



Making a difference...together

SALT SPRING ISLAND TRANSPORTATION COMMISSION
 Notice of Meeting on **Monday, March 26, 2018 at 4:00 PM**
 SSI Public Library, 129 McPhillips Ave, Salt Spring Island, BC

Wayne McIntyre
 Nigel Denyer

Robin Williams
 Rod Martens

Dal Brickenden
 Shellie Barrett

(r) Regrets

AGENDA

1. **Approval of Agenda**

2. **Adoption of Minutes of February 26, 2018** 2-5

3. **Delegation/Presentation**

4. **Director, Chair and Commissioner Reports**

5. **Outstanding Business**
 - 5.1 **Letter dated March 14, 2018, from Larisa Hutcheson, General Manager, Parks and Environmental Services Re: September 2017 Presentation to the Capital Regional District Regional Parks Committee Request for Funds toward Ganges Hill Road and Active Transportation Improvements** 6-8

 - 5.2 **Booth Canal Road to Baker Road Pathway Project** 0

 - 5.3 **BC Transit Walker's Hook Update** 0

6. **New Business**
 - 6.1 **3 Year TIPs 2019-2022 Expansion Plan SSI Transit** 9-25

That the Salt Spring Island Transportation Commission recommends the Capital Regional District support BC Transit's proposed three year Transit Improvement Program for 2019-2022 subject to being provided with an order of magnitude costs for consideration in the annual budgeting process.

7. **Next Meeting: April 30, 2018 at SSI Public Library at 4 pm**

8. **Adjournment**

Correspondence:
 Email dated Feb 27, 2018 from Mr. Moleski re: Fort Street Bus Stop 26-28
 Email dated Feb 27, 2018 from Ms. Wild re: Fort Street Service 29-30

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 February 26, 2018 SSI Public Library, 129 McPhillips Ave, Salt Spring Island, BC**

DRAFT

Present: **CRD Director:** Wayne McIntyre
Commission Members: Robin Williams, Shellie Barrett, Dal Brickenden
Staff: Karla Campbell, Senior Manager, Salt Spring Electoral Area; Chris Davidson, Manager Engineering; Tracey Shaver, Recording Secretary.
Absent: Nigel Denyer, Rod Martens

Chair Williams called the meeting to order at 3:55 pm.

1. Approval of Agenda

MOVED by Commissioner Brickenden, **SECONDED** by Commissioner Barrett,
That the Salt Spring Island Transportation Commission agenda of February 26, 2018 be
amended and approved by removing the delegation by Scott Simmons under item 3.2
and replacing it with Myna Lee Johnstone.

CARRIED

2. Adoption of Minutes of January 29, 2018

MOVED by Director McIntyre, **SECONDED** by Commissioner Brickenden,
That the Salt Spring Island Transportation Commission Minutes of January 29, 2018 be
amended and approved by adding to Item 5.1., bullet number one, "regional" in front of
transit linkage.

CARRIED

3. Delegation/Presentation

3.1 David Phillips-Bus Service to Fort Street

Mr. Phillips requested restoring transit service to the Fort Street Area as soon as possible.

- It will be a long time before road repair on Walker's Hook is completed
- Service was provided for and is needed by working class islanders
- School District 64 buses are currently doing 3 point turns at Fort Street
- Investigation of route timing

3.2 Myna Lee Johnstone

Ms. Johnstone had two points she wanted to express to the Commission.

1- Feels that transit riders are under-informed by the SSI Transportation Commission. Recommends Commission Chair submit monthly articles to the Driftwood and post on the exchange; and recommends a Commissioner be a regular user of the transit service

2- Ganges Hill- recommends that no bus pullout be contemplated in the area of Drake Road and Fulford Ganges Road during road improvement designs for Ganges Hill. Encourages a bus stop be designated in the parking spaces in front of businesses prior to the intersection of Seaview and Fulford Ganges Road. This location would be safer for pedestrians then crossing at the intersection and waiting on the side of the road. Consider a park n ride location to balance out the loss of parking spaces.

4. Director, Chair and Commissioner Reports

4.1 Director McIntyre briefly reported on:

- Attended meeting for the CRD Emergency Services Telecommunications Corporation. All service calls for the electoral areas and the CRD regional District go through a call centre in Langford.
- Recycling Depot-CRD subsidy for rural recycling centres to end in 2019; new three year extension approved by CRD Board.
- Ganges Harbour Walk Steering Meeting-Recent meeting, currently investigating the infrastructure and environmental impacts only.
- Islands Pathways AGM-congratulations on 30 years.
- Bike Park-community confusion, tree removal is minimal, current work is on surveying area for dangerous trees and identifying trees that can be features of the design. Once design is complete there will be additional community consultation.
- Attended a second workshop with staff on the update of the PARC Strategic Plan. Community stakeholders also participated in a second workshop. Once draft plan in place, additional community consultation will be welcomed.
- Lady Minto Hospital Foundation- looking for ways to leverage funding from several sources such as Island Health and the CRD.

4.2 Commissioner Brickeneded briefly reported on Island Bus Shelters working group and provided a written report at the table.

