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SALT SPRING ISLAND TRANSPORTATION COMMISSION

Notice of Meeting on Tuesday, August 19, 2014 at 4:00 PM

145 Vesuvius Bay Road, Salt Spring Island, BC

Wayne McIntyre
Ross Simpson

Andrew Haigh
Nigel Denyer

Robin Williams
Sheryl Taylor-Munro

Dennis Fortin
Kevin Bell

AGENDA

- 1. Approval of Agenda**
- 2. Adoption of Minutes** of June 17, 2014 and July 22, 2014
- 3. Presentations/Delegations**
 - 3.1 Tania Wegwitz, BC Transit, Manager Operational Planning and Elicia Elliott, BC Transit, Senior Transit Planner re: Service Review Supporting Options and Next Steps**
 - 3.2 Harold Swierenga re: Salt Spring Island Ferry Advisory Committee Chair**
- 4. Reports-Chair and Director**
 - 4.1 BC Transit Monthly Revenue Report and Ridership**
- 5. Outstanding Business**
 - 5.1 Ganges Hill Biking and Walking Trail Feasibility Study**
 - 5.2 Pathway Update**
 - 5.3 Rainbow Road Drainage Study and CIPP Grant**
 - 5.4 Commission Vacancy**
- 6. New Business**
 - 6.1 BC Transit re: Implementation Plan Memorandum of Understanding**

That the Salt Spring Island Transportation Commission recommends the Capital Regional District approve the BC Transit Implementation Plan Memorandum of Understanding dated August 2, 2014.
- 7. Next meeting September 16, 2014**
- 8. Adjournment**

Communications and Information only items-see appendix A

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



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**Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission
Held June 17, 2014, 145 Vesuvius Bay Road, Salt Spring Island, BC**

Present: **Director:** Wayne McIntyre
Commission Members: Donald McLennan (Chair); Robin Williams; Andrew Haigh; Nigel Denyer; Kevin Bell; Sheryl Taylor-Munro; Ross Simpson, Dennis Fortin
Staff: Karla Campbell, Senior Manager; Keith Wahlstrom, Contract Engineer; Henry Kamphof, Senior Manager, Housing Secretariat (via Skype), Michele Akerman, Recording Secretary

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

1. APPROVAL OF AGENDA

MOVED by Commissioner Bell, **SECONDED** by Commissioner Fortin,
That the agenda be approved.

CARRIED

2. ADOPTION OF MINUTES

MOVED by Commissioner Bell, **SECONDED** by Commissioner Denyer,
That the minutes of May 20, 2014 be adopted with the following amendment:
Item 5.2 Bus Shelter, the motion should read as follows: That the Salt Spring Island Transportation Commission accept the Bellavance bid with a budget ceiling of \$12,000 and a glass budget up to \$3,000.

CARRIED

3. PRESENTATIONS/DELEGATIONS

3.1 Henry Kamphof, Senior Manager, Capital Regional District Housing Secretariat and Janis Gauthier JG Consulting Services re: 161 Drake Road

MOVED by Commissioner Taylor-Munro, **SECONDED** by Commissioner Bell
That item agenda item 6.2 [Islands Trust Referral ZZ-RZ-2013.9 Rezoning for Multifamily Affordable Housing Complex at 161 Drake Road] be moved up as item 3.1.

CARRIED

MOVED by Commissioner McLennan, **SECONDED** by Commissioner Taylor-Munro

- The Salt Spring Island Transportation Commission supports the recommendation of Islands Trust staff that the applicant provide evidence-based rationale to support the significant decrease of 60% required automobile parking; and
- that the Salt Spring Island Transportation Commission recommends that the applicant obtain a "traffic analysis and recommendation" pertaining to the possible need for a left-turn lane onto Drake Road from Fulford-Ganges Road; and
- recommends that the applicant construct a pedestrian pathway along the entire frontage of the property along Drake Road at their cost and that the pathway be built to Capital Regional District specifications; and

- for any areas of the pathway along this same frontage that are contained within private property that a statutory right-of-way be registered in favour of the Capital Regional District and in a form acceptable to the Capital Regional District; and
- the Capital Regional District assume the maintenance and liability upon acceptance of the completed works; and
- further supports the concept of a pilot project that may include electric vehicle charging stations and/or a car sharing program.

MOVED by Director McIntyre, **SECONDED** by Commissioner Williams,
That the motion be amended by removing the second bullet which reads: The Salt Spring Island Transportation Commission recommends that the applicant obtain a "traffic analysis and recommendation" pertaining to the possible need for a left-turn lane onto Drake Road from Fulford Ganges Road.

CARRIED

Commissioner Bell and Denyer voted against the amendment.

The main motion as amended with the final wording being as follows:

- The Salt Spring Island Transportation Commission supports the recommendation of Islands Trust staff that the applicant provide evidence-based rationale to support the significant decrease of 60% required automobile parking; and
- that the Salt Spring Island Transportation Commission further recommends that the applicant construct a pedestrian pathway along the entire frontage of the property along Drake Road at their cost and that the pathway be built to Capital Regional District specifications; and
- for any areas of the pathway along this same frontage that are contained within private property that a statutory right-of-way be registered in favour of the Capital Regional District and in a form acceptable to the Capital Regional District; and
- the Capital Regional District assume the maintenance and liability upon acceptance of the completed works;
- and further supports the concept of a pilot project that may include electric vehicle charging stations and/or a car sharing program.

CARRIED

4. MOTION TO CLOSE THE MEETING

MOVED by Commissioner Williams, **SECONDED** by Commissioner Taylor-Munro,
That Salt Spring Island Transportation Commission meeting be closed to the public in accordance with the *Community Charter*, Part 4, Division 3, 90(1) (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality; and (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

CARRIED

The Commission convened to a closed meeting at 4:30 pm and rose without report at 5:45 pm.

5. REPORTS CHAIR AND DIRECTOR

Chair McLennan provided a written report to the Commission.

Director McIntyre reported:

- The Chamber of Commerce and Community Economic Development Commission are hosting Minister Yamamoto, Minister of State for Tourism and Small Business at the Harbour House on June 20, 2014.
- The Community Economic Development Commission is hosting a workshop to discuss Salt Spring's economy, consider the CEDC's draft economic development strategy for the island, and explore opportunities for the CEDC and other organizations to partner in pursuing initiatives that will advance the economic resilience of the community

6. OUTSTANDING BUSINESS

6.1 Islands Trust Referral SS-RZ-2103.5 Rezoning and OCP Amendment at Bullock Lake 315 Robinson Road

MOVED by Commissioner Williams, **SECONDED** by Commissioner Bell

That the Salt Spring Island Transportation Commission recommends

- Should the Salt Spring Island Local Trust Committee approve the rezoning and OCP amendment of Bullock Lake Cottages, the Salt Spring Island Transportation Commission recommends that the Islands Trust accept the community amenity offered by the Owner/Applicant to facilitate pedestrian and cycling infrastructure by providing access to four meters of property adjacent to the existing highway allowance along the entire frontage of the property along Robinson Road; and
- the Owner/Applicant construct a separate multi-use pathway along this same frontage at their cost and that the multi-use pathway be built to Capital Regional District specifications; and
- for any areas of the pathway along this same frontage that are contained within private property that a statutory right-of-way be registered in favour of the Capital Regional District and in a form acceptable to the Capital Regional District;
- and further, that the Capital Regional District assume the maintenance and liability upon acceptance of the completed works; and
- a multi-use pathway will be required extending to Leisure Lane to join the pathway currently under construction; and
- a bus pull-out at this location on either side of Robinson Road is likely to be required in due course.

MOVED by Commissioner Bell, **SECONDED** by Commissioner Taylor-Munro

That the motion be amended by removing the bullet that reads:

A multi-use pathway will be required extending to Leisure Lane to join the pathway currently under construction.

CARRIED

Commissioners Denyer, Haigh, McLennan, Williams voted against the amendment

The main motion as amended with the final wording being as follows:

That the Salt Spring Island Transportation Commission recommends:

- Should the Salt Spring Local Trust Committee approve the rezoning and OCP amendment of Bullock Lake Cottages, the Salt Spring Island Transportation Commission recommends that the Islands Trust accept the community amenity offered by the Owner/Applicant to facilitate pedestrian and cycling infrastructure by providing access to four meters of property adjacent to the existing highway allowance along the entire frontage of the property along Robinson Road; and
- the Owner/Applicant construct a separate multi-use pathway along this same frontage at their cost and that the multi-use pathway be built to Capital Regional District specifications; and
- for any areas of the pathway along this same frontage that are contained within private property that a statutory right-of-way be registered in favour of the Capital Regional District and in a form acceptable to the Capital Regional District; and
- further, that the Capital Regional District assume the maintenance and liability upon acceptance of the completed works;
- a bus pull-out at this location on either side of Robinson Road is likely to be required in due course.

CARRIED

Commissioners Denyer, Haigh, McLennan, Williams voted against

6.2 Islands Trust Referral SS-RZ-2013.3 Rezoning and OCP Amendment- 119-150 Ashya Road

Director McIntyre left the meeting at 6:10 pm.

MOVED by Commissioner Bell, **SECONDED** by Commissioner Denyer
That the Salt Spring Island Transportation Commission advise Island's Trust that their interests are unaffected by the application to amend the Official Community Plan and Land Use Bylaw for 119 – 150 Ashya Road.

CARRIED

6.3 Special Group Trips and Special Transit Services

Commissioner Haigh left the meeting at 6:12 pm.

MOVED by Commissioner Bell, **SECONDED** by Commissioner Taylor-Munro
That the Salt Spring Island Transportation Commission delegate authority to the Chair to advise the Capital Regional District with respect to short notice Special Event Service requests made to the Salt Spring Island Transit when the timing makes it impossible to bring the matter before the full Commission for a decision.

CARRIED

7. New Business

7.1 Transit Monthly Revenues Report and Ridership numbers

For information only.

7.2 Transit 5 Year Operating Budget

For information only.

8. CORRESPONDENCE

**8.1 Email dated May 27, 2014 from Craig Richenback, Northern Youth Abroad
re: Request for two bus passes.**

It was generally agreed to by the Commission that the request for two bus passes be denied.

8.2 Clean Air Bylaw No. 2401

The Capital Regional District Board is considering a clean air bylaw banning smoking within the region in all parks, playgrounds, playing fields, public squares and bus stops and extending the current buffer zone for smoking from three metres to seven metres.

9. NEXT MEETING JULY 22, 2014

10. ADJOURNMENT

It was moved and seconded that the meeting be adjourned at 6:25 pm.

CARRIED

CHAIR

SENIOR MANAGER



Making a difference...together

**Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission
Held July 22, 2014, 145 Vesuvius Bay Road, Salt Spring Island, BC**

DRAFT

Present: **Director:** Wayne McIntyre
Commission Members: Robin Williams (Vice Chair); Andrew Haigh; Nigel Denyer; Kevin Bell; Sheryl Taylor-Munro; Ross Simpson,
Staff: Karla Campbell, Senior Manager; Keith Wahlstrom, Contract Engineer; Tracey Shaver, Recording Secretary
Excused: Dennis Fortin

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

1. APPROVAL OF AGENDA

MOVED by Commissioner Denyer, **SECONDED** by Commissioner Bell,
That the agenda be approved.

CARRIED

2. ADOPTION OF MINUTES

The Commission requested several changes to the June 17, 2014 meeting minutes. Minutes will be corrected as requested and brought forward for approval at the next meeting.

MOVED by Commissioner Taylor-Munro, **SECONDED** by Commissioner Simpson,
That the minutes of June 26, 2004 be approved.

CARRIED

3. PRESENTATIONS/DELEGATIONS

3.1 Brad Drew, Parks Facility Coordinator, CRD Regional Parks, re: Ganges Hill Biking and Walking Trail Feasibility Study

The focus of this presentation was to report on a public opinion survey gathered after the open house Regional Parks provided on January 28, 2014.

Option # 3, a widened unpaved shoulder on the west side of Fulford Ganges Road was seen as the most acceptable option by respondents.

CRD Regional Parks identify this stretch of the Regional Trail Route a priority for Salt Spring.

3.2 Nomi Davis, re: Cusheon Lake and Speed Watch Program

Ms. Davis provided a history of attempts to slow traffic in the area. A meeting is being organized between Ministry of Highways, RCMP, local MLA, and a Cusheon Lake resident representative. Ms Davis is requesting a representative from the Transportation Commission be included in this meeting. Director

McIntyre volunteered to be the representative and Commissioner Williams also expressed interest.

3.3 David Borrowman, Merchants' Mews Strata Council, re: Islands Trust Referral (SS-RZ-2014.1) - Rezoning Amendment at 315 Upper Ganges Road

Mr. Borrowman represents the strata council for this property and is in process of a rezoning application to remove some of the high-impact industrial uses permitted under the current zoning. No land is being developed and the property frontage is location outside the Ganges Village Pathway Network. The strata group is requesting the Transportation Commission accept cash in lieu instead of requiring a pathway to be buildt in order to gain support for this rezoning application.

4. REPORTS CHAIR AND DIRECTOR

Director McIntyre briefly reported on some of the community issues he is involved with.

Vice Chair Williams remarked on the 2005 parking study and suggested that it be revisited and revised to current conditions.

5. REPORTS

5.1 Partners Creating Pathways project status update

Commissioner Denyer reported on the the status of the current pathway project (Churchill to Leisure lane). A privacy fence has been installed for the Duthie Gallery by PCP volunteers which kept the cost to materials only. Tender process for this project is complete and awarded to local contractor, Charles Gosset, who submitted a significantly reduced cost estimate.

Next project for 2014 is a pathway along the roadside fronting the properties along the harbours end. Property owners are supportive.

Pathways planned for 2015 are to finish the connection on Atkins Road from Swanson to Rainbow Rd.

5.2 BC Transit Monthly Revenue

Received for information

5.3 June 2014 Revenue and Expense Report

Received for information

6. Outstanding Business

6.1 Rainbow Road drainage study status update

JE Anderson & Associates were recently asked to provide a technical evaluation of the drainage systems along Rainbow Road to supplement the drainage work they already completed as part of the Transportation Infrastructure Works for the North Ganges Village.

A comprehensive report was returned recommending a ten step process to complete the technical evaluation. The Commissioners requested to review the quote and defer comment until next meeting.

7. NEW BUSINESS

7.1 Commission Vacancy

A vacancy has occurred on the commission with the resignation of Commissioner McLennan. This vacancy has a term till the end of 2014. Advertisement will begin immediately with the desire to have a candidate appointed at the September 10, 2014 CRD Board Meeting.

7.2 PCMP Adjudication Working Group Appointment

Donald McLennan has requested to remain on the Pedestrian and Cycling Master Plan Adjudication Working Group.

The Commission generally agreed that Mr. McLennan would remain as a representative for Salt Spring Island as part of the PCMP Adjudication Working Group which is involved in the adjudication of funding towards the overall regional plan for active transportation.

7.3 Islands Trust Referral (SS-RZ-2014.1)-Rezoning Amendment at 315 Upper Ganges Road

The representative of the Strata Group presented some information as a delegation earlier in the meeting. Discussion surrounded whether or not to take funds from the application to support a rezoning amendment which will not cause any additional building capacity.

MOVED by Commissioner Taylor-Munro, **SECONDED** by Commissioner Bell That the Salt Spring Island Transportation Commission advise Islands Trust that their interests are unaffected by the rezoning application (SS-RZ-2014.1) at 315 Upper Ganges Road.

