



Making a difference...together

**SALT SPRING ISLAND TRANSPORTATION COMMISSION**  
Notice of Meeting on **Monday, September 28, 2015 at 4:00 PM**  
Salt Spring Island Public Library, 129 McPhillips Ave, Salt Spring Island, BC

Wayne McIntyre  
Ross Simpson

Nigel Denyer  
Seth Wright

Robin Williams  
Rod Martens

Gregg Dow  
Scott Simmons

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**AGENDA**

- 1. Approval of Agenda**
- 2. Adoption of Minutes of July 27, 2015**
- 3. Presentations/Delegations**
  - 3.1**
- 4. Reports-Chair and Director**
  - 4.1 Monthly Revenue Report-Salt Spring Island Community Transit**
- 5. Outstanding Business**
  - 5.1 Speed Limits**
  - 5.2 Bus Shelters**
- 6. New Business**
  - 6.1 Gasoline Alley Sidewalk**
  - 6.2 Lower Ganges Road-Presentation by Ross Simpson**
  - 6.3 Fulford Ganges Hill**
- 7. Next meeting October 26, 2015 from 4 to 6 pm at the Salt Spring Island Public Library**
- 8. Adjournment**



**3.3. Kathy Scarfo, Harbour Authority of Salt Spring Island (HASSI) re: Manson Road**

- Jim Heath introduced as operations manager, commenced January 13, 2014.
- Kathy Scarfo formerly chaired Salt Spring Transportation Commission, BC Ferries Advisory Committee, and Coast Wide Committee for Isabella Road ferry proposal (as an extension of the Fulford terminal).
- Reviewed the report Public Access to Manson Road and Adjacent Infill Foreshore dated June 10, 2015 (and recommendations); noted that public access is in HASSI's charter.
- Challenge is recognizing existing needs of HASSI to conduct operations. Keep HASSI's needs and ability to access water and dock, and conduct public safety concerns, are addressed.
- HASSI initiated mediated stakeholder meetings to accommodate a plaza concept on Manson Road; report thwarted this process with recommendations to only address public access.
- Requesting that HASSI's needs be recognized, as the issue is one of vehicular traffic, not only pedestrian traffic.
- HASSI holds lease over land.

**4. Reports**

**4.1. Director**

- Attended several governance committee meetings; drafted key elements of Community Engagement Plan. Cost of governance study completed by September 30, 2015. The entire study completed by March 31, 2016.
- CRD Transportation Select Committee:
  - Regional initiative, Salt Spring to remain as is.
  - Transportation bylaw for Salt Spring is flexible.
  - CRD Transportation Committee will include water and trail transportation; water will also reference ferries and regional will also involve trails.
- Ganges Sewer: referendum approved with 90% in favour to fund \$3.9 million over twenty years. Average resident living within the Ganges sewer area will pay approximately an additional \$179. If grant is received, total cost will be reduced by two-thirds.
- Kraft Project Play Program: Salt Spring Island Tennis Association made a successful bid for one of four \$25,000 prizes. Unlimited voting for \$250,000 grand prize starts on August 17, 2015.

**4.2. Chair**

Spoke with Todd Stone of the Ministry of Transportation and Infrastructure at a recent event and extended invitation to visit Salt Spring in the near future.

**5. Outstanding Business**

**5.1. Nancy Kreig – Canada 150 Design Concept re: Peck's Cove**

- Presentation of proposed design concept for active transportation hub at Peck's Cove, connected to Harbours End Pathway into Rotary Park, including overlook and views to harbour, and pathway to proposed seawalk. Bike parking, information map for pedestrian/bike pathways, exterior lift, seating area and beverage cart proposed.

- Features will include storytelling, interpretive panels depicting Cyrus Peck, displaying Victoria Cross, Salish Sea and tidal pool information, as well as school art project, with seasonal and drought resistant plants and no lawn.
- Public consultation can be conducted once funding is obtained.
- First Nations will be included in concept.
- Land surveys required, engineer and marine biologist consulted.
- Staff provided amended Capital Plan for reference:
  - Gas tax funds available for Rainbow Road (\$475,000);
  - Refer to Lower Ganges Road as either upland side or harbour side;
  - Preliminary costing for harbour side pathway is \$840,000 (with 35% towards engineering).

Commissioner Dow left the meeting at 5:34 pm.

**5.2. Rainbow Road-Update –Commissioner Simpson**

Phillip Grange, Richard Shead, and Commissioner Simpson attended site, and agreed on a two-metre wide path with stabilized shoulders within Ministry of Transportation right of way. Prevent disturbance of tree root systems in front of high school. Agreed to return to Polaris Surveyors, ask for copies of electronic .pdf forms and ask for additional survey of trees (approximately \$2000 to \$3000). Acquire survey plans for Lower Ganges Road.