- Considering ways to approach Design Build that will allow for input by the artistic community
- Considering economies of scale; design several at once and build out over a 2 to 5 year period
- Shelters to be “public art” with the potential to be an attraction such as the Chemainus murals
- No advertisements on the exterior of the shelters; potential for free WiFi

4.3 Chair Williams briefly reported on plans for a tenth year celebration of the SSI Transit Service in May 2018.

5. Outstanding Business

5.1 North Ganges Transportation Plan-Project Designs

- Draft design plans were posted in the meeting room for review
- Frontage of the Anglican Church property is still under negotiations
- Tender for construction will be released four weeks after designs are finalized

5.2 Fulford Ganges Road Closure

The Transportation Commission has listened to various delegations by groups whom are for and against the concept of closing a section of Fulford Ganges Road during the summer months for the expansion of the Saturday Market.

MOVED by Commissioner Barrett, **SECONDED** by Director McIntyre,
That the Salt Spring Island Transportation Commission does not recommend the closure of Fulford-Ganges Road fronting Centennial Park for the purpose of expanding the Saturday Market.

CARRIED

5.3 Parking

The Transportation Commission discussed recent events and the implications on parking authority, planning and management for the Ganges Village Downtown Core.

- Capital Regional District has the authority to establish a new tax service for the construction, maintenance and regulation of parking spaces, areas and facilities.
- Funding is in the five year capital plan for a parking study
- Consideration of a three hour parking limit in the downtown core; parking on Ministry of Transportation Lands is limited to a maximum of three days
- OCP needs clear plan for Ganges Village and how it relates to public infrastructure

MOVED by Commissioner Williams, **SECONDED** by Commissioner Brickenden,
That the Salt Spring Island Transportation Commission is providing the following feedback for consideration by the Local Islands Trust Committee:

1. Commission members require more than four days' notice to provide input on important development referrals;
2. The Commissioners do not see the necessity of forming an interagency Parking Task Force at this time;
3. The Commissioners suggest that Islands Trust continue to develop a plan for the Ganges Village downtown area with an emphasis on parking and financial requirements for the Transportation Commission to consider.

CARRIED

6. New Business

6.1 SSI Community Transit- Monthly Revenue

Received for information noting that revenue is up over last year.

6.2 BC Transit's response to proposed transit detours to accommodate the Walker's Hook Road Situation

- BC Transit provided a detailed response in writing.
- The Motor Vehicle Act is cited as the safety concern.
- BC Transit is not willing to pull a three point turn in an intersection.
- Some modification to the intersection of Fort Street, Walker's Hook and Grantville Street may allow for a safe turnaround.
- BC Transit will be consulting with the Ministry of Transportation to consider the possibilities.

- Chair Williams's requests that staff investigate options that provide transportation assistance in special cases with BC Transit similar to the "taxi saver" program.

7. Next Meeting: March 26, 2018 at 4 PM in the SSI Library

8. Adjournment

MOVED By Director McIntyre, **SECONDED** by Commissioner Brickenden,
That the meeting adjourn at 5:10 pm.

CARRIED

CHAIR

SENIOR MANAGER

March 14, 2018

6130-30
Gulf Islands

Mr. Robin Williams
Chair, Salt Spring Island Transportation Commission
Sent via email

Dear Mr. Williams:

**RE: SEPTEMBER 2017 PRESENTATION TO THE CAPITAL REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE REQUEST FOR FUNDS TOWARD GANGES HILL
ROAD AND ACTIVE TRANSPORTATION IMPROVEMENTS**

Following your presentation at the September 2017 Regional Parks Committee meeting, Capital Regional District (CRD) staff were asked to report back to the Committee regarding how the Gulf Islands Regional Trails Plan deals with the Ganges Hill as part of the proposed regional trail route on Salt Spring Island.

As part of staff's follow up, Mike Walton and I met with you in November 2017 to discuss the interests of the Transportation Commission regarding Ganges Hill. In December 2017 and January 2018, Mike Walton worked with you further regarding the wording for the Gulf Islands Regional Trails Plan. As noted at that time, the plan indicates that the CRD will focus its initial regional trail development efforts on Salt Spring Island on the section between Vesuvius and Atkins Road in North Ganges. It also notes that the Transportation Commission, in partnership with the Ministry of Transportation and Infrastructure (MOTI), is considering developing a trail on the Ganges Hill at the south end of Ganges and that once that is done, it will become part of the regional trail initial route. The Regional Parks Committee, at its February 2018 meeting, recommended that the CRD Board approve the Gulf Islands Regional Trails Plan.

The CRD has allocated \$200,000 per year for regional trail planning and development in the Gulf Islands, and 50 kilometers of trails are proposed for development by Regional Parks. These funds are intended as leveraging/matching funds for external funding to support development of the trails. CRD's initial priority will be to begin work towards development of the Mayne Island demonstration trail. Hence, the Ganges Hill work will need to be funded by the Transportation Commission and MOTI. I would be pleased to provide a letter of support if the Transportation Commission is seeking external grant funding for the Ganges Hill work project.

Sincerely,


Larisa Hutcheson, P.Eng.
General Manager
Parks & Environmental Services

cc: Brett Hudson, A/Senior Manager, Regional Parks (email)
Lynn Wilson, A/Manager, Planning, Resource Management & Development (email)

Meeting Minutes

Regional Parks Committee

Wednesday, September 20, 2017

9:30 AM

6th Floor Boardroom
625 Fisgard St.
Victoria, BC V8W 1R7

PRESENT:

Directors: D. Screech (Vice Chair), D. Howe, B. Isitt (9:55), N. Jensen (9:34), S. Price, L. Seaton, M. Tait (9:48), W. Vowles (for M. Hicks), G. Young, B. Desjardins (Board Chair, ex-officio)
Staff: L. Hutcheson, General Manager, Parks and Environmental Services; M. Walton, Senior Manager, Regional Parks; B. Hudson, Manager, Planning, Resource Management, and Development; K. Campbell, Senior Manager, Salt Spring Island Administration; B. Reems, Corporate Officer; P. Perna, Committee Clerk (Recorder)

REGRETS: Directors Brownoff and Windsor

The meeting was called to order at 9:30 am.