CARRIED

7.4 Active Transportation Bicycle Wayfinding Pilot Program Funding Application

Discussion surrounded whether or not additional signage would benefit the community.

MOVED by Commissioner Simpson, **SECONDED** by Commissioner Haigh That the Salt Spring Island Transportation Commission approve proceeding with submission of the Active Transportation Bicycle Wayfinding Pilot Program Funding Application.

CARRIED

7.5 Letter dated June 17, 2014 from Jaqualine Roussin, re: Pathway adjacent 280 Rainbow Road

Brief outline of project history was presented by Senior Manager Campbell. Correspondence was accepted for information.

7.6 Reimbursement for Donald McLennan's Expenses

MOVED by Commissioner Haigh, **SECONDED** by Director McIntyre That out of pocket expenses incurred for copying documents on behalf of the Salt Spring Island Transportation Commission be reimbursed to Mr. Donald McLennan.

CARRIED

8. NEXT MEETING August 19, 2014

9. ADJOURNMENT

It was **MOVED** by Commissioner Haigh, **SECONDED** by Director McIntyre that the meeting be adjourned at 5:55 pm.

CARRIED

CHAIR

SENIOR MANAGER

Salt Spring Island Transit

2014 Service Review: Supporting Options & Update



DRAFT – August 14, 2014

Capital Regional District



1.0 Introduction

Building on service options refined through a workshop held with the Salt Spring Island Transportation Commission (SSITC) and the Capital Regional District (CRD) on June 26, 2014, this document provides fare, marketing, fleet and infrastructure options for the consideration of local partners. It describes service standards and performance guidelines for the purpose of further developing those measures for the system, as well as outlines the proposed next steps in public engagement.

Once discussed with and refined by the CRD/SSITC, these options—as well as the service options previously refined with the CRD and SSITC on June 26, 2014—will form the basis of the materials to be presented for public feedback later this fall.

1.1 Update on Immediate Service Options Since June 26, 2014

At the June 26, 2014 preliminary service options workshop, the SSITC expressed that its priorities for 2014/15 expansion funding would be to implement expanded year round weekend evening service and Summer service to Ruckle Park, pending confirmation of impact on hours and vehicles.

The CRD and BC Transit collaborated to investigate these possibilities and confirmed that the Ruckle Park service could be introduced in Summer 2015 without requiring an additional vehicle and by using the balance of expansion hours remaining from the evening expansion. Therefore, the CRD and BC Transit have created and are in the process of approving an Implementation MOU for the following changes to the Salt Spring Island Transit System:

On **September 28, 2014**, add the following year-round changes to the schedule:

- On **Sundays**, add a 7:10pm route 2 Fulford Harbour trip and a 8:05 route 6 SS Connector trip to make evening service more consistent.
- On **all service days**, adjust the 8:05pm 6 SS Connector trip to route via Walker's Hook to provide better access to that neighbourhood and better align schedules with events at Portlock Park / Central Hall.
- On **Fridays and Saturdays**, add a 9:10pm 2 Fulford Harbour and a 10:05pm 6 SS Connector to better align with last ferry schedules at Fulford Harbour and Vesuvius Bay as well as enhance access to evening events and services.

On **June 24, 2015** (pending confirmation of ferry schedule change dates and fall 2015 public engagement outcomes), implement two daily summer season trips to Ruckle Park. Exact routing and timing to be confirmed through a detailed implementation service discussion document to be completed in Winter 2015.

The options presented in this report reflect these revised service options and the discussion of other service proposals which took place at the SSITC June 26, 2014 meeting.

2.0 Background

The Salt Spring Island Service Review is now underway, with the first of two phases of public consultation completed. Public engagement took place from April 2 to May 1, 2014 and included open house materials at the Saturday Market, an on-board survey of passengers, an online survey, project website, and a stakeholder workshop.

A Phase One Public Engagement Summary submitted to the CRD and SSITC in June provided a detailed account of feedback heard from the open house, on-board survey, online survey and stakeholder workshop. The June 20, 2014 Preliminary Service Options Discussion Document went

through in detail all of the community requests related to service. This August 14, 2014 document focuses on all of the other aspects of the system that are not service-related (i.e., not directly related to improvements to system routing and schedules).

The table below details the most commonly heard non service-related community priorities. Note that the priorities are listed in order of prevalence, with the most frequently heard comments at the top of each category.

**2014 Salt Spring Island Service Review:
Amalgamated Key Themes from Phase 1 Public Engagement**

Fares, Marketing	Infrastructure, Vehicles
<p>Fares</p> <ul style="list-style-type: none"> • Monthly pass sales earlier in month • Price break for youth, seniors: Family Travel Program? • UVic U-PASS <p>Marketing / Customer Information</p> <ul style="list-style-type: none"> • Online Trip Planner • More schedule information at key stops • More transit-related events and advertising, free days? 	<p>Infrastructure</p> <ul style="list-style-type: none"> • More shelters at bus stops • Expand size and amenities at main Ganges Exchange, Fulford Harbour • Passenger amenities at ferry terminals • Park & Ride for Fulford Ferry access <p>Vehicles</p> <ul style="list-style-type: none"> • More passenger capacity • More bike capacity on vehicles or at stops • Bike capacity in the evening • More space for luggage • Green vehicle technology

3.0 Discussion: Options Proposed for Public Engagement in Fall 2014

The following sections present the service options, supporting options, service standards and performance guidelines proposed to be presented to the public in late September 2014. These recommendations are based on the key themes from Phase 1 Public Engagement as well as an analysis of the existing system.

3.1 Proposed Service Options, Revised

Service options are based on the materials presented to the SSITC on June 26, 2014 which have subsequently been refined to reflect discussion and feedback at that meeting. Options are divided into three categories based on time and this prioritization would be confirmed through the public engagement process. Exact order of implementation (including opportunity to combine multiple options into a single option) would be confirmed in collaboration with the CRD and SSITC as part of the three year budget process which occurs annually.

- **Options for Immediate Implementation** present service options that are slated for implementation of the next year.
- **Short Term Service Options** present service improvements suggested for consideration over the next 1-5 years. These options reflect priorities for the system, either in terms of responding to significant passenger feedback and/or in terms of making the most gains in system ridership, ease of use and effectiveness.
- **Medium Term Service Options** presents service improvements suggested for consideration over the next 5-15 years. Many of these Medium Term Options build on those presented in the Short Term.

Options for Immediate Implementation (Within the next 12 months):

- Option 1: September 28, 2014: Expanded Weekend Evening Service**– Service extended until after 10:00pm on Fridays and Saturdays and until after 8:00pm on Sundays on the 2 Fulford Harbour and 6 SS Connector to better connect ferries and key destinations.
- Option 2: June 25, 2015: Summer Service to Ruckle Park** – Two trips daily during summer. Exact routing and timing to be confirmed through a detailed implementation service discussion document to be completed in Winter 2015.

Short Term Options (1-5 years):

- Option 3: Increased Summer Saturday Frequency on 2 Fulford Harbour**– Service every half hour on the 2 Fulford Harbour between 10:00am and 5:00pm
- Option 4: Additional Winter Schedule Morning Service** – More weekday morning trips on the 3 Vesuvius and 4 Long Harbour, plus more direct morning service from Fernwood and an additional morning Walker's Hook trip to better meet the needs of commuters and shoppers.
- Option 5: Introductory Service to Beddis and Cusheon Lake Roads** – Three trips per day to link Ganges with these new service areas, as well as providing additional options for residents traveling to/from destinations on the Ganges Hill.

Medium Term Options (6-15 years):

- Option 6: Separation of Fernwood and Walker's Hook, Additional Peak Service** - Existing Walker's Hook service would be separated from 5 Fernwood to create a new route also serving Robinson Road, plus additional service would be added to 3 Vesuvius and 5 Fernwood to create hourly service during morning and afternoon commuter times.
- Option 7: Earlier Saturday Service** – Earlier trips on the 2 Fulford Harbour and 6 SS Connector to meet early ferries at Fulford and Vesuvius and make Saturdays consistent with Weekdays.
- Option 8: Extended Evening Service Monday-Thursday** – Service extended until past 10:00pm Monday to Thursday to align with Friday-Saturday evening service.
- Option 9: Earlier Sunday and Holiday Service** – Earlier trips on the 2 Fulford Harbour and 6 SS Connector to meet ferries and make Sundays consistent with the rest of the week.

3.2 Proposed Accessible Service Concepts:

Based on information from community stakeholders to date on travel needs and gaps for people with a disability and older seniors living on the island, the following service concepts look the most viable in terms of meeting community needs. Note that this service intends to provide transit access to passengers whose mobility impairments preclude them from being able to walk to or wait at a transit stop.

However, it should be noted that the accessible service options presented below do have a higher cost than those presented in Section 3.1 since they require more hours of service and carry a lower number of passengers. In some cases, they also somewhat duplicate services already provided within the community by other organizations and therefore more discussion is required to confirm what the long term outlook is for these other services.

In general, accessible services which include a door-to-door or more rural component have a higher cost than their fixed-route counterparts since they serve a population who require more care and attention when boarding and and may also serve areas that are more spread out with fewer potential passengers. On Salt Spring, costs are also impacted by the fact that any door-to-door service would require the system to acquire additional smaller vehicles, since the existing system vehicles needed to accommodate passenger loads on scheduled services would be too big to provide door-to-door service and access some driveways on the island.

Given these additional costs, further feedback is needed from Salt Spring residents and community stakeholders in terms of the service models used for the options below and how they see these priorities fitting in with the other service options presented in Section 3.1 above. Also, it would be useful to explore possible partnerships with other groups on the island to see if there is a way that costs could be reduced or assets shared in order to use community resources as effectively as possible.

Accessible Option 1: Flexible Ganges Local Shuttle – A majority of Salt Spring's people with a disability—including seniors who may have reduced mobility and cognitive functions—already live within 1.5km of the main Ganges/Lower Ganges Road corridor. This option would convert some or all of the existing 1 Ganges Local trips into a flexible service operated by a smaller vehicle. Trips would still operate on an identified route (which already serves key residential, medical and shopping destinations) but additional time would be built into the schedule. This additional time would enable the bus to deviate off-route to provide door-to-door service for people with disabilities who have registered with the system and pre-booked their trip.

Accessible Option 2: Flexible Ganges Local Shuttle + Rural Transit Trip Windows – Building on the services established in Accessible Option 1, this option would also offer service to people with disabilities and other rural residents living in areas outside the Ganges core. Service would be provided using "trip windows," meaning that a smaller transit bus would be available for booking during certain periods of the day on specific days.

- For instance, service could be available between 9:00am and 10:30am and 2:00pm and 3:30pm on two days per week to the South end of the island and two days per week to the North.
- The primary focus of service would be people with disabilities. However, this service could also be extended to others living in more rural areas beyond where the existing scheduled transit service operates.
- Users would need to register with the system (so that their address and contact information was on file) and would need to pre-book travel. Their exact time of drop off and pick up would be confirmed by the dispatcher.

3.3 Service Option Summary

The following table summarizes the estimated impacts for all service options presented in Sections 3.1 and 3.2. All figures are annual and are based on estimates that would require review based on actual date of implementation and confirmed service and operational details. For comparative purposes, the anticipated ridership per hour of service and cost per ride of service is also shown.

Salt Spring Island Transit System
Service Option Summary: Preliminary Estimated Additional Annual Impacts*

Service Option	Buses**	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs	BC Transit Share of Costs	Rides per Hour	Cost per Ride
Options for Immediate Implementation (Within the next 12 months):										
Option 1: Extended Weekend Evening Service	0	12,600	400	2,800	\$4,800	\$24,300	\$6,700	\$12,800	7.1	\$8.66
Option 2: Summer Service to Ruckle Park	0	8,200	260	2,300	\$3,900	\$15,800	\$3,600	\$8,300	8.9	\$6.85
Short Term Service Options (1-5 Years)										
Option 3: Increased Summer Saturday Frequency on 2 Fulford Harbour	1	3,800	120	1,900	\$3,200	\$34,600	\$26,600	\$4,800	15.8	\$4.75
Option 4: Additional Winter Schedule Morning Service	0	20,800	660	6,400	\$10,900	\$40,100	\$8,100	\$21,100	9.7	\$6.25
Option 5: Introductory Service to Beddis and Cusheon Lake Roads	0	17,400	550	2,900	\$4,900	\$33,400	\$10,900	\$17,600	5.2	\$11.50
Medium Term Options (5-15 Years)										
Option 6: Separation of Fernwood and Walker's Hook Routes, Additional Peak	1	57,600	1,830	18,800	\$31,900	\$138,300	\$47,000	\$59,400	10.3	\$6.00
Option 7: Earlier Saturday Service	0	4,100	130	700	\$1,200	\$7,900	\$2,500	\$4,200	5.1	\$11.26
Option 8: Extended Evening Service, Monday to Thursday	0	13,300	420	2,900	\$4,900	\$25,500	\$7,200	\$13,400	6.9	\$8.78
Option 9: Earlier Sunday & Holiday Service	0	9,200	290	1,400	\$2,400	\$17,600	\$5,900	\$9,300	4.7	\$12.56
Accessible Service Options										
Accessible Option 1: Flexible Ganges Local Shuttle	2	39,400	1,250	3,600	\$6,100	\$129,300	\$81,400	\$41,800	2.9	\$22.02
Accessible Option 2: Flexible Ganges Local Shuttle + Rural Transit Trip Windows	2	66,800	2,120	4,900	\$8,300	\$182,000	\$104,100	\$69,600	2.3	\$26.95

Notes:

* Based on 2014/15 AOA Budget. Final costs may change based on final budgets and confirmation of final operational details.

** The vehicle requirements shown here appear feasible but would need to be confirmed by BC Transit's Fleet Standards department closer to the implementation date. *Annual local share of lease fee costs for a medium-duty vehicle used in these estimates is \$25,500. Options 4 and 5 use the vehicle in Option 3. Option 8 builds on the service added in Option 1.*

3.4 Proposed Fare & Pass Vendor Priorities:

A fare review of the Salt Spring Island Transit System was completed in February 2012 and revised fares were implemented in July 2012. These fares conform to BC Transit's best practice guidelines and indeed, the Salt Spring Island Transit System has one of the best ratios of cost recovery (the level of costs offset by passenger fares) among its peers in the province. The island is scheduled for another fare review in 2015 and so no substantial changes to fares are recommended at this time.

However, the following changes to fare programs and vendor distribution are proposed to respond to passenger and citizen feedback from the first phase of public engagement. These activities would be led by the CRD with the support of BC Transit.

- **Implement a Family Travel Program** – Under this program, youth aged 12 and younger ride free anytime when travelling with their parent or guardian when that adult is using a pass of some type. The adult simply pays the fare using a monthly pass, DayPASS or BC Bus Pass. Up to four youths can travel with one adult. This program—identical to what is in place in the Victoria Regional Transit System—tends to have little impact on revenue but is a positive way to build ridership and good will for the system among regular riders. In the case of Salt Spring, it may be advisable to exclude DayPASSes from this program given the high passenger loads already carried on the 2 Fulford Harbour.
- **Implement a Fulford Harbour Fare Vendor Location** – Currently, Fulford Harbour is the only major neighbourhood on the island that does not have a ticket and pass vendor of some kind.
- **Off-Island Day Pass Vendor** – Continue to work with BC Ferries and other potential partners to see if it is possible to establish Day Pass sales for visitors prior to their arrival on Salt Spring Island, such as potentially onboard the Skeena Queen ferry or through one of the Swartz Bay vendor locations.
- **Earlier Monthly Pass Distribution** – Adjust the monthly pass distribution process so that passes are available for sale at island vendor locations earlier in the month.

