then the streets need to be safer and friendlier, particularly outside the downtown core.

Better crosswalks, more benches, improved sidewalks: These are tiny changes with huge benefits, but they require an act of public and political will, and thinking that leaps past the next electoral cycle. I would also throw people who drive through crosswalks into jail, but then I'd be writing this column from prison, since I've inadvertently done it myself.

If we were rational creatures, we'd incorporate the mountain of evidence into public policy. Just look at two recent studies: One, from the University of Pittsburgh, found that regular brisk walking can help slow the progress of age-related memory loss. The other, from researchers at St. Michael's Hospital in Toronto, found a correlation between walkable neighbourhoods and the onset of diabetes. Not surprisingly, people who lived with shops and transit within a 10-minute walk were less likely to develop the disease.

However, rational behaviour is not our defining characteristic as a species, as Charles Montgomery points out in his book *Happy City: Transforming Our Lives Through Urban Design*. He interviews an academic who studies the effect of walking on mental health: "Walking works like a drug, and it starts working even after a few steps."

So why aren't we better at incorporating this cheap, legal high into our daily lives? As Mr. Montgomery writes, it's a complicated problem involving conflicting building and planning goals, work patterns and short-term thinking – but we, the half-hearted walkers, are also to blame, in our desire for speed and convenience. Sometimes, we might just have to move more slowly and carry less crap around.

Which is fine if you're walking along a pretty street with brightly lit windows and the moon above, as I was when I left the lecture. It's not a walk I would have wanted to make across eight lanes of traffic, with not a soul or a shop in sight.