**5.3. Electric Vehicle Group-Request to support electric vehicle network on Salt Spring Island**

General discussion with suggestions that Tesla is giving away free chargers and outlet could be made exclusive with adapters for electric bicycles.. No motion made in support of request.

**5.4. Bus Shelter Update**

- Total cost for the bus shelter in front of Country Grocer is \$19,500.
- Future bus shelters will be budget-minded, not art-minded.
- Put on agenda for next meeting.
- BC Transit website shows basic shelters are \$5,700 before site preparation.

**6. New Business**

**6.1. Uber Cars**

Commissioner Simmons explained Uber concept; generally agreed that Commission Simmons speak with BC Transit operator and bring back information to next meeting.

**6.2. BC Transit Annual Performance**

No discussion.

**7. Next Meeting: September 28, 2015, 4-6 pm, Salt Spring Public Library**

- 8. Adjournment**  
The meeting adjourned at 6:14 pm.

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**CHAIR**

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**SENIOR MANAGER**

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

	Jan-2015	Feb-2015	Mar-2015	Apr-2015	May-2015	Jun-2015	Jul-2015	Aug-2015	Sep-2015	Oct-2015	Nov-2015	Dec-2015	Total YTD
<b>Total Vendor Sales</b>													
Monthly Passes - Adult	\$ 900	\$ 900	\$ 650	\$ 750	\$ 750	\$ 550	\$ 700	13	\$ 650	\$ -	\$ -	\$ -	\$ 5,750
- Concession	240	240	240	320	400	360	400	10	400	-	-	-	2,600
Day Passes	45	110	30	155	35	220	325	88	440	-	-	-	1,360
Ticket Sheets *	2,045	1,904	1,964	2,126	1,782	2,653	2,531	121	2,450	-	-	-	17,456
<b>Prepaid Fare Tickets</b>													
Collected from fareboxes *	2,066	2,255	2,131	2,133	2,372	2,282	2,808	861	1,937	-	-	-	17,982
<b>Farebox Cash Proceeds</b>	8,506	8,757	9,429	12,562	11,525	12,617	16,774	14,802	14,802				94,972
<b>BC Bus Pass Program Grant</b>	-	1,805	3,616	-	3,653	1,784		1,952					12,810
<b>Monthly Revenue</b>	<b>\$ 11,658</b>	<b>\$ 14,067</b>	<b>\$ 16,096</b>	<b>\$ 15,920</b>	<b>\$ 15,081</b>	<b>\$ 19,681</b>	<b>\$ 22,791</b>	<b>\$ 20,181</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 135,474</b>
<b>Cumulative Totals</b>													
YTD Revenue	11,658	25,725	41,821	57,740	72,822	92,503	115,293	135,474	135,474	135,474	135,474	135,474	135,474
Unearned Revenue *	(20)	(371)	(538)	(545)	(1,134)	(763)	(1,040)	(527)	(527)	(527)	(527)	(527)	(527)
Less 2% Commission	(63)	(126)	(183)	(250)	(310)	(385)	(465)	(543)	(543)	(543)	(543)	(543)	(543)
Other Adjustments	98	(32)	(130)	-	-	-	-	-	-	-	-	-	-
<b>Reconciliation to GL</b>	<b>11,673</b>	<b>25,196</b>	<b>40,969</b>	<b>56,946</b>	<b>71,378</b>	<b>91,355</b>	<b>113,789</b>	<b>134,405</b>	<b>134,405</b>	<b>134,405</b>	<b>134,405</b>	<b>134,405</b>	<b>134,405</b>

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

ZVEN 134,399.32  
 Difference 5.23

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue Comparisons</b>													
2014 Monthly Revenue	12,995	11,734	10,005	16,435	16,433	16,515	21,145	21,918	19,953	12,450	13,153	15,851	188,586
2013 Monthly Revenue	9,687	12,821	10,005	12,384	15,284	17,046	16,826	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

Background document previously presented to the Commission on January 29, 2013

**Kees Ruurs**

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**From:** Kees Visser  
**Sent:** Thursday, January 03, 2013 2:25 PM  
**To:** John Wakefield; Donald and Judy McLennan  
**Cc:** Kees Ruurs  
**Subject:** Fw: RCMP input

Happy New Year to you all,

Last week I did receive two emails from sergeant Jenkins ( see below),and apart form two changes, he generally agrees with the recommendations.