It should be noted that many members of the public also requested that the Salt Spring Island fares be integrated with those of the Victoria Regional Transit System (VRTS) and that the VRTS's U-PASS be good for travel on Salt Spring. These are not presented as options here as they would likely mean revenue loss for the Salt Spring Island Transit System due to the imbalance between the population size of the island versus the population size of the area covered by the Victoria Regional Transit System.

3.5 Proposed Marketing/Passenger Information Priorities:

- **Implement an Online Trip Planner** – Salt Spring Island Transit has been identified as one of the priority transit systems for implementation of an online trip planner. Exact date is in the process of being confirmed but would likely be within the next three years.
- **Expand Schedule Availability at Major Stops** – Work with CRD and the system's operator to implement and manage schedule information at key stops.
- **Youth Ambassador Program** – Cost-shared through a small increase to the system's existing marketing budget, this program would provide funding towards a summer work term position to work with the SSITC, CRD and BC Transit to promote the transit system at key events and look for opportunities to improve links to visitor information.

3.6 Proposed Infrastructure Priorities:

Immediate Infrastructure Priorities (Within the next 12 months):

- **Fulford Harbour Ferry Terminal**– Improvement to curbing and signage at Fulford Harbour to enable implementation of larger vehicles in Spring 2015 and provide more information to people arriving by ferry. Incorporation of a shelter would also be desirable at this point or as part of future improvements.
- **Vesuvius Bay Ferry Terminal** – Line painting in parking lot and improved signage to better establish area for transit vehicles and provide more information for waiting passengers. The addition of an accessible sidewalk pad at this stop should also be considered in future.
- **Lower Ganges Road Bus Shelter** – Installation of bus shelter, bench and customer information on Lower Ganges Road (near Country Grocer).

Short-Term Infrastructure Priorities (1-5 years):

- **Expanded Ganges Exchange, Phase I** – Explore opportunities to work with land holders and area partners to increase passenger amenities and transit vehicle capacity at the main exchange outside the Ganges Visitor Information Centre. As part of this work, establish long term planning for a further expansion to this Exchange. (See Phase II in the medium term).
- **Long Term Fulford Ferry Terminal Planning** – Continue to engage with BC Ferries and Ministry of Transportation and Infrastructure to plan for an improved transit turnaround as part of any future development at or near the Fulford ferry terminal.
- **Additional Shelters:** As funding becomes available, the following locations should be considered for additional shelters:
 - **Fulford Harbour**
 - **Lower Ganges Rd. at Vesuvius Bay Road** (i.e. to serve Central Hall and Portlock Park on routes 3, 5 and 6).
 - **Fulford Ganges Rd. at Cusheon Lake Road**
 - **Mobrae neighbourhood** (exact location to be determined)
- **Conduct longer term facilities plan** to ensure yard and garage space for the growing system.

Medium-Term Infrastructure Priorities (6-15 years):

- **Park & Ride** – As development occurs, look for an opportunity to reestablish a Park & Ride location at the old Salt Spring Inn site or at another suitable location.
- **Expanded Ganges Exchange, Phase II** – As service expands, the exchange will likely need two additional vehicle bays either adjacent to the exchange, across the street or at another location. This option would implement the Phase II recommendations/planning established as part of Phase I.
- **Long Term Fulford Ferry Terminal Implementation** – This would implement any of the improvements to the Fulford Harbour ferry terminal transit turnaround determined during the planning phase in the short term.

3.7 Proposed Vehicle Priorities:

- **Implement Larger Vehicles (Spring 2015)** – In Spring 2015, the system's existing 20-passenger Ford Polar vehicles will be replaced by a medium-duty vehicle (currently planned to be a 26-passenger International vehicle). These vehicles are 29 feet in length and therefore the maximum size possible given turning constraints at the Fulford Harbour and Vesuvius Bay ferry terminals, the rural nature of many roads and current maintenance capacity. The potential number of standees on the new buses as well as ability to carry bicycles on a front-loading rack after dark is in the process of being confirmed.

- **Continue to Evolve Vehicle Amenities and Fleet Mix (Medium Term: 6-15 years)** – As the system, its road network and vehicle technology evolve, Salt Spring Island Transit should continue to look for opportunities to improve onboard amenities and capacity for passengers. As service grows, there may also be an opportunity to use smaller vehicles on some routes and larger ones on others.

4.0 Preliminary Service Standards and Performance Guidelines Discussion

Service Standards and Performance Guidelines are useful tools that can be used to help plan new transit services, make adjustments to existing service and measure how well the transit system is progressing towards achieving its goals.

The 2012 Independent Review of BC Transit included a recommendation that “BC Transit should work with local governments to set appropriate service standards for each transit system and provide annual data on system and route performance.” (*BC Transit Independent Review: Recommendation 12*) Since the review, BC Transit has been working with local governments and transit partners to develop Service Standards and Performance Guidelines for transit systems as part of planning projects, such as the Service Review currently underway on Salt Spring Island.

- **Service standards** define minimum service levels, the service area and when new service should be introduced to an area.
- **Performance guidelines** measure service effectiveness and monitor how well the transit system is progressing in achieving its goals.

These measures are meant to ensure an acceptable level of service quality to the customer and, along with the final Service Review and its proposed improvements, guide planning decisions and recommendations to the CRD and SSITC. The performance guidelines will be monitored and will inform the Annual Performance Summary (APS) reports presented to local partners on an annual basis. Over time, the APSs will provide a quick reference library from which to develop trend analysis, performance comparison year to year as well as to provide a benchmark for financial efficiency and ridership.

Service standards and route performance guidelines should be re-examined and renewed periodically (every 5-10 years depending on community size), since standards and performance guidelines are evolutionary and should grow with the system and development of the community and its changing needs.

4.1 Service Design Standards

What they are and what they define: Service standards define minimum levels of transit service desired to meet community needs. They are specific to a particular transit system and the communities it serves. Service standards usually define features such as:

- Service span (the hours and days of service when it operates);
- Frequency of routes or groups of routes;
- Walking distance to bus stops;
- Level of accessibility; and
- How new service will be triggered for additional areas of service (neighbourhood density, population, etc.).

Why they matter: The key benefit of service standards are that they guide local governments and BC Transit staff in determining and managing community expectations regarding the level of transit service to be provided. They also inform decisions regarding system design such as whether to provide new service or increase or decrease existing service.

Samples of What Salt Spring Island Transit Service Standards Might Include:

Service Design Principles

- Transit service should be focused on major activity centres and residential areas with a higher level of density.
- In general transit routes should be as direct as possible in denser areas and between major activity centres. Service may be less direct within rural neighbourhoods to improve service area coverage.
- Transit routes should connect residents to their local neighborhood centre and transit trips between neighbourhood centres should be able to be made with no more than one transfer.
- Transit service should connect to other transportation systems to allow passengers to conveniently connect to other modes, in particular pedestrian and cycling networks, ferries, and neighbouring transit systems.
 - In cases where these connections involve trade-offs and prioritizing connections, connections will be prioritized based on the anticipated number of transit passengers to be gained/maintained.
 - Based on associated transit ridership and number of ferry services offered per day, scheduled connections to BC Ferries terminals will be prioritized in this order:
Fulford Harbour, Long Harbour, Vesuvius Bay.
- *For further discussion related to the accessible service concepts presented in Section 3.2:* Custom service (service to and from accessible building entrances for people with a disability registered with the system) will be provided to a custom service area encompassing residences and destinations within a 1.5 kilometer distance of the existing fixed-route system. The service area definition draws from the Americans with Disabilities Act (ADA) legislation, which is commonly used as a technical source in Canada.

Ease of Use Principles

- To make the transit system easy to understand and use for all passengers, routes should be direct and straightforward, and service frequencies and schedules should be consistent on each route and during each time period, where possible.
- Customer information should be designed to be straightforward with simple route and schedule information.
- *For further discussion related to the accessible service concepts presented in Section 3.2:* Persons with mobility and cognitive disabilities should be provided with a range of transit options, including custom service and fully accessible fixed-route transit vehicles and bus-stop infrastructure.

Types of Transit Service

- Salt Spring Island's transit routes and services have different characteristics and it is helpful to divide these services into different types so that desired future frequencies, service span (hours of service) and performance targets can be developed for each type. The following table is first draft of what that might look like.

Salt Spring Island Preliminary Service Types

Type	Service Description	Existing Bus Route(s)	Short term Bus Route(s)	Medium term Bus Route(s)
Regional Connectors	Highest ridership routes that connect major activity centres across the island, including the most frequent ferry terminals.	2 Fulford Harbour 6 SS Connector	2 Fulford Harbour 6 SS Connector	2 Fulford Harbour 6 SS Connector
Local Transit-Ridership Based	These routes generally serve higher density neighbourhoods and key corridors, with a focus on connections to local centres and/or more frequent ferry terminals..	3 Vesuvius 5 Fernwood	3 Vesuvius 5 Fernwood	3 Vesuvius 5 Fernwood
Local Transit-Coverage Based	These routes generally serve less densely populated neighbourhoods and rural areas, with a focus on connections to local centres and/or less frequent ferry terminals.	1 Ganges Local 4 Long Harbour	1 Ganges Local 4 Long Harbour 9 Ruckle Park	1 Ganges Local 4 Long Harbour 7 Cusheon Lake 8 Walker's Hook
Custom Transit	Demand responsive service for people with disabilities who cannot use the regular accessible conventional transit system some or all of the time	Not available	For discussion (see Section 3.2)	For discussion (see Section 3.2)

Service Frequency and Span Principles

- *To be developed based on outcomes of discussion on Service Types, above.*

Bus Stop and Waiting Passenger Amenities Principles

- Bus stops should be placed at major activity points and scheduled timing points.
- Flag stops (where passengers wave down the approaching bus) are available on all of Salt Spring Island Transit's routes but over time commonly used locations (10 or more boardings per week) should have bus stop signs placed. Generally, distance between stops should be about 400 metres in neighbourhoods and a greater distance in more rural areas.
- Bus stops should be located in areas that are safe for passengers to board and alight the bus--ideally near intersections to minimize walking distances to transit--and should be convenient to local land uses.
- Over time, the number of shelters provided in the system should evolve to include all major activity points and at least one shelter in each residential neighbourhood served.
 - Major activity points that should include transit stops with shelters or other covered passenger waiting areas include Ganges, Lower Ganges Rd. at Crofton/Desmond, Lower Ganges Rd. at Vesuvius Bay Rd. and the three BC Ferries terminals.
 - Ideally, stops with shelters should include a bench, schedule/ transit system information, garbage can and lighting. It would be wise to also include a sidewalk or raised accessible pad to better facilitate a transition to low floor vehicles should that happen in the future.

- The Salt Spring Island Transportation Commission desires that shelters on Salt Spring have a unique and artistic character that reflects the island.

4.2 Performance Guidelines

What they are and what they define: Performance guidelines define numerical thresholds and targets for a particular system and its routes and services.

Why they matter: Working in tandem with service standards, performance guidelines are a tool that can be used to evaluate existing services, identify trends in performance and, based on this evidence, determine how service and supporting features (fares, marketing, facilities, etc.) should be changed to improve the effectiveness and efficiency of the system.

For a service to be efficient and productive, a balance should be achieved between oversupply and overcrowding. A number of measures can establish this equilibrium such as:

- Targeted marketing/corridor branding
- Fleet type allocation
- Implement transit priority
- Change service span
- Alter frequency
- Change bus stop spacing
- Reduce/increase coverage
- Bus route changes



When system performance falls below or above the set guideline, recommendations to the CRD and SSITC will focus on those tools above that help maximize efficiency.

Typical System and Route Level Measures

Performance measures have been typically chosen by transit systems evaluate the effectiveness of service planning investments on a system and route level for conventional service.

Typical System Level Measures

The measures typically used for the system guidelines are:

- **Average boardings per service hour** - Measures the total volume of ridership as compared to the supply of transit service.
- **Cost per passenger trip** - Measures the average cost to provide service per passenger trip.
- **Cost recovery** - Measures the financial performance of the transit system usually expressed in terms of total operating revenue/total operating expenses.
- **Passenger trips per capita** - Measures the ratio between transit trips and the population of the service area.

Typical Route Level Measures

The measures typically used for the route level guidelines are:

- **Average boardings per service hour** - Measures the total volume of ridership as compared to the supply of transit service.
- **Average boardings per trip** - Measures the total number of people that board a vehicle on a specific trip specific trip and route.

4.3 Service Standards and Performance Guidelines Next Steps

Part of the BC Transit presentation at the August 19, 2014 SSITC meeting will be to discuss the sample service standards and typical performance guidelines presented in sections 4.1 and 4.2. Based on that preliminary discussion, draft Service Standards and Performance Guidelines will be created for the Salt Spring Island Transit System. It is then recommended that these materials be presented at the September SSITC meeting for further development and then confirmed through discussion as part of the Stakeholder Workshop described in Section 5.0.

5.0 Public Engagement and Proposed Next Steps

Once the items in this report have been discussed with the CRD/SSITC, the proposals will then form the content for information to be presented to the public for feedback as part of public engagement to take place in fall 2014.

This second phase of public engagement will include open houses, a stakeholder workshop, an online survey, and an on-board survey. Activities will be led by BC Transit in collaboration with the local transit partners. Public engagement opportunities will be advertised through posters on-board buses, ads and a media advisory. The following table describes the proposed timing. Timing has been chosen to also enable promotion of expanded evening service which begins on September 28, 2014.

Salt Spring Transit System Service Review: Proposed Public Engagement Phase 2

Date	Component
Aug. 29, 2014	<ul style="list-style-type: none">• Location booked for stakeholder workshop and “save the date” email sent to stakeholder groups.
Sep 16, 2014	<ul style="list-style-type: none">• Online survey goes live and is linked to transit system and CRD websites• On-board posters advertising the open houses and survey are placed on buses
Sep 17, 2014	<ul style="list-style-type: none">• Media advisory and ad go to local media• Information on the open houses and online survey sent to stakeholder groups with a request to distribute through their networks.
Sep 26-27, 2014	<ul style="list-style-type: none">• Open house booths held at the Visitor Info. stop in Ganges (Friday) and the Saturday Market. (Library to be used as alternate location in case of rain).• Surveys of passengers onboard buses.
Sep 28, 2014	<ul style="list-style-type: none">• Revised winter schedule begins, including expanded weekend evening service.
Oct 2, 2014	<ul style="list-style-type: none">• Stakeholder workshop held, particularly with a focus on refining accessible transit options, service standards and performance guidelines.
Oct 6, 2014	<ul style="list-style-type: none">• Online survey closes.

6.0 Recommendations

It is recommended that the Capital Regional District (with the support of the Salt Spring Island Transportation Commission):

- Receive this report as information;
- Discuss the presented options, service concepts and potential approaches to service standards and performance guidelines and provide feedback and direction.
- Discuss and approve the proposed public engagement plan.