1. Approval of Agenda

MOVED by Director Seaton, SECONDED by Director Howe,
That the agenda for the September 20, 2017 Regional Parks Committee meeting
be approved as circulated.
CARRIED

2. Adoption of Minutes

2.1. 17-606 Minutes of the June 21, 2017 Regional Parks Committee Meeting

MOVED by Director Price, SECONDED by Director Howe,
That the minutes of the June 21, 2017 Regional Parks committee Agenda be
adopted as circulated.
CARRIED

3. Chair's Remarks - None.

4. Presentations/Delegations

**4.1. 17-671 Presentation: Robin Williams, Chair, Salt Spring Island Transportation
Commission Re: Ganges Hill Biking and Walking Trail Feasibility Study -
Surplus Funds**

Mr. Willams spoke to a presentation on Ganges Hill Biking and Walking Trail
Feasibility Study - Surplus Funds and requested consideration for an allocation
of \$150,000 towards the Regional Trail.

MOVED by Board Chair Desjardins, **SECONDED** by Director Price,
That the request for an allocation of \$150,000 towards the Regional Trail be
referred to staff to provide a report for the Regional Parks Committee.
CARRIED

5. Committee Business

5.1. 17-655 Lifeguards at Regional Parks

L. Hutcheson provided an overview of the report.

Discussion ensued on the following:

- other areas that the public enters the lake
- public awareness of risks involved
- staff presence and bylaw enforcement to perform regular patrols
- alcohol related injuries

MOVED by Director Jensen, **SECONDED** by Director Howe,
That the Regional Parks Committee recommend to the Capital Regional District
Board:

That this report be received for information.

CARRIED

OPPOSED: Director Screech

5.2. 17-649 Matthews Point Regional Park Management Plant

L. Hutcheson provided an overview of the report.

MOVED by Director Howe, **SECONDED** by Director Price,
That the Regional Parks Committee recommend to the Capital Regional District
Board:

That the initiation of a management planning process for Matthews Point
Regional Park, as per the project scope shown in Attachment 2 and the
engagement process shown in Attachment 3, be approved.

CARRIED

5.3. 17-650 Update on Todd Creek Trestle Closure

L. Hutcheson provided an overview of the report.

MOVED by Director Price, **SECONDED** by Director Seaton,
That the Regional Parks Committee recommend to the Capital Regional District
Board:

That this report be received for information.

CARRIED

6. Correspondence

6.1. 17-663 Correspondence: Town of View Royal Re: Lifeguards at Thetis Lake

MOVED by Director Seaton, **SECONDED** by Director Howe,
That this item of correspondence be received for information.

CARRIED



Making a difference...together

REPORT TO THE SALT SPRING ISLAND TRANSPORTATION COMMISSION MEETING OF MARCH 26, 2018

SUBJECT SALT SPRING ISLAND THREE YEAR TRANSIT EXPANSION INITIATIVE

ISSUE

Approval of the Salt Spring Island Transit three year expansion initiative (2019-2022) that will form the basis of a future Memorandum of Understanding between the Capital Regional District (CRD) and BC Transit.

BACKGROUND

Annually in April, BC Transit communicates to CRD the expansion initiatives proposed for the next three years. It seeks the commitment to the expansion initiatives from the CRD thereby allowing BC Transit to proceed with securing sufficient funding within the provincial budget. This includes the allocation process and results of expansion priorities from future transit plans, other service plans, local initiatives as well as major capital initiatives necessary for the development of the local transit system.

BC Transit is proposing a three year expansion initiative (2019-2022) to put into a formal Transit Improvement Program (TIP) for consideration and feedback. The options come from the 2015 SSI Transit Service Review identified as 'Medium Term' service options, since as of this summer, BC Transit will have implemented all of the 'Short Term' service options identified in the Service Review report.

Year	Hours	Vehicle Requirements	Description	Options
2019/2020	130	0	Additional earlier Saturday service	Increase service on all routes (except Route 2) to the same level as weekday service, including 6:20 Route 6 trip. Service to Vesuvius Bay and Fernwood would have service every two hours during the morning.
2020/2021	1400	1	Separation of Walker's Hook and Fernwood, Additional Peak Service on Route 3.	
2021/2022	600	0	Expanding service to Beddis and Cusheon lake using the expansion bus from Walker's Hook/Fernwood Restructure	

Upon confirmation from the CRD to proceed with the expansion initiatives BC Transit will prepare a Memorandum of Understanding (MOU) to formalize the process of costing the expansion on behalf of the CRD. The MOU lists the specific initiatives for the Annual Operating Agreement derived primarily from service review options. Order-of-magnitude costing is provided to define the scope of transit service initiatives based on the proposed annual expansion hours and will identify proposed expansion dependency on other infrastructure investments. If the proposed expansion requires additional vehicles, a signed commitment from CRD is required by June in the year prior to ensure sufficient time for BC Transit to procure buses. If the CRD plans change

after this date and it is determined that expansion is no longer desired, the CRD will be billed the lease fees related to the new buses for a minimum of a one year period.