I am somewhat hesitant to have a meeting with him ,and rather discuss this all first at our Transportation Committee meeting.

At our last meeting in Decemebr our report was tabled but not discussed. However I sense that some of the Commissioners like to discuss this first before we continue on this road.

I realize this will be slower than we like, but some of these recommendations are fairly revolutionary for Salt Springers, and it is better to have the full weight of the Commission, the Director and the RCMP behind it,

Kees Visser

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

**From:** George JENKINS  
**To:**  
**Sent:** Thursday, December 27, 2012 12:28 PM  
**Subject:** Progress Report

Good afternoon Kess, I hope you've had a good Christmas.

I like most of what I see in the progress report except a couple of things. I'd like to see the Long Harbour 80 zone remain and the Ganges 30 zone boundaries tightened as follows:

- a/ Rainbow Rd to north end of Windsor Plywood
- b/ Lower Ganges to Park Drive
- c/ Exclude Upper Ganges
- d/ Fulford Ganges at Seaview

My reasoning is that the zones, as initially proposed, will not be adhered to and will pose an enforcement challenge for police.

George

Sgt G.M. JENKINS  
NCO I/C Salt Spring  
250-537-5555

Good evening Kess. Apart from the suggestions I've made, I'm in agreement with the committee respecting the remainder of the recommendations in your planning document. I like your ideas for Cusheon Lake Rd and am of the opinion that traffic calming measures generally work.

I agree with you that we wont get everything we ask for due to financial restraint, but unless we ask nothing will happen.

I would be happy to discuss this further in the New Year at your convenience.

5 December, 2012

### Speed limit working group

Yve Blick  
Nomi Lyonns  
Robert Procinski  
Kees Visser

#### Background

The speed limit working group was formed in late August/early September at the request of the Transportation Commission in their August 21 meeting. Due to vacations, the group started only to work on this in mid October.

First, all members put their initial thoughts on paper, and had their first meeting, on November 20, 2012. The result may not be what everybody had in mind, but we were all willing to compromise.

#### Introduction

The group represents already a range of different opinions, probably not unlike what we would find in the overall Salt Spring population, although I suspect there will be more extreme views in the community on this topic, from no control to 30km/h over the whole island.

It became quickly clear that we agreed on the following major points:

- Speed limit signs in themselves are not the main issue, because most drivers will drive within their comfort zone or just because of old habits
- Nevertheless, a legal limit will have to be imposed, just to remind drivers of the legal requirements
- Too drastic changes or too many alternating different signs will only confuse drivers, so uniformity in the speed level limits is advisable. Speeding might be as much of a problem as too slow driving.
- The main focus or push should be *on calming and traffic smoothing devices* in order to control speed and to make traffic safer.

*Traffic calming* consists of engineering and other measures put in place on roads for the intention of slowing down or reducing motor-vehicle traffic. This is done in order to improve safety for pedestrians and cyclists as well as to improve the living conditions for residents living along the road

- We could learn from other nearby jurisdictions, specifically North Cowichan, which is a rural community and have made great strides with traffic calming, or from overseas jurisdictions, where many if not millions of the calming devices are already in place for 40 years plus.

#### Recommendations

##### 1. General speed limits

To keep it simple we recommend only three different speed limits: 30- 50-70 km/hr., with warning signs (the square yellow signs) in appropriate zones.

##### 2. Island speed limit

Except for special zones, such as school zones, playground zones, high density areas, we recommend 50km/hr (as it is at present), but we also recommend a minimum speed of 40km/hr. There should be signs indicating this at the three ferry terminals (50 km maximum and 40km minimum, or as otherwise posted). A minimum speed is enforced in Hawaii and is making traffic smoother and alleviating driver frustration. A car is not a fauteuil on wheels, and drivers should be attentive and not be lulled into a false sense of safety.



### 3. End School zone/playground zone signs

As in most other jurisdictions, there should be end school zone and end playground signs, so you don't have to guess where these zones end. On Salt Spring Island this is lacking.

### 4. Fulford/Ganges Road.

This road is at present 80km and 50km from Fulford Hall to the ferry. The road is fairly straight with a few subtle curves which makes it a bit challenging for some inexperienced drivers. Most houses are well off the road.

We recommend 70 km, preferably with a minimum speed of 60km for the road, 50 from Fulford Hall to Beaver Point Road, and 30 within Fulford. There should be appropriate yellow warning signs near the aforementioned curves, as there are already now. In addition there should be warning signs at one or two curves on the section Burgoyne Bay triangle to Fulford Hall. Passing zones where appropriate.