Salt Spring Island Community Transit
Monthly Revenue Report

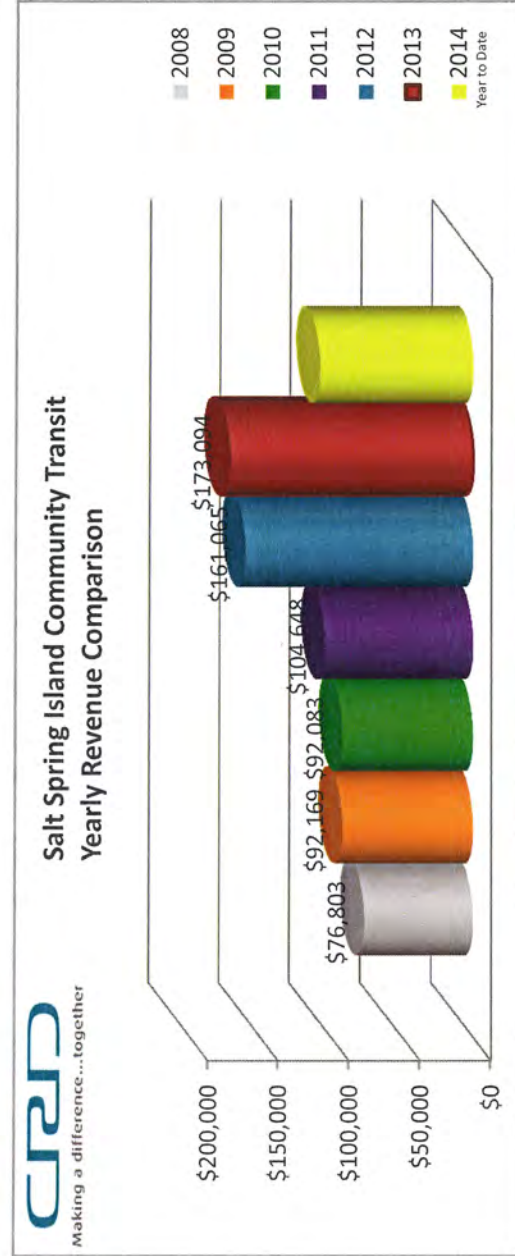
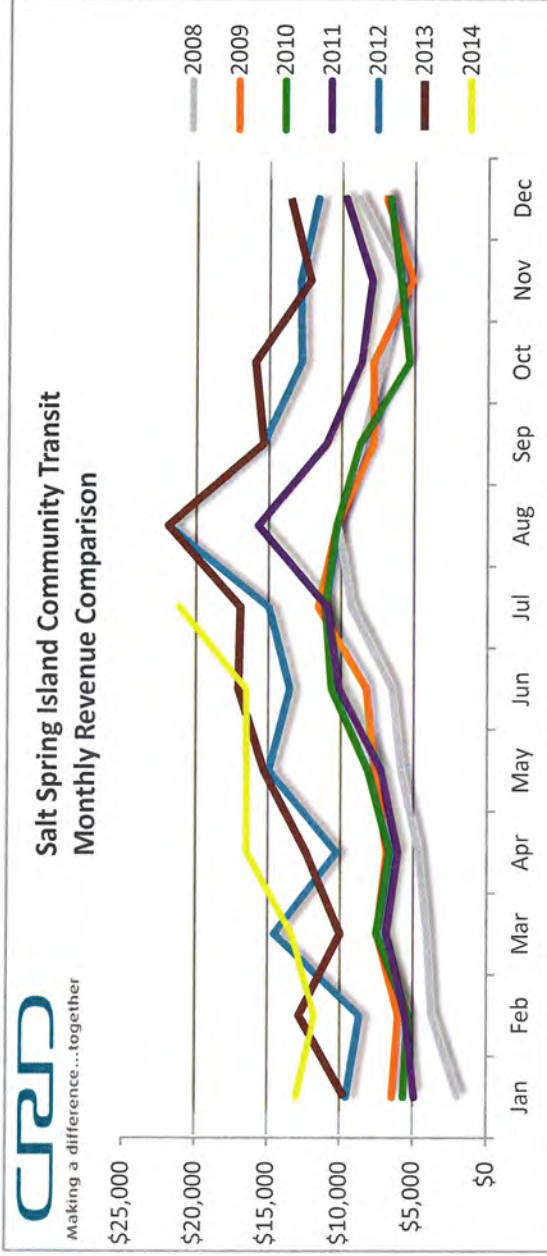


Making a difference...together

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	\$ 350	\$ 550	\$ 450	\$ 550	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200
- Concession	400	320	360	360	280	280	400	-	-	-	-	-	2,400
Day Passes	20	30	35	5	130	345	100	-	-	-	-	-	665
Ticket Sheets *	2,167	1,681	3,382	2,450	2,066	2,390	2,025	-	-	-	-	-	16,160
Prepaid Fare Tickets													
Collected from fareboxes *	2,462	1,897	2,052	2,014	2,783	2,363	2,945	-	-	-	-	-	16,515
Farebox Cash Proceeds	8,033	7,530	8,531	11,798	11,012	11,165	15,298						73,367
BC Bus Pass Program Grant	1,731	1,507	2,013	1,708	1,778	1,812	1,902						12,451
Monthly Revenue	\$ 12,995	\$ 11,734	\$ 13,341	\$ 16,435	\$ 16,433	\$ 16,515	\$ 21,145	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,598
Cumulative Totals													
YTD Revenue	12,995	24,729	38,070	54,505	70,938	87,453	108,598	108,598	108,598	108,598	108,598	108,598	
Unearned Revenue *	(295)	(511)	819	1,256	538	565	(356)	(356)	(356)	(356)	(356)	(356)	
Less 2% Commission	(59)	(108)	(191)	(258)	(317)	(388)	(448)	(448)	(448)	(448)	(448)	(448)	
Other Adjustments	-	20	-	-	50	50	-	-	-	-	-	-	
Reconciliation to GL	12,642	24,130	38,698	55,502	71,209	87,680	107,794	107,794	107,794	107,794	107,794	107,794	

* 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



BC TRANSIT CUSTOM / PARATRANSIT MONTHLY STATISTICAL SUMMARY

Transit System Name:	SALTSPRING TRANSIT SYSTEM	Fiscal year:	2014/2015	email to: bctrider@bctransit.com due by: the 15th of next month
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Custom Statistics

Ambulatory: **Wheelchair:** minutes either side of pick-up time hours or days in advance

[illegible]

Customer Comments (applies to both Custom and Paratransit Systems)

[illegible]

Paratransit Statistics

[illegible]

2014 Public Input To Options for Biking & Walking on Ganges Hill, Salt Spring Island

Summary of Responses

Capital Regional District | July 2014 - **DRAFT**



Capital Regional District | Regional Parks
490 Atkins Avenue, Victoria, BC V9B 2Z8
T: 250.478.3344 | www.crd.bc.ca/parks



Making a difference...together

Purpose of this Report

The purpose of this report is to provide a summary of public comment gathered after a public meeting that considered three development options for a one kilometer section of Fulford Ganges Road between Beddis Road and Seaview Avenue (Ganges Hill) on Salt Spring Island. With preliminary engineering complete and options developed to assist with high level estimates, a response form was used to collect public opinion on the use of any of the options within the Ganges Hill section of this regional trail route. The response form asked for additional thoughts on what possibilities might exist on this very difficult stretch of Fulford Ganges Road. Responses gathered through this process will assist in identifying next steps in this review.

The response form was available at the January 28, 2014 public meeting and was available online from January 28 to February 20, 2014 with an additional week allowed for mail-in response forms. One agency contributed to the discussion with their comments. These are included in the body of the report.

Table of Contents

1.0 Executive Summary

2.0 Background

2.1 Context

2.2 The Feasibility Review

3.0 Options Survey

3.1 Format and Objectives

3.2 Response Forms

3.3 Advertising and Outreach

3.4 Treatment of Results

4.0 Responses - Summary

Appendices

Appendix 1 – Public Meeting Display Boards

Appendix 2 – Response Form

Appendix 3 – Media Release and Community Posters

Appendix 4 – Check Box Data

1.0 Executive Summary

A total of 56 persons responded to the five survey questions. Not all entries responded to all questions. Outside of the public response process, the Ministry of Transportation Highways Infrastructure (MOTI) provided their insight for consideration and discussion.

Some key results from the public response forms were:

- Regarding the development options presented,
 - Option 3, a widened unpaved shoulder on the west side of Fulford Ganges Road was seen as the most acceptable option with 45% of responders.
 - Option 1, with on-road bike lanes on both sides and a sidewalk on the west side was acceptable to 35% of responders.
 - Option 2, with on road bike lanes on both sides and a sidewalk on the east side was accepted by only 2% of responders.
- The top six criteria for choosing a preferred option, from highest to lowest response were;
 - Public safety, total project cost, separation of uses, trail accessibility and connectivity, community support and trail surfacing.
- Biking and walking on Ganges Hill was important to 87.5% (49 out of 56) of respondents.
- Twenty three responses provided ideas that when applied to the presentation options might make them more practical and acceptable to cyclists and walkers.

Overall, the survey findings indicate that a large majority of respondents support an improvement to Ganges Hill for increased safety of all users (walkers, cyclists and drivers). There is a contrasting opinion regarding acceptability of costs for constructing any of the options on Ganges Hill. A number of replies indicate support for improvements and specifically, new treatments to the west side of the road in order to achieve a level of safety for walkers and cyclists.

The data collected is not statistically valid and the comments cannot be interpreted as being representative of the Salt Spring Island community. However, given the respectable meeting

attendance for the public meeting, the responses gathered will assist in making more informed decisions on defining next steps in this project. That discussion will occur once the data presented in this report is fully considered.

2.0 Background

2.1 Context

The Regional Parks Strategic Plan has identified a regional trail route between the ferry terminals at Fulford Harbour and Vesuvius Bay. Since 2012, Regional Parks has funded and coordinated the biking and walking feasibility study as part of its interest in establishing a regional trail route through Ganges village and between the two ferry terminals.

The conceptual regional trail route has few options to support biking and walking from Fulford Harbour ferry terminal into Ganges village. The Fulford Ganges Road route is the most available route currently. The section of Fulford Ganges Road between Seaview Avenue and Beddis Road is one of the most challenging sections of the regional route. Examining what the community might need in order to consider this road as a viable route is part of what the study is trying to answer.

2.2 The Feasibility Review

In 2012, Regional Parks undertook a comprehensive survey of the topography and other features of the study area and combined this data with other agency information to complete an accurate map base for the subject area. Topographic analysis and development of three options came out of this formative work.

In April 2013, a high level examination of possible options and their respective costs were presented to the SSI Transportation Commission (SSITC) in the engineering report *"Biking and Walking Feasibility Study, Fulford Ganges Hill Seaview Avenue to Beddis Road"*. Once considered, the SSITC recommended that Regional Parks prepare for a community meeting to seek further comment on the options.

3.0 Public Engagement

3.1 Format and Objectives

Between January 28 and February 20, 2014 Regional Parks engaged the public in two ways, by a(n):

- Public meeting held at the public library on January 28, 2014 between 3:30pm - 6:30pm. Display boards with key messages were presented (Appendix 1) at this meeting. Regional Parks staff and SSI TC members were able to engage in conversation with participants and answer questions. Participants were encouraged to fill out a response form at the meeting. If that was not possible, participants were made aware of the second option to respond and were provided with contact information if they wished to mail in their responses.
- Online response forms were made available through the Regional Parks homepage. For background, the viewer was presented with the same display material as was at the public meeting.

The objectives of the public meeting and the response form questions were to;

- Provide a tool (response form) that was distributed in different ways to participants to enable them to comment on the presented options.
- Encourage the participants to consider and provide other options we may have missed.
- Gather feedback on what has been developed so far in order to gauge what the next steps might be in this feasibility review.

3.2 Response Forms

The response form used in the public meeting and the on-line approach to the review was a tool developed to collect public feedback during the survey period (Appendix 2). On-line access was available to the public on the Regional Parks website from January 28th to February 20th, 2014. An extension to February 28 allowed for mail-in responses to the Regional Parks office.

The on-line survey and hand written response forms were entered into "Check Box", a basic analysis software and managed by Regional Parks' staff.

3.3 Advertising and Outreach

The public meeting and the online response forms were widely communicated to the public through various means, including:

- A media release (Appendix 3) was published on January 16, 2014 with pickup of the information in two local papers including subsequent 'spin-off' articles about the public meeting outcome.
- Posters (Appendix 3) were displayed at public buildings and community bulletin boards.
- Posters were also hand delivered to most residents along the study area route.
- A public input request and the response forms were promoted using social media including Facebook and Twitter.
- Emails about the study were sent to a combined stakeholders list compiled by Regional Parks and the SSITC.

3.4 Treatment of Results

Results of the hard copy and on-line response forms were combined and analyzed together. All responses received are available in Appendix 4.

The data collected is not statistically valid and the comments cannot be interpreted as being representative of the Salt Spring Island community. However, given the respectable meeting attendance for the public meeting, the responses gathered will assist in making more informed decisions on defining next steps in this project

4.0 Responses – Summary

Responses from Participants

Q1: *In consideration of the three options presented on the feasibility study, which option do you prefer? (55 responses)*

None – 18% (10)
Option 3 – 45.5% (25)
Option 2 – 1.8% (1)
Option 1 – 34.6% (19)

Q2: *What criteria are most important in choosing your preferred option above? Select up to five that apply. (56 responses)*

In ranked order from most important to least important for:

1. Public safety – 78.6%
2. Total project cost – 62.5%
3. Separation of uses – 37.5%
4. Trail accessibility and connectivity – 32.1%
Community support – 32.1%
5. Trail surfacing – 28.6%

Q3: *Is biking/walking on Ganges Hill important to you? (56 responses)*

No – 12.5% (7)
Yes – 87.5% (49)

Q4: *Is there another option we have missed in considering biking and walking on Ganges Hill? (40 responses)*

No – 42.5% (17)
Yes – 57.5% (23)

Q5: *Are there any other comments you would like to provide?* (49 responses)

A sampling of comments are below:

- Fix the drainage on this road
- Use bus as alternative to Ganges Hill
- Provide alternate parking to keep vehicles off the road way
- Alternate route suggested by following easy grade topography
- Doing something for cycle/pedestrian safety is a great use of our tax dollars
- Lower speed limit to increase safety
- Cyclists can ride with traffic down to Ganges
- Look to how Tofino built up their bike/walk pathway network

Response from MOTI – South Vancouver Island Office

Q2: Most important Criteria: Not surprisingly, the most important criteria from MoT's perspective are public safety, community support, total cost, and timing of construction.

- There was some discussion that the cost estimates for Options 1 and 2 seemed low for a 1 km road segment (even without property acquisition included).
- As you know, there are some relatively urgent drainage issues that MoT needs to address on Ganges Hill, so the projected timing of construction is definitely of interest. Presumably the impact to traffic would also be significant given the proximity to Ganges and the lack of an alternative route. This is also a major consideration regarding the timing of construction.

Q4: Other Options: There were a few comments regarding potential additions/alterations to the design of the proposed options:

- With Option 3, an extruded asphalt curb could be included in order to provide some grade separation
- Options with curbing will also require catch basin upgrades
- MoT specifications require cleanouts at 50 m increments for enclosed drainage systems

- Bicycle stencils would be required on bike lanes, and on the northbound travelled lane in Option 3

Q5: Other Comments: There were some uncertainties about the feasibility of obtaining additional road dedication for the purpose of a multi-use pathway. Of course, support from the adjacent property owners would be a necessity.