To the extent that future expansion initiatives and ongoing operating costs exceed increased fee revenue, the tax requisition for the service will have to be increased. It is also important to note that when the service was originally initiated monies were set aside in an operating reserve to deal with variable costs associated with fuel, repairs and service. These funds can be used to offset some increased operating costs, including the service expansion; however, in order to sustain operations for an expanded and efficient service, it is important to consider the impact and increase to the requisition in the near future.

ALTERNATIVES

1. That the Salt Spring Island Transportation Commission recommends the Capital Regional District support BC Transit's proposed three year Transit Improvement Program for 2019-2022 subject to being provided with an order of magnitude costs for consideration in the annual budgeting process.
2. That BC Transit's proposed three year Transit Improvement Program for 2019-2022 be referred back to staff for further review with BC Transit.

IMPLICATIONS

The proposed three year TIP cost estimates will need to be reviewed in the upcoming 2019-2023 five year financial plan for the SSI Transit service and may require the Commission to endorse support for securing additional resources to fund transit expansion and ongoing operating costs.

CONCLUSION

The feedback on the proposed three year TIP will enable BC Transit to initiate cost estimates for the CRD to consider an intent to fund the CRD's share of the initiatives for the following service years and incorporate in the annual budgeting process. The proposed three year expansion initiative (2019-2022) will require a Memorandum of Understanding to support the expansion in the five year financial plan for the SSI Transit service which will come to the Commission for consideration.

RECOMMENDATION

That the Salt Spring Island Transportation Commission recommends the Capital Regional District support BC Transit's proposed three year Transit Improvement Program for 2019-2022 subject to being provided with an order of magnitude costs for consideration in the annual budgeting process.

Submitted by:	Karla Campbell, Senior Manager, Salt Spring Island Electoral Area
Concurrence:	Peggy Dayton, Senior Financial Advisor

KC/kc

Attachments: 2015 SSI Transit Review – Service Options and Summary
2018-2022 Transit budget and reserve summary

5.0 SERVICE OPTIONS

Based on the analysis of existing and future community demographics and land use, existing transit service and feedback from the public engagement process, the following options are presented to guide further investment in the system to continue to improve its effectiveness and community benefit. Refinement of the service options has been informed by the results of Phase 2 Public Engagement process, including ongoing collaboration with the local operator, the SSITC and the CRD.

These refined options are divided into three time horizons for implementation; immediate (options which have already been or can be implemented immediately), short-term, and longer-term for future consideration. Options are presented for implementation / priority based on feedback from the SSITC and the public. Transit system improvements described for the 6-15 year term can be considered in ongoing and future system reviews.

The ultimate order of implementation (including the opportunity to combine multiple options into a single option) will be confirmed in collaboration with the CRD and SSITC as part of the three-year budget process, which occurs annually. This is to say that options are not prescriptive and do not necessarily require linear implementation. However, it is worth noting that the implementation of some options is dependent upon the implementation of other options, since some implementations can only be realized by adding a new bus.

Costs for options are based on 2014/15 Annual Operating Agreement budget figures. Actual costs may vary depending on confirmed budget figures and finalization of operating details at the time of implementation. Options for “summer” service assume end-of-June to end-of-September operation, in alignment with the current summer schedule season of the Fulford Harbour - Swartz Bay Ferry. A table summarizing total hours impact and vehicle requirements for each option is also presented in Section 5.4.

Note that in 2015/16, the system’s existing 20-passenger vehicles are slated to be replaced. Lease fees are based on costs for a new high-floor medium-duty bus. The exact vehicle type will be determined, and does consider physical constraints at Fulford Harbour ferry terminal.

5.1 Immediate Service Options for Implementation within the next 6 months

Option #1. Expanded Weekend Evening Service.

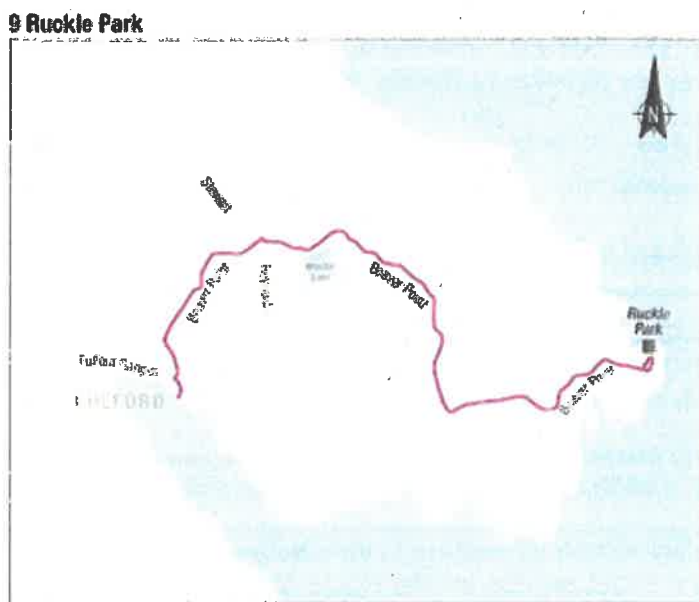
Based on public feedback and discussion with local partners, evening weekend service was extended Friday – Sunday on Route 2 Fulford Harbour and Route 6 SS Connector. Effective September 28, 2014, service has been extended until after 10:00pm on Fridays and Saturdays and until after 8:00pm on Sundays to better connect ferries and key destinations. This change accommodates later ferry sailings for people leaving and arriving on the Island. This change will be reflected in schedules at all times of year.