Thoughts should be given to a calming device, such as a few speed platforms or chokers (see below) near the two curves on this sections

### 4. Long Harbour Road

This road is presently 80km, and likely can be driven quite safe with this speed, but for uniformity sake we recommend also 70 km (preferably minimum 60km), with warning sign at appropriate spots. Passing zones where appropriate.

### 5 Lower Ganges /Vesuvius Bay Road.

This road is at present a melange of playground zones, 60km, 50 km and warning signs. School buses and fuel trucks use this road frequently and therefore we recommend 50km for the whole road (minimum 40km), with the appropriate warning signs, with exception of the playground zone near the Parks office and in Vesuvius Bay, where as a residential area it should be 30km.

No passing zones.

### 6 Ganges Town, Vesuvius Bay and Fulford.

The speed limit should be 30km.

Ganges town speed zone area should be defined to :

- a/ Rainbow Road to the swimming pool
- b/Lower Ganges Road to the Foxglove intersection
- c/Upper Ganges Road to Churchill Road
- d/Fulford Ganges Road to Drake Road

The Vesuvius Bay 30km zone area should be defined from the Sunset Drive intersection

Fulford speed zone area should be defined from Beaver Point Road intersection.

At all these five points, we should consider a speed platform

7. All other roads would be 50km max, 40km min as per the signs at the ferry terminals, except of course school, playground zones and some higher density areas.

As mentioned the main thrust should be on traffic calming devices to control speed and to smoothen traffic to limit stop and go traffic.

Many of these devices are used extensively in western Europe with great success, and becoming increasingly common in the USA and in some Canadian communities such as North Cowichan (Duncan, Crofton and Ladysmith) and Vancouver (Kitsilano), Victoria, Nanaimo etc.. Salt Spring as a progressive island community could be at the fore front of these devices and become a model in Canada.

Below I am copying a traffic engineering report, to describe some of the traffic calming devices, which are extensively used in Europe and Asia, but not so much yet in North America.

Traffic calming can include the following engineering measures, grouped by similarity of method:

*Make the street or even just a single lane narrower.* Narrowing traffic lanes differs from other road treatments by making slower speeds seem more natural to drivers and less of an artificial imposition, as opposed to most other treatments used that physically force lower speeds or restrict route choice. Such means include:

- Chokers , which are curb extensions ,and traffic islands, that narrow the roadway to a single lane at points ( Crofton, near the elementary school).<sup>[8]</sup>
- Road diets: actively remove a lane from the street.
  - Allowing parking on one or both sides of a street. This in effect also a type road diet as it reduces the number of driving lanes.
  - Pedestrian small islands in the middle of the street.
- *Provide vertical deflection, i.e. a physical reminder.* These include:
  - Speed bumps, sometimes split or offset in the middle to help emergency vehicles reduce delay
  - Speed humps, parabolic devices that are less aggressive than speed bumps and used on residential streets.
  - Speed cushions, two or three small speed humps sitting in a line across the road that slow cars down but allows (wider) emergency vehicles to straddle them so as not to slow emergency response time.
  - Speed tables, long flat-topped speed humps that slow cars more gradually than humps
  - Raised pedestrian crossings, which act as speed tables.
  - Changing the surface material or texture (for example brick)
- *Provide horizontal deflection, i.e. make the vehicle swerve slightly.* These include:
  - Chicanes, which create a horizontal deflection causing vehicles to slow as they would for a curve.
  - Pedestrian refuges again can provide horizontal deflection, as can curb.
- *Provide attention devices,i.e. make the driver more attentive.* These include
  - Hanging orange flashing lights over the road, visual attention ( Lakes Road, Duncan)
  - Rumbling strips, audio attention

We are not advocating to use all of these yet, but some of these we should:

#### 8. Speed platforms or cushions (see above)

Since the 1980's these are very common in western Europe; there are tens of thousands of them. Every village has them at all entries or near higher density zones, playgrounds, school zones etc. These are usually 5 to 7 m long and about 10 cm high, and usually painted with yellow stripes (France) or bright red (Spain). I have seen them now as well at Victoria airport.

- They should be constructed at Cusheon Lake Road. The community there is rightly concerned about the traffic in their area. The build up area is unique on Salt Spring, the houses are backing up right into the road, with many blind corners and nooks. Accidents have happened regularly and will continue to happen, if nothing is done. Moreover, the road is next to Cusheon Lake, which is a drinking water reservoir. Signs of any kind have been tried, and although working for a short time, speeding continues. It is clear only physical impediments will work here, and speed tables are probably the answer. At least three tables, possibly more are needed, two on either end of the build up area and one or more in the middle. These should be well indicated by signs, preferably painted and a 30 km zone should be indicated from beginning to end.