Appendix 1 – Public Meeting Display Boards

DRAFT



About Today's Public Engagement Session

Ganges Hill Biking and Walking Trail Feasibility Study

Why you are here today

- Learn about the project and the feasibility study.
- Provide feedback on the study options for cycling and pedestrian opportunities.

How you can provide input

- You can fill out the response form here or online at crd.bc.ca/plan.

What CRD will do with your feedback

- Analyze the feedback
- Determine whether the study is on the right track.
- Identify the next steps to move the project forward.



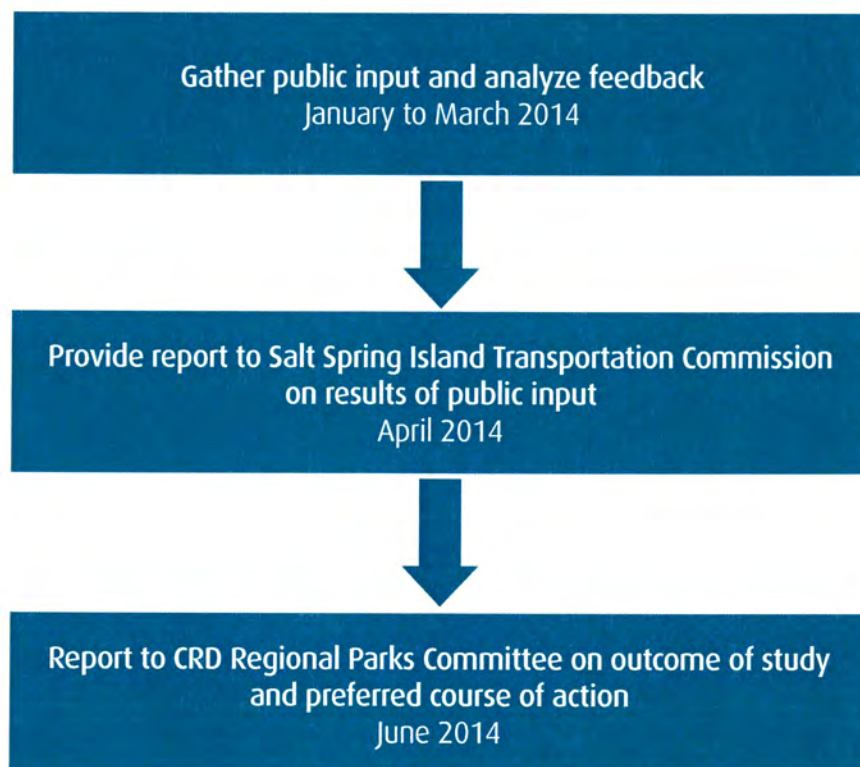
Making a difference...together



Process and Timeline

Ganges Hill Biking and Walking Trail Feasibility Study

The information gathered by CRD Regional Parks during the public consultation process will be used by CRD Regional Parks to identify the next steps.



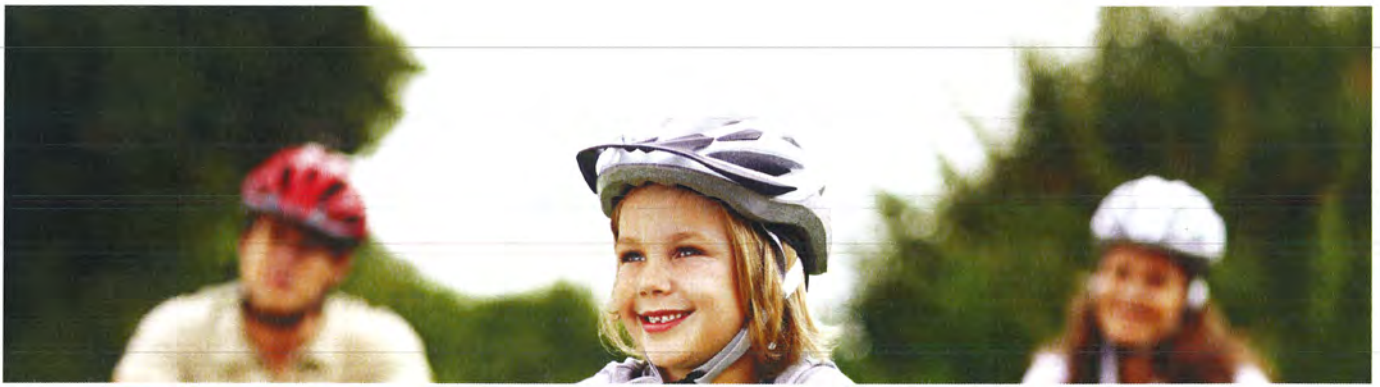


Project Overview

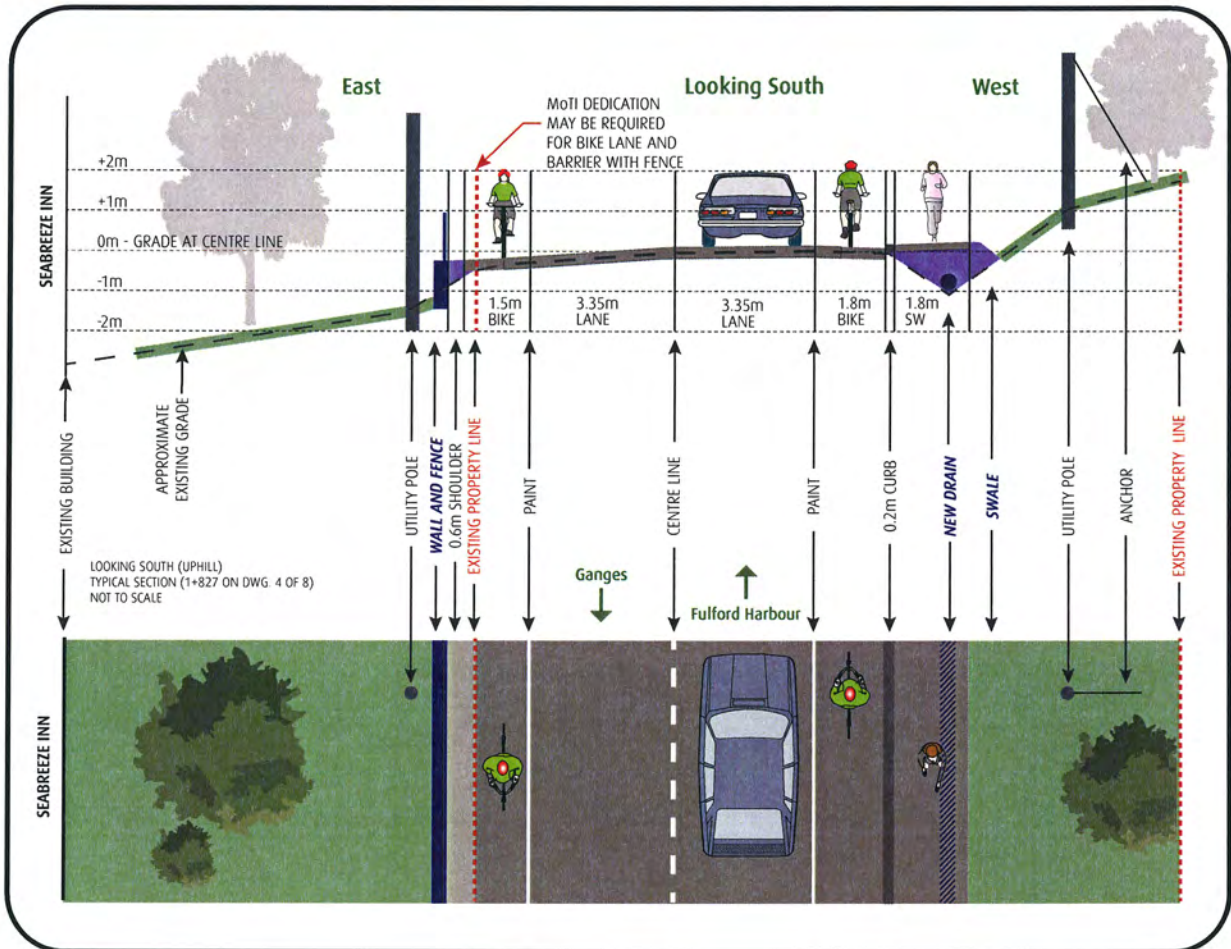
Ganges Hill Biking and Walking Trail Feasibility Study

Highlights

- The Capital Regional District supports cycling and pedestrian roadside walkways on Salt Spring Island.
- The *CRD Regional Parks Strategic Plan* identifies a regional trail route between the ferry terminals at Fulford Harbour and Vesuvius Bay.
- The feasibility study considers the *Official Community Plan*, the *Ganges Village Pathway Network* and *Pedestrian and Cycling Master Plan: Salt Spring Island Edition*.
- The feasibility study is coordinated by CRD Regional Parks.
- The feasibility study examines the potential for a regional trail along this significant route with challenging terrain and safety concerns.
- Departments within the CRD are working together on a number of initiatives in support of cycling and pedestrian roadside walkways on Salt Spring Island.



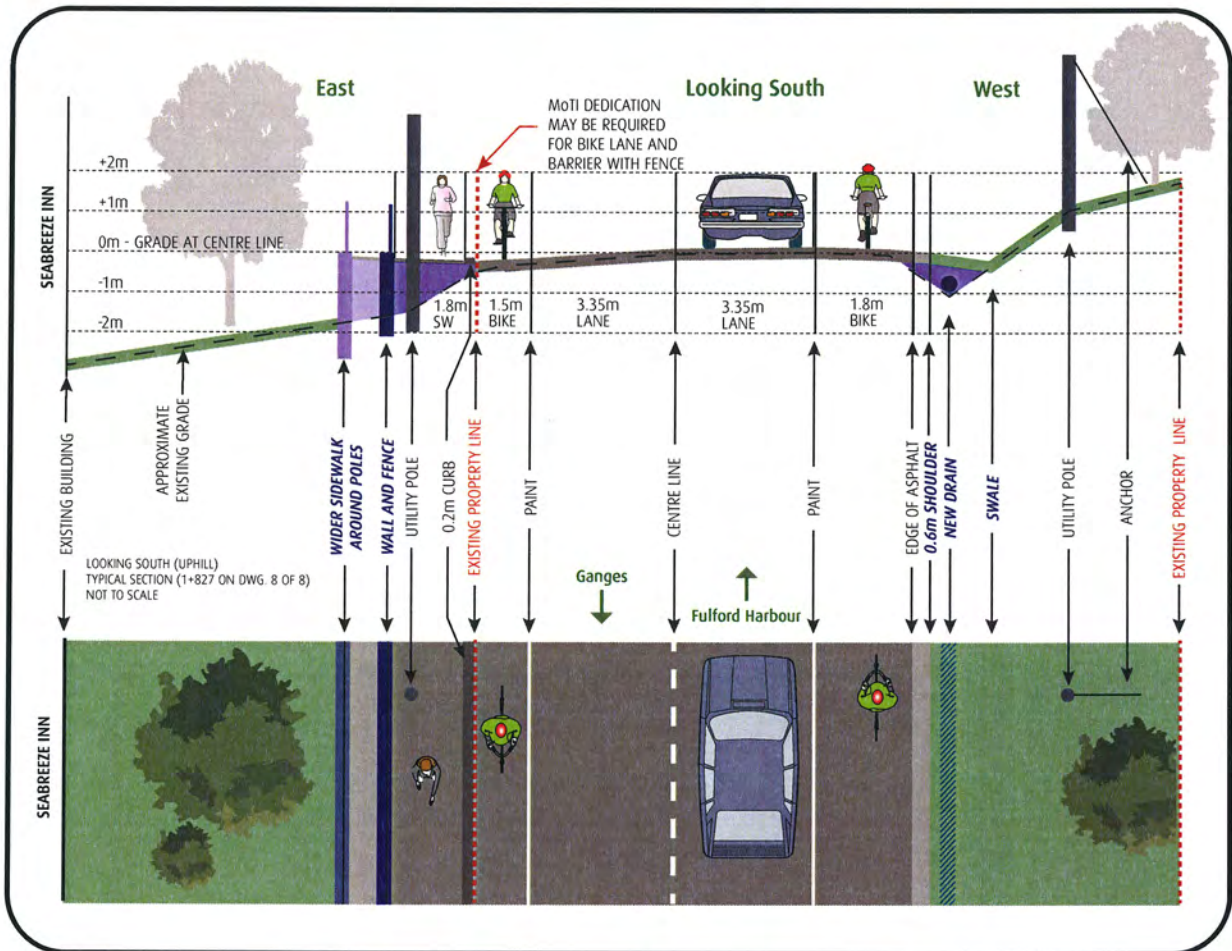
Option 1 Typical Road Cross Section Treatment



- New onroad bike lanes on both sides and sidewalk on west side
- Road centre line unaltered
- Underground drainage system
- New retention walls
- Requires property purchases
- Estimated project cost \$2.35 million (not including property purchases)



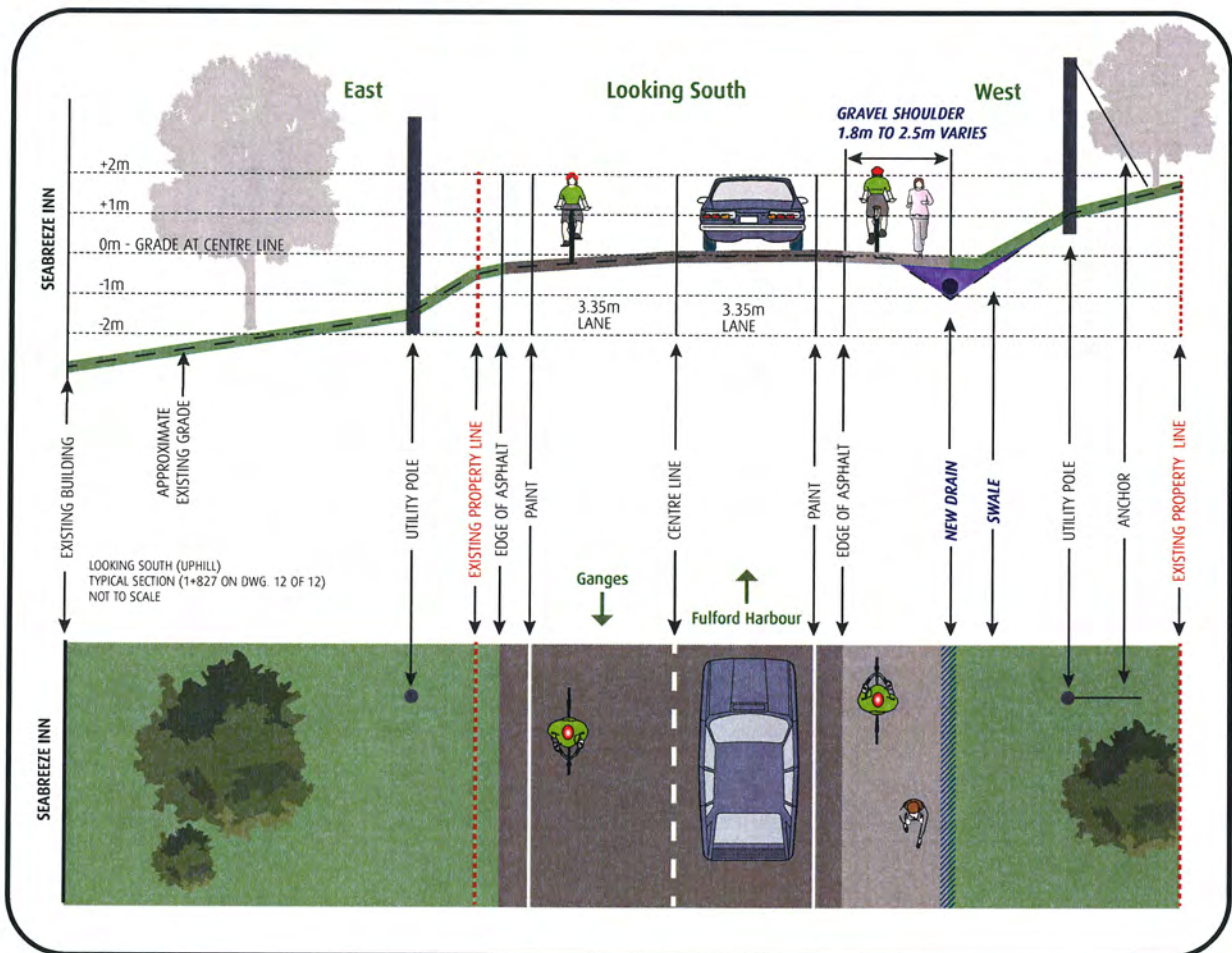
Option 2 Typical Road Cross Section Treatment