Option #2. Summer Service to Beaver Point & Ruckle Park.

Proposed for implementation in late-June 2015, this option would introduce summer service as described below.

From June 30 – September 30, the Route 9 Ruckle Park would operate as a loop route, extending to Ruckle Park from Fulford Harbour on two round trips per day, Monday through Sunday.

- Routing uses Fulford Ganges Road and Beaver Point Road per the map below.
- Optimally, trips would operate in the morning and in the late afternoon in order to meet the main check out/check in times at the park of 11:00am/1:00pm, as well as to enable Ruckle Park campers to travel to Ganges and/or Fulford for the afternoon and provide access for Salt Spring residents to the Park.
- At Fulford Harbour, connections would be possible between Route 9 Ruckle Park and Route 2 Fulford Harbour to enable access to Ganges and other areas of Salt Spring Island.



Alternate routes for this option were tested in fall 2014 as follows:

- a. From Fulford Harbour via Fulford Ganges and Beaver Point Roads to the Park, continuing on via Beaver Point, Stewart, Cusheon Lake and Beddis Roads to Ganges on one trip and the reverse on another trip.
- b. Looping back on the northbound return trip from the Park, serving Beaver Point Road via Forest Ridge and King Roads and continuing on to Fulford or Ganges.

While it can be advantageous to provide service to alternate areas, the following disadvantages were observed:

- **Barrier to ease-of-use** – irregular or inconsistent scheduling and routing complicates and discourages passenger use, whether the rider is existing or new. A schedule like this also offers less flexibility in terms of enabling Ruckle Park users to easily access both Fulford and Ganges.

- **Time invested vs. Ridership Gained** – while there may be some residents who would use the service, the projected ridership to be gained from this routing would not likely offset the additional time required to offer this service.

Bearing these considerations in mind, the original routing of the Ruckle Park option is recommended.

Key Benefits: Provides access to residents traveling to and from the Beaver Point area. Also provides introductory service to a key summer destination on Salt Spring Island, plus provides an option for campers who may have accessed the park by means other than car (motorhome, bicycle, etc.) to connect to Fulford and Ganges to see more of the community and to access local area businesses, attractions, and services.

Considerations: The routing assumes that the bus would be able to turn around using the loop road inside the park. Accessing the loop road and placing a stop within the park would require coordination with and approval by BC Parks.

Initial High Level Estimate – Additional Annual Impacts

Option 2: Summer Service to Ruckle Park

Service Hours:	260	Passenger Revenue:	\$3,900
Annual Ridership:	2,300	Total Cost*:	\$15,800
Vehicles Required:**	0	Net Local Share of Costs:	\$3,600
		Provincial Share of Costs*:	\$8,300

* Costs shown do not include Provincial contribution to Lease fees.

5.2 Short-Term Service Options (1-5 years)

Option #3. Additional Winter Morning Service.

This option was originally presented as an option for later implementation in the January 2013 Service Options Analysis report. It addresses the following feedback collected through Public Engagement:

- Demand for additional morning service to the Vesuvius ferry
- Demand for more direct service on the Route 6 SS Connector (by splitting into its respective routes).
- Demand for additional Walker's Hook service

This option would add four hours of service per weekday during winter months, primarily to continue to build year-round ridership among residents travelling to on-island destinations. While the exact nature of service would need to be confirmed through detailed scheduling, the addition of this service would likely provide for:

- Better consistency and continuity between the summer and winter weekday schedules
- A year-round mid-morning (around 10:00am) Route 3 Vesuvius trip, plus potentially an additional morning trip to meet the 8:00am Vesuvius Ferry arrival.
- The introduction of a year-round morning Route 4 Long Harbour trip to increase the span of service for Eagle Ridge / Long Harbour residents
- The opportunity to separate the Route 5 Fernwood leg of the Route 6 Salt Spring Connector morning trips from the Route 3 Vesuvius section, thereby shortening travel times for Route 5

Fernwood residents travelling to Ganges in the morning. (Route 5 Fernwood residents travelling to Fulford Harbour would potentially need to transfer at Ganges, but the overall trip would be 10 minutes shorter).

- An additional Walker's Hook trip.

Key Benefits: As above, this package of hours is likely the next logical progression to winter scheduled service, particularly in terms of building use of the system by on-island commuters, school students bound for the Cowichan Valley accessing the Vesuvius Bay ferry and commuters travelling to Ganges from Crofton.

Considerations: This option provides substantial benefit to the whole island and addresses a number of concerns heard from the public. While it was not the most frequently-heard request from the Service Review Public Engagement, it addresses a wide range of concerns heard.

Initial High Level Estimate – Additional Annual Impacts

Option 3: Additional Winter Schedule Morning Service

Service Hours:	820	Passenger Revenue:	\$13,400
Annual Ridership:	7,900	Total Cost*:	\$49,800
Vehicles Required:	0	Net Local Share of Costs:	\$10,200
		Provincial Share of Costs*:	\$26,200

** Costs shown do not include Provincial contribution to Lease fees.*

Option #4. Increased Summer Saturday Frequency on Route 2 Fulford Harbour.