- They could be constructed at the 4 entries of Ganges Town, Vesuvius Bay, Fulford at the points where the 30km zones begin..

#### 9. Traffic circles

Again there are tens of thousands of these in western Europe, and they appear now also in Duncan, Ladysmith and Vancouver. Traffic circles are safe and green; they prevent T-bone collisions, lower speed and prevent the stop and go traffic as in 4-way stops (which create higher carbon emissions). These traffic circles should be two level ones, an outside one for normal vehicle traffic, and an inner slightly raised circle (usually with bricks) to allow large semi trailers to pass. The municipality of North Cowichan has twelve of these and their population is now petitioning for more. On their website they have excellent educational film clips re. traffic circles and other traffic calming devices.

The Central intersection, where a 4-way stop was introduced in early 2012, is a prime candidate. Another candidate is the Upper Ganges/Lower Ganges Road (which is in the NGTP), and there are others.

A Duncan ,Lakes Road type of circle would easily fit these two examples, without having to have extra land. In Kitsilano and Victoria there are even smaller circles, where large trucks regularly pass. Costs for these types of circles are in the order of \$300,000 ( North Cowichan source).

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

#### 10. Orange flashing lights and rumbling strips.

These are used extensively in the USA and more locally also in Duncan (Lakes Road) and are low cost options (\$4000, North Cowichan source)

Potentially difficult intersections should have a 4 way orange flashing light hanging over the intersection. Prime examples are Beddis Road/Fulford-Ganges Road, North End Road/Fernwood Road, Beaver Point Road/Stewart Road and there are undoubtedly more examples.

In combination with these, we recommend to install rumble strips. Rumble strips could also be used on themselves, when smaller roads intersect with busier roads.

We are convinced that these lights and strips will slow drivers down, make them more alert and will result in safer traffic.

#### 11. White reflective lines at sides of roads.

These are used almost everywhere in the USA. Especially in dark and rainy weather, what Salt Spring has a lot of, these lines are life savers. Many drivers here have forgotten how to dim when approaching or driving behind other vehicles, resulting in blinding. When that happens most drivers are usually still able to see the side of the road, and white reflective lines will be crucial.

Besides the yellow middle lines for the main roads, we recommend to have white side lines painted on all roads, and especially on the minor roads, and repainted every fall. This is also a low cost option to calm speeds and prevent accidents.

#### 12. Road maintenance

In our opinion, road maintenance on Salt Spring is poor, badly planned and shows tax money waste and 1950's thinking.

Without going into details, there are many examples the working group came up, to prove this.

It is recommended that the Transportation Committee plays an active role in planning, quality control and budget control of Salt Spring road maintenance. Good and modern road maintenance will induce drivers to drive within the limits and therefore safer.

#### 13 Driver/Bicycle education

It is clear that driver and bicycle education is lacking in Canada, and certainly on Salt Spring Island. The major concerns are that drivers overtake cyclists where they can't, and cyclists riding on the wrong side of the road, but there are many others.

The Group recommends that the Transportation Committee takes an important role to enhance driver and cyclist education, using Driftwood, and expertise of RCMP, ICBC, CRD.

### **Conclusion**

- Speed limit signs in themselves are not the main issue, because most drivers will drive within their comfort zone or just because of old habits
- To keep it simple we recommend only three different speed limits: 30- 50-70 km/hr., with warning signs (the square yellow signs) in appropriate zones.
- Except for special zones, such as school zones, playground zones, high density areas, we recommend 50km/hr (as it is at present). We also recommend a minimum speed of 40km/hr
- There should be signs at the three ferry terminals (50 km maximum and 40km minimum, or as otherwise posted).
- The main focus or push should be on calming and traffic smoothing devices in order to control speed and to make traffic safer.
- We could learn from other nearby, similar jurisdictions, such as North Cowichan, or from overseas jurisdictions, where many if not millions of the calming devices are already in place for 40 years plus.
- Examples of these calming devices are speed tables, traffic circles, orange flashing lights, rumbling strips.
- The two major areas where these should be constructed are the Central intersection (traffic circle) and Cusheon Lake Road (speed tables)
- The Transportation Committee should have a major role in road maintenance and traffic education.
- At first any kind of implementation of speed calming devices, new speed limits and traffic circles will meet resistance, but the experience of other jurisdictions is that this resistance is quickly turned into enthusiasm.

Kees Visser  
Speed limit Working Group  
Salt Spring Island Transportation Commission