- New onroad bike lanes on both sides and sidewalk on east side
- Road centre line unaltered
- Underground drainage system
- New retention walls
- Requires property purchases
- Estimated project cost \$2.65 million (not including property purchases)



Option 3 Typical Road Cross Section Treatment



- Widen gravel shoulder on west side only
- Road centre line unaltered
- Underground drainage system
- No retention walls
- No property purchases
- Estimated project cost \$0.7 million

Appendix 2 – Response Form

DRAFT

Biking and Walking Trail Feasibility Study

Ganges Hill: Beddis Road to Seaview Avenue

RESPONSE FORM



Capital Regional District | Regional Parks

The Capital Regional District supports cycling and pedestrian trails on Salt Spring Island. CRD Regional Parks is looking at the potential of developing a cycling and pedestrian trail along a 1-kilometre section of the south approach to Ganges Village on Fulford/Ganges Road between Beddis Road and Seaview Avenue. A feasibility study has been developed to help the CRD plan for future trails. With preliminary engineering work complete, Regional Parks is looking to the public for comment on the proposed trail development ideas. Your comments will be considered in identifying future directions.

Please provide your comments by February 20, 2014:

Mail to CRD Regional Parks, 490 Atkins Ave., Victoria V9B 2Z9 | Fax 250.478.5416 | Email bdrew@crd.bc.ca

Drop off at Salt Spring Island Electoral Office, 145 Vesuvius Bay Road (no later than February 14).

You can also fill out the form online at crd.bc.ca/parks.

1. In consideration of the three options presented in the feasibility study, which option do you prefer?

Please circle only one: (Option 1) (Option 2) (Option 3) (None)

If you identified none, why is that?

2. What criteria are most important in choosing your preferred option above? Select up to 5 that apply.

- | | |
|---|---|
| <input type="checkbox"/> total cost of project | <input type="checkbox"/> separation of uses |
| <input type="checkbox"/> convenience | <input type="checkbox"/> trail surfacing |
| <input type="checkbox"/> public safety | <input type="checkbox"/> amount of disruption during construction |
| <input type="checkbox"/> community support | <input type="checkbox"/> duration and/or timing of construction |
| <input type="checkbox"/> maintaining rural quality | <input type="checkbox"/> tax or funding implications |
| <input type="checkbox"/> trail accessibility and connectivity | <input type="checkbox"/> other: _____ |
| <input type="checkbox"/> on-road predictability | <input type="checkbox"/> other: _____ |

3. Is biking/walking on Ganges Hill important to you?

Yes _____ No _____

If yes, why (bullet points please? _____

4. Is there another option we have missed in considering biking and walking on Ganges Hill?

Yes _____ No _____

If yes, what is another option(s) that could be investigated? _____

5. Are there any other comments you would like to provide? _____

Thank you for your interest. We appreciate you taking the time to fill out the response form.

Freedom of Information: Personal information contained on this form is collected under the authority of the Local Government Act and is subject to the Freedom of Information and Protection of Privacy Act. The personal information will be used for purposes directly associated with this survey. Inquiries about the collection or use of information in this form can be directed to the Freedom of Information and Protection of Privacy contact: Capital Regional District, Senior Coordinator, FOIPPA 250.360.3000

Appendix 3 – Media Release and Community Posters

DRAFT



Making a difference...together

625 Fisgard Street, Victoria, BC V8W 1R7

Media Release

For Immediate Release

January 16, 2014

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

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

Public Consultation Meeting

DATE: Tuesday, January 28, 2014

TIME: 3-6:30pm

PLACE: [Salt Spring Island Public Library](#)

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

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

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

Public Consultation on Biking and Walking Trail Ganges Hill



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

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

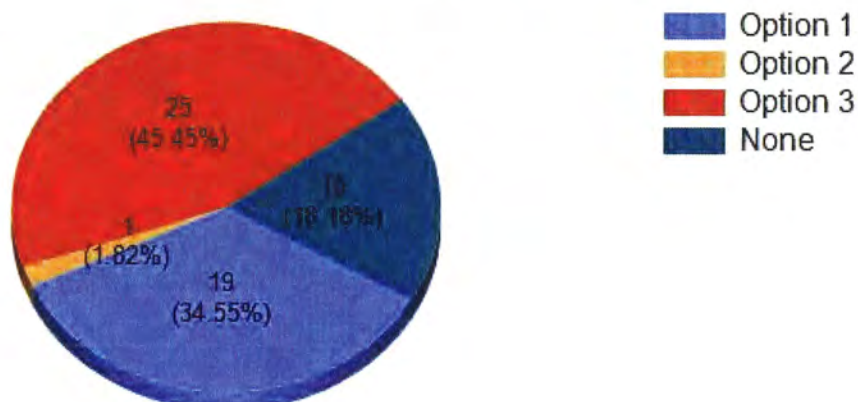
The CRD supports cycling and pedestrian roadside walkways on Salt Spring Island. This study is coordinated by CRD Regional Parks and examines the potential for a regional trail along this route.

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
















Appendix 4 – Check Box Data














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**1. In consideration of the three options presented in the feasibility study, which option do you prefer? Please select only one:
(55 Responses)**



If you identified none, why is that?
(28 Responses)

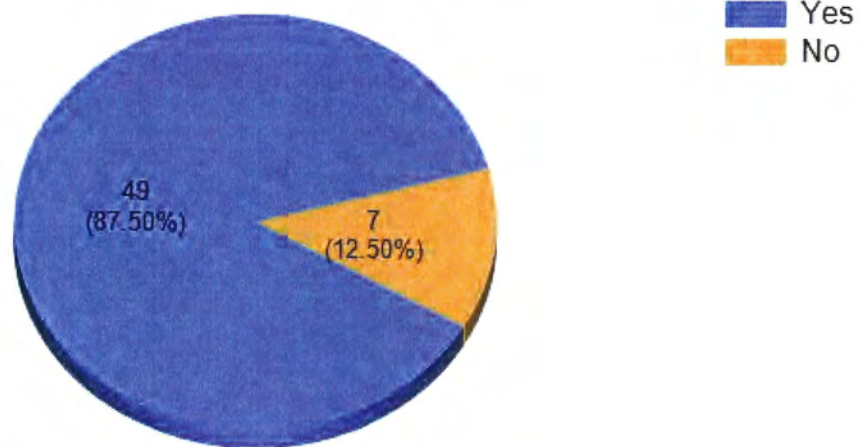
	Because we don't need either sidewalks or bike lanes on a steep hill. It is fine the way it is. There are lots of places to spend \$3 million that will be better served than a hill with no foot traffic. The only reason there is foot traffic is that all parking is directed up that hill for a Saturday Market in summers only; all other days there is no traffic. I asked at the meeting if CRD had any figures and research on this; they did not.
	I feel strongly that the CRD is proposing to spend a considerable amount of funding to benefit a very small portion of the population. I would suggest that a survey be done to gauge the use of the recent bike path and sidewalk project north of the village between Upper Ganges and Atkins Road. The population of Salt Spring has outgrown the current road system and there are places that are unsafe for both cyclists and drivers that could be improved and would benefit a far larger percentage of the community that are, of course, paying for this.
	this is 135 K trail with most money spent on drainage.
	I checked "none" because you are putting the cart before the horse. I have been on the island for 28 years and ever since I have been here there has been talk of upgrading the hill, not to mention a by-pass, which is another matter. If you put in sidewalks & bike paths all you are doing is making it more difficult to upgrade the road. I feel the road should be completely re-built. There should be 3 lanes, 2 going up & one down. Anyone who travels this road knows how often you are stuck behind a tractor or big truck just crawling up the hill. This makes for irritated drivers and causes illegal passing and speeders trying to get by. If the road were upgraded there would not be a need for bike lanes as the auto lanes would be wide enough to accommodate the bikers. A sidewalk would be nice for pedestrians. but considering the number I see walking this would be very expensive for a very few.
	Please note item 4:another option...
	But with consideration of different designs for downhill cycling - possible candidate for sharrows.
	before anything can be done there has to be a lot of work done by highways to alleviate the excess water problem.
	They all appear to be more than SSI requires. We certainly require some sort of pathway, but can't it be shared? Walkers and bikes going both ways on a single path, created as inexpensively as possible. We are a small aging population.
	I would like to see more creative solutions to the issue, such as narrower road markings down Ganges Hill, or a separate trail for biking and walking east of the main road, one that has limited environmental impact (eg. not paved). I am sure there are other creative solutions involving less impact and cost.
	Ultimately I would like more transportation infrastructure for bikes and walkers than there is for cars. My vote for Option 3 is a strategic vote. If I got what I really want, I would get Option 2 because of the separation of uses.
	Economically reasonable & meets the need.
	-Ideally, I'd like to see a separate trail/path with space in between the road and the path (as done on lower Ganges Road). I'm very pleased to see new trails being created.
	-less initial cost. Expansion to the other side of the road could come later. -the other side of the road could be maintained/graded regularly to improve quality/safety.
	There is not enough utilization to justify this expenditure.
	Unnecessary expenditure of public funds. SSI is not appropriate for general biking, and the local population rarely uses bicycles as a mode of transportation due to its hilly nature. Public funds could be much better utilized for a variety of issues.
	I like one but feel it is financially unrealistic for this Island so will vote for Option 3. We need to fix

	this hill so cyclist & pedestrians don't have to use the small same space. This hill is the most dangerous section of road on our Island and need to be fixed.
	It is a bit cheaper than Option 2 but almost the same.
	I believe tax funds can be invested with more actual benefit elsewhere. And cost of project is extremely high!! (35 years construction)
	Definitely Option 3 - if necessary, Option 2 please.
	Option 4: As a bike lane going downhill (east side) is of less importance, what is the cost of one bike lane on the west side with a walkway on one side? It is very easy to go the speed limit (or close to it) downhill into town.
	There is one more option which I would recommend that the consultants be asked to study, namely an off-road pathway on the west/uphill side of the hill.
	No fences.
	The cycling use on that stretch is extremely limited.
	Better to change MOT/I.T. agmt to permit 2.75m lanes, rather than the current 3.35m. This would 'recover' 1.2m of pavement as well as slowing vehicle traffic. This change and some paint would take care of 80% of the problem, and save > \$2 mil.
	Option 3 or none. I feel that this is a very tricky area and the drainage will not be done well.
	-no property purchases = time & \$! -doable...now! -limiting the asphalt coverage of land that otherwise provides drainage, natural erosion control through root systems
	But pave, and spend more to go up the hill further.
	Option 3 with conditions. I definitely we think a better walking/cycling situation for Ganges Hill. I think the least costly option could work OK as long as there was an education program/signage that cyclists can "own the lane" going down the hill.






















2. What criteria are most important in choosing your preferred option above? Select up to 5 that apply.
(56 Responses)




























Option	Count	Percent
total cost of project	35	62.5
convenience	7	12.5
public safety	44	78.6
community support	18	32.1
maintaining rural quality	14	25.0
trail accessibility and connectivity	18	32.1
on-road predictability	10	17.9
separation of uses	21	37.5
trail surfacing	16	28.6
amount of disruption during construction	5	8.9
duration and/or timing of construction	7	12.5
tax or funding implications	13	23.2
Other	11	19.6
Total:	219	100.0

3. Is biking/walking on Ganges Hill important to you?
(56 Responses)



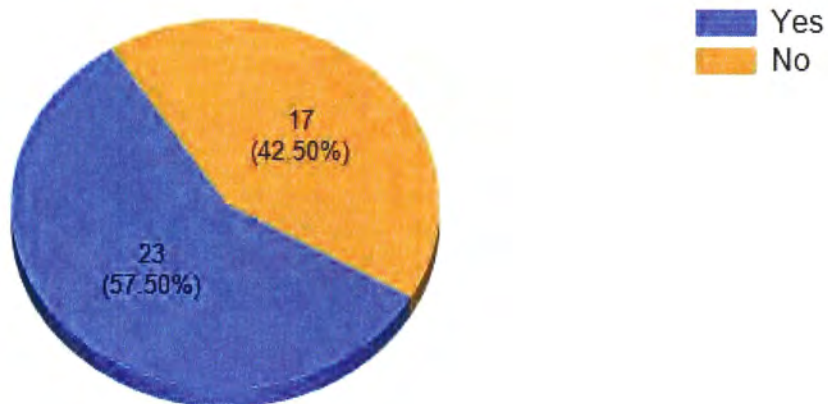
If yes, why (bullet points please)?
(49 Responses)