On Saturdays, service on the 2 Fulford Harbour route would be "disconnected" from the rest of the system's routes in order to consistently operate every 30 minutes between 10:00am and 5:00pm.

- This option also retains the ability to offer overload trips for the most popular ferry arrival and departure times for passengers travelling to/from the Saturday Market.
- Saturday service on all other routes would be approximately every two hours, as it is now, but minor adjustments to trip scheduling would be required.

Key Benefits: Addresses one of the most commonly-heard requests from the first phase of Public Engagement. The provision of a consistent and frequent link between Fulford and Ganges would generate high ridership, would continue to provide better resilience in the system if the ferry is late, and would make it easier for residents trying to board the bus along the route (i.e. at Fulford Ganges Road & Cusheon Lake Road) to ensure there was enough space for them.

Considerations: Requires an additional vehicle, so while the overall impact on summer ridership would be excellent, once vehicle costs are allocated across the year, the cost per passenger is relatively high.

Initial High Level Estimate – Additional Annual Impacts**Option 4: Increased Summer Saturday Frequency on 2 Fulford Harbour**

Service Hours:	120	Passenger Revenue:	\$3,200
Annual Ridership:	1,900	Total Cost*:	\$34,600
Vehicles Required:	1	Net Local Share of Costs:	\$26,600
		Provincial Share of Costs*:	\$4,800

* Costs shown do not include Provincial contribution to Lease fees.

Option #5. Extended Evening Service Monday-Thursday.

This option builds on the evening service added in Option 1. It would extend the level of service provided Friday and Saturday to also operate Monday through Thursday.

Key Benefits: Makes evening service consistent Monday to Saturday and addresses one of the most commonly heard requests from the first phase of Public Engagement. This service also better enables residents and visitors to not only access later ferries, but also to take part in local social and recreation activities taking place in Ganges, Portlock Park, Central Hall, Fulford Hall, etc.

Considerations: Evening service generally carries fewer riders than services at other times of the day, but improved access does offer overall community benefit.

Initial High Level Estimate – Additional Annual Impacts**Option 5: Extended Evening Service, Monday to Thursday**

Service Hours:	420	Passenger Revenue:	\$4,900
Annual Ridership:	2,900	Total Cost*:	\$25,500
Vehicles Required:	0	Net Local Share of Costs:	\$7,200
		Provincial Share of Costs*:	\$13,400

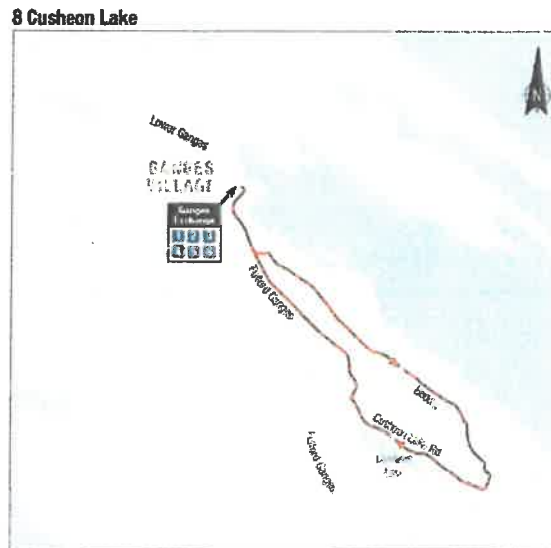
* Costs shown do not include Provincial contribution to Lease fees.

5.3 Future Considerations (6-15 years)**Introductory Service to Beddis & Cusheon Lake Roads.**

This option introduces a loop route that would connect Beddis and Cusheon Lake Roads – an area that has a developing number of destinations - to Ganges. It also provides a key benefit of serving Ganges Hill, particularly on Saturdays when the Route 2 Fulford buses are often full at this point.

- Service could include up to three trips per day Monday to Sunday throughout the year.
- From Ganges, routing would be via Lower Ganges, Fulford Ganges, Beddis, Cusheon Lake, Fulford Ganges roads and then back to Ganges.
- For Beddis/Cusheon Lake Road customers connecting to the ferry, it would be possible to schedule connecting transfers on Fulford Ganges Road using the turnaround on Blackburn Road.

Figure 13. Beddis & Cusheon Lake Roads transit service route map.



Key Benefits: Provides increased coverage on Salt Spring Island and serves a number of destinations and visitor accommodations. It also provides additional service along Fulford Ganges Road, meaning that residents from this segment have more options for service if the Route 2 Fulford Harbour bus is at or over-capacity with passengers from the ferry.

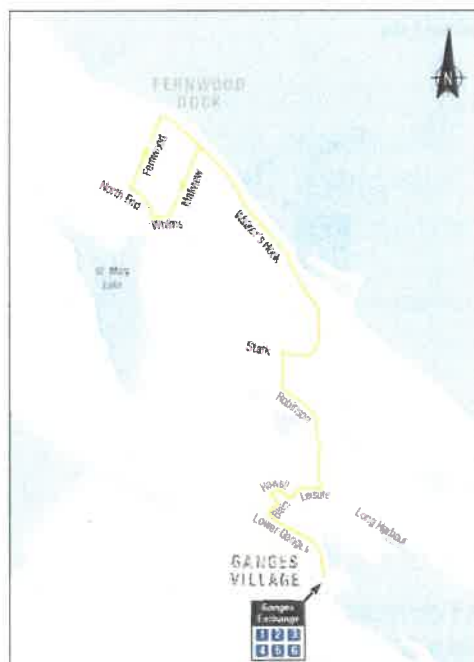
Considerations: Beddis and Cusheon Lake would receive service in this option but it would not serve Stewart Road.