	-I walk and bike this road occasionally myself -I see many other people walking and biking this road -it feels somewhat unsafe to bike this road -paths encourage more biking and walking - paths allow walkers and bikers to be further from traffic fumes
	- cycling is my primary mode of transport - encouraging biking/walking improves the health of the community -
	Ganges Hill is the only access road to the south of the island for access to ferry or leisure rides Bicycle Tourism Children and adults can start walking or cycling safely to school and shopping
	I live along route and can walk to Ganges, instead of driving a car.
	- main entrance to village should have safe pedestrian/cycling pathways
	*Walk to town and back on Ganges Hill frequently. Need a sidewalk and curb. *Need protection as traffic is too fast on the hill ignoring the speed limit of 50kph. *Need sidewalk as car parking up the hill on Saturday Market Days and when Search and Rescue has meeting block pedestrian path space. making walking the hill very unsafe and difficult at those times.
	very long exposure up this steep hill (very unsafe) distracted drivers often don't stay on the road
	I am not a biker or walker but I really don't want to have a collision with a bike.
	There are many pedestrians and cyclists on this hill - their safety is paramount. As facilities are built to increase the comfort level, more residents will cycle and walk, and more tourists will feel comfortable coming to the island by bike.
	- main road out of town and to Fulford Ferry - many walkers, hitch-hikers, and bikers use this hill - moms negotiating hill with small children or buggies/strollers - many school children walk and bike this hill
	Occasional visitor to the Island, always promoting bike tourism and active transportation options - Salt Spring is a marketable destination that will invite more bicycle travel and more local trips can be done by bike with better facilities. Some population concentration can walk to and from destinations and school is nearby, needing both walk and bike options.
	- encourages non-polluting transportation - close to the village and connects hotels and Band B's - reduces parking demands - healthier for the community - helps the community and tourists alike - the current situation is dirty and dangerous
	*the only road to access South End & Fulford ferry
	- personal safety - green values - OCP GHG-reduction requirements - tourism values
	I have been walking up and down the hill for 50+ years. - bicycles should not be allowed on the hill. A different pathway needs to be developed.
	I live in the neighbourhood, and walking the hill (which I do) is unsafe and unpleasant.
	Pedestrian and bike safety Parking for the market Drainage issues from up hill developments
	Biking and busing are my primary forms of transportation Ganges Hill is more appropriate for cars than bikes Most SSI transportation infrastructure is for cars Having more infrastructure for bikes and pedestrians benefits fitness, the environment and tourism.
	I am 33 years old and have never had a driver's license.
	alternate transportation safety of our community reduction of injury to cyclists traffic safety options to get to town
	Getting to Fulford, this is the only way out of Ganges. I ride that way to get to the ferry or for a leisure ride or visit friends.
	-If you want to ride to anywhere south of Ganges, it's the only route. -It's a nice long, challenging

	hill to ride...feels good when you accomplish it.
	I'm an avid runner/pedestrian and I feel this will make the road much safer.
	Decreases autos in town. Environment friendly. I walk this route both ways, 4 times a week, and I know its dangers.
	-future of planet! -safety of pedestrians and bikers on most dangerous part of 'main' island road. -Growth of our most viable 'business'...tourism. -Good 'long term' value of tax dollars.
	health, economical, promotes sound tourism
	-I live on Ganges Hill. -I don't own a car. -I enjoy walking/biking.
	Most of our visitor who cycle on to our island will use Ganges Hill. It is dangerous, an accident waiting to happen especially on summer Saturdays when cars park on both sides. We are lucky no one has been injured. We need to encourage people to walk & cycle more and they will not do so unless they feel SAFE.
	I'm a cyclist and interested in safety. -Ganges Hill very unsafe for cyclists now.
	The road does have room.
	-often bike up the hill and it is difficult to avoid entering the car lane -a bike path connecting Fulford Ferry & Ganges is important in order to make SSI a bike destination.
	-key segment of the CRD Regional Trail -many pedestrians/cyclists use this route -Ganges Hill is a key route into Ganges Village -the present situation is dangerous for all users -a pathway enhances quality of life and safety -facilitating safe and healthy access to the village core is good for the economy of the village including the Saturday market.
	Enjoy walking to Ganges.
	Safety and accessibility to both Ganges & Fulford.
	Lifetime cyclist/no car.
	Current situation is dangerous. Proposed changes would/should encourage increased biking/walking & make it safer.
	We live on the hill. We have a rental cabin. Our guests like to walk to and from town. Public safety is very important. We walk and ride up and down the hill.
	Reduction of vehicular traffic.
	Pedestrians far outnumber cyclists. Focus for improvements should be on their safety.
	It is not a potentially pleasant bike/walk due to gravity. This would be for a few local commuters & some tourists.
	I know a great deal of tourist & islanders wish there was a wide pathway to get from the community centre into Ganges, from hotels, & homes into Ganges. It will also create more elderly to buy motor scooters giving them freedom on wheels.
	It is important to be able to get safely up the hill.
	Active community is a healthy community.
	-School District use: safe means for students to learn about and practise "active travel" - connection to CRD trails from bus - drop-off locations * both SD buses and CRD public bus, which is limited in its drop-off options because of lack of pull-over space.
	Biking on SSI helps to mitigate global warming effects. So bike paths & trails must be convenient, safe, especially on steep hills like Ganges hill.
	I use often when I commute to work 100 days a year approx.
	Because when I drive home from work in my truck I feel that the walkers are in danger.
	We need to make access to Ganges "safe" & "convenient" for islanders & tourists while encouraging "non-motorized transportation".
	-encourage less vehicular traffic into Ganges/more pedestrians & cyclists -I cycle there - am

concerned about safety.

4. Is there another option we have missed in considering biking and walking on Ganges Hill?
(40 Responses)



If yes, what is another option(s) that could be investigated?
(28 Responses)

<input type="checkbox"/>	To minimize expenses of option 1 perhaps you could consider making the path up the hill a shared path for pedestrians and cyclists.
<input type="checkbox"/>	That area of F-G Road is crowded with vehicles on both sides from Apr - Oct on Saturdays. Need to keep vehicles from parking along that curve.
<input type="checkbox"/>	Put trails and paths in woods not on highways. One is trying to make things safer; inviting foot and bike traffic to a major highway as this is defined by MoTI is not logical. Put paths through woods to Atkins Rd
<input type="checkbox"/>	Three variations on Option 3: 1. Make pathway mixed use cyclists and pedestrians. Cyclists travel slowly up the hill and therefore would not conflict with pedestrian use. 2. Install curb between pathway and road to prevent cars from using pathway for parking etc. 3. Pave pathway to encourage cyclists to use it.
<input type="checkbox"/>	That the money could be used to increase the safety of the whole population by addressing some of the major traffic safety issues facing all road users.
<input type="checkbox"/>	Maybe the drainage, then the asphalt, should be fixed and nothing else. At least then the shoulder would be consistent.
<input type="checkbox"/>	The money is misdirected. Extra buses, or water on such a small island is more important than bike paths. To take a grader and level out a six foot wide swathe, put a white line to differentiate the path from the road is a good idea. Anything more than that is overkill. look at comment below.
<input type="checkbox"/>	I would like CRD Parks to consider adding a FOURTH OPTION which is an off-road pathway along the lines of the extensive network of pathways in the periphery of Ganges. This network was built at the instigation of Island Pathways, an award-winning local Society which supports the expansion of Active Transportation infrastructure on the Island. The Network is inexpensively built with "pathway blend" rather than asphalt. The paths are delineated from the roadway, they meander around obstacles (telephone poles and trees) in keeping with the Island's rural nature. They are designed to be multi-use, they have won the support of MOT and they have won the hearts of Salt Springers. Seven pathways have been built since 2008, all on MOT right-of-way. But the dream of a Ganges Pathway Network will never be complete without a key segment up Ganges Hill on the west side from Seaview to Beddis/Charlesworth. And, as wonderful as it would be to have bike lanes plus a pathway, the community is likely to be able to afford only a pathway at least in the intermediate term. This first segment of the CRD Regional Trail on Salt Spring would be very welcome and very safety-driven.
<input type="checkbox"/>	Shared-use arrows ("sharrows") on downhill sections - more fluid bike lane design where bikes will be traveling at higher speeds and need more operating space.
<input type="checkbox"/>	Cycling lane on uphill portion, Shared lane markings on downhill portion.
<input type="checkbox"/>	4. Yes option #4 = option #3 with separation from travel lanes, because then the roadbed doesn't have to be built to take the weight of vehicles - especially large trucks - driving on it
<input type="checkbox"/>	1.Do not let cars park on the hill on a Saturday when the Market is on. 2.Find an alternate route, perhaps up behind and through Bishop's Green, for bikes to get to the village.
<input type="checkbox"/>	A single shared walking/2 way cycling path.
<input type="checkbox"/>	Consider the long term alternate route concepts of some years ago and how all the system will fit together.
<input type="checkbox"/>	To save money, the uphill (coast) part would be shared bike and pedestrian too.
<input type="checkbox"/>	-I'd ultimately prefer a trail which is completely separate from the road.
<input type="checkbox"/>	("Depending on where \$s come from") -Something 'richer' than option 3 poorer than 1. Want something that will enable children (and adults) to bike or walk the 'hill' without the high danger

<input type="checkbox"/>	currently.
<input type="checkbox"/>	completely separated bike/walking lane from roadway
<input type="checkbox"/>	Walker education i.e. visibility, walk on the proper side of the road to be aware of traffic and awareness of surroundings.
<input type="checkbox"/>	Doing nothing other than ensuring road lines are painted on a regular basis.
<input type="checkbox"/>	Wait until need actually exists to justify cost. Other needs require funding now.
<input type="checkbox"/>	See other response about bike lane uphill only. Could also be combo bike lane plus walkway (bikes are going slow). Must maintain very good pavement.
<input type="checkbox"/>	-as explained in (1) - please explore a 4th option of an off-road pathway on the W. side -the design could be similar to the Ganges Pathway network built by Partners Creating pathways (PCP) -use "pathway blend"
<input type="checkbox"/>	Going completely off the road through back yards to connect roadways and not specifically use f. g. hill.
<input type="checkbox"/>	See #1.
<input type="checkbox"/>	Accessable for motor scooters (handicapped & parapallegic people) usage. Saltspring Island is a healing place, so keep in mind people that don't have legs rely on scooter transportation to get around, I think this is going to bring more tourism, creating more people to have freedom while on vacation with the family. Open options to all scenarios.
<input type="checkbox"/>	Consider how often pull-overs are used - hitch hikers, school buses, public bus - we should appoint them carefully...so people don't stop in the middle of traffic/bike lanes.
<input type="checkbox"/>	Having a pedestrian pathway on both east and west sides.

5. Are there any other comments you would like to provide?
(49 Responses)

<input type="checkbox"/>	Thank you so much for undertaking this project - I'd like to see more and more paths on Salt Spring.
<input type="checkbox"/>	Option 3 is not working for commuting cyclists, due to gravel surface and the steep incline. Even on flatter parts of the road I would not cycle on gravel, it's not fast enough and thinner commuting or racing tires are not good on gravel. On a totally different note: The road from Central north, the most dangerous part is the hill by the church. It's scary every time a car overtakes in the curve. And that happens about 8 out of 10 times. I would love to see a save path around the bend. It doesn't have to be long. Starting right before the hill and ending right after. That would make a huge difference.
<input type="checkbox"/>	In storms, there is a lot of run-off along the road, the shoulders, an into land on both side, which makes particular areas muddy now. This forces pedestrians on to the road to avoid the mud.
<input type="checkbox"/>	The feasibility study should not have been commenced without first polling and discussing with local residents on Ganges Hill. The fact they were left out until AFTER a study was completed is reprehensible.
<input type="checkbox"/>	Riding down Ganges Hill, cyclists travel at about the same speed as motorists and should use the main traffic lane. Consider lowering, and enforcing, the speed limit to increase safety. There are potholes, cracks, bumps and other cycling hazards at the edge of the paved road, making it dangerous to ride there. I have noticed that the few paved bicycle lanes we have are often covered in loose gravel, which makes them hazardous to cycle on. Bicycle lanes must be maintained with regular sweeping if they are to be used.
<input type="checkbox"/>	There is currently a very good transit system on Salt Spring that has a regular schedule running south from Ganges up Ganges Hill. For those cyclists who need or choose to endanger themselves by cycling up Ganges Hill, I suggest they make use of the bus as an alternative.
<input type="checkbox"/>	I have no problem riding down the hill, but am forced to ride in the middle of the lane because of the poor asphalt surface. I think most drivers understand the pavement condition. Drainage issues should not be paid for by this project. The road is a mess and should be fixed by the owner. Or partnered. The 650 mm thick pavement out to hold up most pedestrians. Good grief. At times the seepage freezes and is a hazard. The Maintenance contractor seems to do a really good job with salt. In places the seepage smells of sewage. These fixes should not be described as a pedestrian path improvement. There is no apparent speed enforcement and speed differential along this highway is very high.
<input type="checkbox"/>	While the hill is important, I feel Rainbow road , from the water front to the high school should be no. 1 priority. There is going to be someone hurt there as the speed limit above Muircamis' place is 50 K. This should be changed to 30 K.
<input type="checkbox"/>	I agree that pedestrian safety is important, and Ganges hill is currently uncomfortable for cyclists and pedestrians. But we are a rural Island community. To drive on our roads is a privilege, not a right. The motorists currently share the road with the above which slows their speed. I have witnessed an extraordinary change in the speed on Rainbow road where the footpath went in last summer. The road has become a speedway. It looks wide, drivers think there is nothing to look out for, so they drag race. It has become more dangerous than less. Don't let this happen to Ganges central. Take the money and put in more buses to take the cars off the road. Because cars are the problem, not the cyclists and pedestrians.
<input type="checkbox"/>	This is an exciting project and I look forward to seeing safer amenities for people walking and biking!
<input type="checkbox"/>	Look to how Tofino built up their biking and walking pathway networks. It is amazing what they have done to improve safety while retaining the rural look of the area and community. It has enhanced the entry to the City and no doubt, enhanced tourism. Surely we can do the same for our charming downtown core.
<input type="checkbox"/>	Narrower downhill bike lanes are more of a problem - bicycles traveling at speed need more

<input type="checkbox"/>	space, not less.
<input type="checkbox"/>	Thank you for the good work on this.
<input type="checkbox"/>	*great job! *if considering Option 3 make sure lane is paved not gravel
<input type="checkbox"/>	1. Much of the cost of all options is to remediate drainage issues that rest with (a) MOTI, where the roadbed is inadequate and/or their pipes and culverts aren't working properly, (b) CRD, if their sewage infrastructure is leaking, and (c) private residences, if wells & septic fields are failing. Given that MOTI just fixed drainage issues at the base of the hill by Seaview and further up via the renewed, expensive Alder Road culvert system, it's likely they reviewed the water issues for which they're responsible all along the Ganges Hill stretch of road. Also, since the smell of sewage is obvious on that route in warmer weather, MOTI needs to work with the CRD and, possibly, private homeowners, to make sure sewage and septic issues aren't causing contaminated water to erode the shoulders and leak up through the centreline. 2. If we go for the \$700,000 upgrade, MOTI must do a safety audit (required for all upgrades over \$100,000), and thus identify issues like those mentioned above. Chances are then good they'll pony up the funds needed to fix their part of underlying problems. MOTI will make clear CRD's responsibilities, if any regarding their infrastructure, plus they'll address any private-owner's faulty runoff. This is "strategic development", as mentioned above, so we're not just shopping for the final result that we want, then trying to cobble together a budget. There's a logical way to do this whole project, starting from the least expensive option, to get maximal benefit from MOTI's and CRD's responsibilities re: the big bills for drainage remediation. Salt Spring taxpayers aren't required to fix the resulting, underlying road and shoulder problems that properly belong to district and provincial jurisdictions. It would be most unfortunate and injudicious to jump into a high-priced choice as if they were. Please consider this submission to be from the Island Pathways board. Brenda Guiled Chair, Island Pathways Chair, IP's Bicycle Working Group
<input type="checkbox"/>	Bishop's Green development are responsible for the water problem that is eroding the main road and driveways on the hill. New culverts need to be in place farther up the hill and the sink hole at the bottom of the hill dealt with. Yesterday with the rain water was running down the road in torrents. The road needs to be fixed first and frankly, by not allowing cars to park on the hill or bikers on the hill, this could be done with less cost.
<input type="checkbox"/>	Some effort is needed to provide alternate parking to the customers on shoulder parking during weekend markets. Perhaps the old RCMP station or other sites could be developed nearby. Gas tax money should be used only for alternate transport projects, especially walking and biking. Project should go as far as Cranberry Road in the near future.
<input type="checkbox"/>	Ultimately I would like pedestrian and bike routes to exceed the number of motor vehicle routes. This will help because it promotes physical activity. It promotes local community engagement. It protects the environment and encourages active tourism.
<input type="checkbox"/>	Option 3 is only affordable option.
<input type="checkbox"/>	No.
<input type="checkbox"/>	-the bike path should in any case be asphalt, it is very hard to cycle up on steep gravel road - for commuting purposes asphalt is much more acceptable
<input type="checkbox"/>	Some would say not enough people ride the hill to make it worth while. More would ride it if it was made safe.
<input type="checkbox"/>	I'm looking forward to the new trail which ever design is chosen.
<input type="checkbox"/>	Option 1 would tie in the pedestrian use to the Community Centre. There is a lot of pedestrians who travel between the Centre and town. thomasvikander@yahoo.com
<input type="checkbox"/>	Doing something for cycle/pedestrian safety is a great use of our tax dollars. Keep up the good work. More cyclists/walkers will use the hill if it is safer. Many people have told me so. (I've cycled it for 30+ years...always scared!!)
<input type="checkbox"/>	Would like to see dedicated off-road walking bike path from Vesuvius to Fulford = e.g. follow easy grade topography - Beddis Rd., Hovel, past cusheon lake, over ridge, past Ford Lake, along Fulford Creek, etc. = follow Ganges Creek to Booth Canal, Harrison to Bake-Beach, up to Elizabeth Dr. to Vesuvius.