Separation of Fernwood & Walker's Hook, Additional Peak Service.

This option would separate out the existing Walker's Hook service currently provided as part of the Route 5 Fernwood into its own separate route. It would also add three additional trips per day to the Fernwood area and two additional trips on the Route 3 Vesuvius to create hourly service during peak morning and afternoon times Monday to Saturday.

- When originally implemented in 2013, it was envisioned that the introductory Walker's Hook service (then added as an extension to the Route 5 Fernwood) would eventually evolve to its own separate route.
- The two separate routes would both serve the Fernwood/Maliview loop. The Route 5 Fernwood would operate via North Road while the new route (Route 8 Walker's Hook) would operate via Walker's Hook. This routing enables the system to double the amount of service on the more populous Fernwood loop and Lower Ganges Road (where both routes would overlap), and operate a lower amount of two-way service on either North Road or Stark/Walker's Hook Roads.
- The proposed routing also introduces new service to the Robinson/Mansell Roads areas while still maintaining connection to the Hospital/Country Grocer-area for people travelling from Ganges or the Fernwood/Maliview loop.

Figure 14. Fernwood / Walker's Hook transit service route change map.



Key Benefits: Provides improved morning and afternoon frequency to Lower Ganges Road, the Vesuvius area and the Fernwood/Maliview loop, which are some of the more populous areas on the Island. Improves the ease-of-use and directness of travel for Walker's Hook residents and makes the Route 5 Fernwood routing easier to understand and more consistent.

Considerations: Requires an additional vehicle. However, this vehicle also enables the other medium-term options to happen. While providing service to new areas on Robinson Road/Leisure Lane, the proposed routing would slightly decrease connection to Portlock Park and Central Hall.

Additional Fulford peak service and year-round service to Beaver Point / Ruckle Park.

This option could see the addition of two AM peak and two PM peak Route 2 Fulford Harbour trips, plus uses time in between each pair of trips to extend midday service to Beaver Point / Ruckle Park.

Key Benefits: Provides increased access on the highest-performing route in the system, and also increases service to residents at Beaver Point and visitors to Ruckle Park.

Considerations: Today, there is no additional cost to serve beaver Point with the initial expansion to Ruckle Park. However, scheduling additional trips to accommodate increased ridership will require integration with other route schedules, and thereby will require additional resources.

Earlier Saturday Service.

This option could add up to 2.5 hours per Saturday on all routes except Route 2 Fulford Harbour. Year-round, this would increase service on these routes to the same level of service that is provided on weekdays.

This change would add a 6:20am Route 6 Salt Spring Connector trip on Saturdays (identical to what is provided on weekdays) to enable Vesuvius and Fernwood residents to connect to the first ferries.

The additional service would also mean that Saturday service to destinations like Vesuvius Bay and Fernwood would consistently have service every two hours during the morning Monday to Saturday (i.e. at approximately 6:00am, 8:00am, 10:00am and noon).

Key Benefits: Continues to improve consistency in the schedule between service days, making the system easier to understand and use.

Considerations: As with the evening service option, early weekend service tends to carry a lower number of passengers per hour than service at other times. However, like evening service it also improves the overall consistency and utility of the service.

Flexible Ganges Local Shuttle + Rural Transit Trip Windows.

Stakeholders and the public on Salt Spring Island identified the need for a transit solution for people who cannot easily or independently use the existing transit system (people of all ages with physical or cognitive impairments). Originally, the service need was centered on seniors, but this type of service could benefit passengers of all ages. Various service concepts were presented to stakeholders and the public for further feedback.

In general, accessible services that 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 may also serve areas that are more spread out with fewer potential passengers. On Salt Spring Island, 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's 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.

BC Transit heard that while serving populations with special travel needs is important, Option #10 should not be implemented until some of the shorter-term priorities detailed below have been explored. BC Transit also heard that before implementing anything independently, 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.

Ideas and key transit markets that emerged out of the consultative discussion include:

- **For people with physical or cognitive impairments who can't use transit independently**
 - Build on existing programs; create partnerships to maximize efficient use of resources
- **For people who are capable of using transit independently, but who may not use the system for a variety of reasons**
 - Implement a Travel Training program led by an intern or a community member

- Introduce bus drivers to people at local gathering places or facilities in order to help build relationships
- Improve availability of real-time information
- **For people who don't currently have access to transit on SSI (live outside of the transit service area)**
 - Implement Option #10 as described below:
 - Convert some or all of the existing Salt Spring Island Transit Route 1 Ganges Local trips into a flexible service operated by a smaller vehicle. Trips would still operate on the identified route (which already serves key residential, medical and shopping destinations), but additional time would be built into the schedule for off-route pick-ups. These off-route trip windows enable a smaller transit bus to be available for booking during certain periods of the day on specific days. For instance, service could be available from 9:00am - 10:30am and 2:00pm - 3:30pm two days/week to the south end of the island and two days/week to the north.

More details on Option #10 and its sub-options are discussed in Appendix C.

Earlier Sunday & Holiday Service.

This option adds the identical service added to Saturdays in Option 9 and extends it to Sundays and Statutory Holidays.