<input type="checkbox"/>	-Somehow enforcing lower speed limits in both directions. -I don't know if anything can be done about noise/exhaust while walking/biking on the hill.
<input type="checkbox"/>	A bit of shoulder maintenance would go a long way to alleviating safety concerns.
<input type="checkbox"/>	I would like all gas tax money going into pedestrian pathway & cycling lanes. Planners in cities & towns all over North America know we must give citizens safe, HEALTHY transportation options. We are behind.
<input type="checkbox"/>	The upkeep of shoulders throughout the year is very important - it is very dangerous to ride on shoulders & paths when they are covered with gravel etc.
<input type="checkbox"/>	This will be a need some day, just not right now. Thanks to those who have worked on this, just not needed now.
<input type="checkbox"/>	I live at corner of Alders & Ful-Ganges Rd. (low side) -privacy concerns -my house close to road on E side -drainage problems currently for last 10 years (could be made worse)
<input type="checkbox"/>	-CRD Regional Parks is to be profusely thanked for commissioning this important study. -With the near-term completion of the PCP Ganges network, the study of Ganges Hill is very timely. Thank you!
<input type="checkbox"/>	Need to consider in the context of future Ganges Bypass 1. Ensure safety now - min. expenditure 2. Plan in conjunction with Ganges bypass plus trans/bike network.
<input type="checkbox"/>	Thank you for the comprehensive explanation.
<input type="checkbox"/>	Option 1 was chosen because cyclists riding down the hill are moving very fast and thus collision with pedestrians is avoided by placing the sidewalk on the other side.
<input type="checkbox"/>	Although property acquisition is expensive & contentious, there is little point in the "halfway" solution of Option 3.
<input type="checkbox"/>	Make it happen!
<input type="checkbox"/>	Should have been done long ago. Connect the whole island with pathways.
<input type="checkbox"/>	How much counting of cyclists from Seaview to Charceworth was undertaken in support of recommendations/options. How many cyclists (those having cycled path in question) have actually cycled it and are on this project/seeking funding?
<input type="checkbox"/>	Ron MacKenzie 250-931-8862
<input type="checkbox"/>	blinking markers
<input type="checkbox"/>	This will be a difficult project as the hill is very difficult.
<input type="checkbox"/>	I want the School District to be considered as a significant stakeholder. SIMS (the Middle School) is piloting a monthly walk-to-school programme, known as HAPPY FEET DAY. Ganges Hill has been a major barrier to this project and its potential expansion...to include other schools in the district. Attention Brad. Martin Thorn mthom@sd64.bc.ca Middle School Teacher, initiator of "Happy Feet Day".
<input type="checkbox"/>	While option 3 is preferred, primarily due to construction costs, it should be built in a way that would not preclude additional (future) improvements when affordable, including paved pedestrian pathway and separate bike lane on east side.
<input type="checkbox"/>	Option 3 must be paved to be useful and all the way up to top of Hill.
<input type="checkbox"/>	Get it done.
<input type="checkbox"/>	The study does not list the slope by Seabreeze Motel as a challenge. There will also be the challenge of enforcing "no parking" along this kilometer in the summer and especially market days.
<input type="checkbox"/>	If you would like to comment or follow up my email is janslakov@shaw.ca.

Implementation Plan Memorandum of Understanding

Date	07/28/14 – REVISED 08/08/14
Expiry	08/22/14
Work Order ID	ID#14_28
System	Salt Spring Island Transit System

Introduction

This is an Implementation Agreement that is to be signed for all service changes. The agreement outlines the objectives of the service change and defines the scope of work to be completed.

Objectives and Deliverables

To proceed with the implementation of service change recommended in the Salt Spring Island 2014 Service Review Preliminary Service Options and refined through a meeting of the Salt Spring Island Transportation Commission (SSITC) and Capital Regional District (CRD) staff on June 17, 2014. The objectives are to implement the approved 2014/15 expansion in two pieces:

- On September 28, 2014, implement expanded evening service as described in detail below.
- Allocate any remaining hours leftover from the evening expansion to implement Summer Service to Ruckle Park (two trips per weekday), effective June 24, 2015, pending confirmation through fall 2014 public engagement on the proposal.

Revenue Hours These service enhancements are forecasted to require an additional 660 annual revenue hours of service

Fleet Considerations These service enhancements will work within the existing fleet.

Infrastructure requirements The Ruckle Park service will require additional stops and is also pending confirmation with BC Parks on the proposed bus turnaround route within the park. This will be confirmed through a detailed implementation plan to be completed in winter 2015.

Financial Considerations These service enhancements are estimated to require an increase annually to the net local share of costs of **\$12,000**.

Background

As part of its 2014/15 budget, BC Transit has confirmed allocation of 660 expansion hours for the Salt Spring Island Transit System. This expansion amount was originally based on a longer term option to provide additional winter schedule morning service. That option was presented in the January 2013 Service Options Analysis Report and was subsequently approved by the SSITC and CRD for inclusion in BC Transit's 2014/15 expansion plan. That report also noted that there were several other priority areas to be considered for future expansion and that these would be evaluated as part of a Service Review of the system to be undertaken in 2014/15.

The Salt Spring Island Service Review is now underway, with the first phase of public consultation completed. Public engagement took place from April 2 to May 1, 2014 and included open house materials at the Saturday Market, an on board survey of passengers, an online survey, project website, and a stakeholder workshop.

Phase 1 public engagement feedback was summarized and presented to the CRD and Salt Spring Island Transit Commission on June 17, 2014 along with a number of preliminary service options. Based on that information and discussion, the SSITC members indicated that their priorities for implementation would be to implement year round evening service improvements and summer service to Ruckle Park. Given timing constraints, Ruckle Park service would need to be implemented in the following year but it is proposed that hours be allocated in the 2014/15 budget for that service improvement.

Service Changes to be Implemented

On **September 28, 2014**, add the following year-round changes to the schedule:

- On **Sundays**, add a 7:10pm route 2 Fulford Harbour trip and a 8:05 route 6 SS Connector trip to make evening service more consistent.
- On **all service days**, adjust the 8:05pm 6 SS Connector trip to route via Walker's Hook to provide better access to that neighbourhood and better align schedules with events at Portlock Park / Central Hall.
- On **Fridays and Saturdays**, add a 9:10pm 2 Fulford Harbour and a 10:05pm 6 SS Connector to better align with last ferry schedules at Fulford Harbour and Vesuvius Bay as well as enhance access to evening events and services.

On **June 24, 2015** (pending confirmation of ferry schedule change dates and fall 2015 public engagement outcomes), implement two daily summer season trips to Ruckle Park. Exact routing and timing to be confirmed through a detailed implementation service discussion document to be completed in Winter 2015.

Customers Served

Serves all Salt Spring Island Transit customers, in particular ferry travellers and residents and visitors accessing evening events and Ruckle Park.

Areas of New or Deleted Service

The Ruckle Park service will require route sign off by the CRD, BC Parks and the operating company. This will be obtained through the detailed implementation process to be undertaken in Winter 2015.

Timeline

Timing is based on the dates noted above and considers only the changes outlined in this MOU.

Significant alterations to the service changes outlined in this agreement or sign off not occurring by the expiry date could result in delays or a need to re-initiate a new Implementation Agreement and timeline.

Context (Limitations and Restrictions)

The content of this Memorandum of Understanding is subject to:

1. *Hours are only an estimate*
2. *Fleet requirements have been estimated by the minimum fleet required to deliver the proposed estimated service hours. Actual fleet requirements can only be determined following final scheduling sign off*
3. *Any costs included are based on an estimated operating cost per service hour and vehicle lease fees*

Recommendation

That the Capital Regional District agrees to the Implementation of Service Enhancements noted in this Agreement and requests BC Transit to proceed with the implementation of service changes within the timeline noted.

Name _____

Position _____

Signature _____

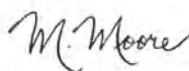
Date _____

MOU created on behalf of BC Transit

Name Myrna Moore

Position Senior Regional Transit Manager

Signature



Date July 28, 2014



APPENDIX A

[illegible]

Tracey Shaver

From: Donald McLennan
Sent: Saturday, July 26, 2014 11:42 AM
To: Curt Firestone
Cc: directorssi; saltspring
Subject: Re: Lack of road signage on SSI

Hi Curt

By cc of this message, I am copying it to the SSI Transportation Commission which may be interested in your point of view. Since the SSITC no longer has an e-mail address, it is being sent to the general CRD SSI web-mail address. With kind regards.

Donald McLennan

On 2014-07-26, at 11:15 AM, Curt Firestone wrote:

> Dear Gary,
> I live off of Vesuvius Bay Rd which has no bike lanes and requires both bicycles and automobiles to share the same narrow lane of traffic.
>
> I AM SICK AND TIRED OF ROUNDING A CURVE, FINDING A CAR IS PASSING A BICYCLIST AND HAS CROSSED THE DOUBLE LINE COMING AT ME HEAD ON.
>
> While I appreciate that the BC government does not want to spend the millions of dollars to put in bike paths, I do not understand why there is not more than one sign warning motorists not to cross the double line. Along this route we get visitors on bikes and in cars who are not familiar with our narrow curving roads. There should be a large sign coming off the Vesuvius ferry. There should be signs every 500 meters reminding motorists that you can not cross the double line when passing a cyclist.
>
> As our MLA, I am strongly asking you to take responsibility for proper signage on our roads.
>
> PLEASE DO NOT WAIT FOR A HEAD ON COLLISION. As MLA, a simple signage request to the Ministry should suffice with regular staff follow-up of the ministry until the signs are up.
>
> Thank you for your and your staff's attention to this matter, Curt
>
>
>



P.O. BOX 684 GANGES

SALT SPRING ISLAND B.C. V8K 2W3

www.islandpathways.ca

2014 July 23

Salt Spring Island Transportation Commission
Suite 5-105 Rainbow Rd, Salt Spring Island, BC V8K 2V5

Dear Director Wayne McIntyre and SSITC commissioners:

On behalf of Island Pathways, I attended yesterday's commission meeting, to hear CRD Parks Project Manager Brad Drew present the draft results of the January feedback session re: the Ganges Hill Feasibility Study.

We are heartened that 45 per cent the 56 respondents chose the \$700,000 option, which is the majority, given the splits for the other two options and saying No to all of them. Good, too, that the SSITC will, at their next meeting, go over the entire matter in more detail.

It seems that several things need to be included in this discussion. First, is the context of it, which is that it's funded through CRD Parks as part of its work to extent the CRD regional trail system (Gallopig Goose, Lochside, and new E&N Humpback Connector) through Salt Spring. It's for those walking and wheeling on roadside and off-road trails, not for roadworks *per se*.

This is important to remember, because the initial budget and whatever else may be spent had best not get into remediating road problems that fall to MOTI and CRD for sewage-line leakage issues. CRD Parks' budget is separate from this latter.

The funding itself is from 2008, allocated by CRD Director Gary Holman and dedicated to SSI regional trail deveopment. The \$50K disappeared after he left this office, followed by three different stories about why it was irretrievably gone. This wasn't possible, according to Holman, and by 2012 and the assiduous work of the SSITC chair, the money re-appeared.

Director McIntyre then directed it to be spent on a feasibility study of the Ganges Hill, it being a stretch of the future Salt Spring CRD regional trail that's very well used by those on foot and bicycles and worryingly unsafe, hence in pressing need of an upgrade.

Something like \$17,000 was spent on the feasibility study, from the original \$50,000. The remainder must be spent on work related to work on the Salt Spring regional trail extension. It doesn't have to be on the Ganges Hill, and it can be entirely off-road. If the latter, then it's not in the SSITC's bailiwick. If, however, the SSITC continues to agree that improving the shoulder of the Ganges Hill or some other stretch certain to be part of the regional trail through the island, then it may wish to continue advising Director McIntyre to spent the money in this manner.

Otherwise, the SSI Community Economic Development Commission may wish to take over advising Directory McIntyre re; the remaining funds. The SSI-CEDC is teaming up

with the Southern Gulf Islands CEDC to develop the "Experience the Gulf Islands" initiative, the first and major component of which is producing a cycling and walking map of each island, including Salt Spring. They could put the \$33,000 an off-road section of the eventual SSI regional trail.

As for benefits of this trail development on Salt Spring, be it roadside or otherwise, resident health, safety, satisfaction with community, and GHG-reductions are reasons enough. Spin-off benefits are the greening of the economy, with those walking and cycling to destinations being more likely to spend their income locally, as well as the springing up of small businesses to serve them on route and at their destinations. Add to that the tourism draw of a community rich and aesthetically pleasing with safe walking and cycling opportunities, and it's clear that there are various and significant benefits for local taxpayers and visitors.

Island Pathways recommends that the SSITC continue working on the Ganges Hill with the remainder of the CRD Parks funding for the Salt Spring regional trail. Further, we recommend that some of the remaining funds be directed toward developing a Partners Creating Pathways model for the upgrade, adding a fourth option to the feasibility study.

Because the PCP way of building pathways is so efficient, very little money would be required to add this option, and the remaining funds could go into the actual doing.

This would be great leverage money for getting funding partners, likely MOTI, other community works \$\$, which Mr. Drew alluded to, CRD Active Transportation, etc.

Ganges Hill, as he said, is one of the gnarliest sections of Salt Spring future regional trail, hence a tough stretch to start with. It's also a great one to figure out everything needed to know to make the rest seem easier.

To finish off this long summary--with thanks for wading through it--we may wish to formalize the name suggested by Director McIntyre for our island's part of the CRD regional trail. At a meeting with him and Jeff Ward, I'd said that, "What's good for the Goose for the gander."

"The Salt Spring Gander," Wayne said.

Perfect! Here's a magazine piece about it from last fall (<http://www.islandpathways.ca/wp-content/uploads/Salt-Spring-Gander-article.pdf>), to give an idea of the kind of tourism interest we can promote when it's named and, eventually, completed through the island. It's also attached as a PDF.

With thanks for your continuing good works,

Brenda

Brenda Guiled
President, Island Pathways
www.islandpathways.ca
250-653-4722

cc: Jeff Ward, CRD Parks Manager of Planning; Brad Drew, CRD Project Manager