Key Benefits: As with Option 9, this change to Sundays continues to improve consistency in the schedule between service days, making the system easier to understand and use.

Considerations: Early Sunday service is likely to carry the lowest passengers per hour in the system. However, like evening service, it also improves the overall consistency and utility of the service.

Consideration of Limited Service to Other Areas.

In the first phase of Public Engagement, a number of residents of less densely-populated areas of the Island also requested service, including people on Stewart Road, Sunset Road to Southey Point, and Isabella Point. Stakeholders are hopeful that as population in these areas grows and ages, it may become more viable (from a cost and ridership perspective) to extend service to these areas.

This option creates the provision to consider introducing limited (2 days/week) service to these areas. The exact scope and costs associated with these services would be determined closer to the time of implementation.

5.4 Service Option Summary

The following table summarizes the estimated impacts for all service options presented in the preceding sections in Chapter 5. 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 6 months):										
Option 1: Expanded 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 Options (1-5 Years)										
Option 3: Additional Winter Morning Service	0	25,800	820	7,900	\$13,400	\$49,800	\$10,200	\$26,200	9.7	\$6.29
Option 4: 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 5: Extended Evening Service Monday - Thursday	0	13,300	420	2,900	\$4,900	\$25,500	\$7,200	\$13,400	6.9	\$8.78
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. <i>Annual local share of lease fee costs for a medium-duty vehicle used in these estimates is \$25,500. Option 5 builds on the service added in Option 1.</i>										

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: Expanded 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: Additional Winter Morning Service	0	25,800	820	7,900	\$13,400	\$49,800	\$10,200	\$26,200	9.7	\$6.29
Option 4: 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 5: Introductory Service to Beddis & Cusheon Lake Roads	0	17,700	560	2,900	\$4,900	\$34,000	\$11,200	\$17,900	5.2	\$11.71
Option 6: Extended Evening Service Monday - Thursday	0	13,300	420	2,900	\$4,900	\$25,500	\$7,200	\$13,400	6.9	\$8.78
Medium Term Options (6-15 Years)										
Option 7: Separation of Fernwood & Walker's Hook, Additional Peak Service	1	42,800	1,360	14,000	\$23,800	\$109,800	\$41,600	\$44,400	10.3	\$6.02
Option 8: Additional Fulford peak service, and year-round service to Ruckle Park	0	56,100	1,780	13,900	\$23,600	\$108,000	\$27,500	\$56,900	7.8	\$7.77
Option 9: Earlier Saturday Service	0	4,100	130	700	\$1,200	\$7,900	\$2,500	\$4,200	5.1	\$11.26
Option 10: 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
Option 11: Earlier Sunday & Holiday Service	0	9,200	290	1,400	\$2,400	\$17,600	\$5,900	\$9,300	4.7	\$12.56
Consideration of Limited Service to Other Areas	To be determined based on future development and system performance.									
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 5 & 8 use the vehicle in Option 4. Option 6 builds on the service added in Option 1.										
Version: November 2014										

Service: 1.238 SSI Community Transit & Transportation
1.238A Community Transit (SSI)
1.238B Community Transportation (SSI)

Commission: SSI Community Transit & Transportation

SERVICE DESCRIPTION:

Established by Bylaw #3438 the Salt Spring Island Transit and Transportation Service provides a public transportation system on Salt Spring Island, carries out transportation studies, provides for the construction, installation, maintenance and regulation of sidewalks and bicycle paths, parking facilities, pedestrian and safety and traffic calming facilities and implements transportation demand management programs.

PARTICIPATION:

The Electoral Area of Salt Spring Island

MAXIMUM LEVY:

Transit - \$245,000 or \$0.076 per \$1,000 of actual assessments (\$289,797)

Transportation - \$396,250 or \$0.1346 per \$1,000 of actual assessments (\$513,245).

COMMISSION:

Salt Spring Island Community Transit and Transportation Commission.

FUNDING:

The transit service is funded by Transit Fare Revenue and requisition. The transportation service is funded by requisition.

SALT SPRING ISLAND COMMUNITY TRANSIT	2017		BUDGET REQUEST				FUTURE PROJECTIONS			
	BOARD BUDGET	ESTIMATED ACTUAL	CORE BUDGET	2018 ONGOING	ONE-TIME	TOTAL	2019	2020	2021	2022
OPERATING COSTS:										
Gross Municipal Obligation	384,310	368,290	393,950	8,130	-	402,080	410,120	418,320	426,690	435,220
Allocations	15,650	15,650	16,150	-	-	16,150	16,470	16,800	17,130	17,470
Other Operating Expenses	990	1,000	1,120	-	-	1,120	1,130	1,140	1,150	1,160
TOTAL OPERATING COSTS	400,950	384,940	411,220	8,130	-	419,350	427,720	436,260	444,970	453,850
*Percentage Increase over prior year						4.6%	2.0%	2.0%	2.0%	2.0%
CAPITAL / RESERVES										
Transfer to Capital Reserve Fund	18,930	18,930	8,830	-	-	8,830	9,000	9,000	9,000	9,000
TOTAL CAPITAL / RESERVES	18,930	18,930	8,830	-	-	8,830	9,000	9,000	9,000	9,000
TOTAL COSTS	419,880	403,870	420,050	8,130	-	428,180	436,720	445,260	453,970	462,850
OPERATING COSTS	419,880	403,870	420,050	8,130	-	428,180	436,720	445,260	453,970	462,850
FUNDING SOURCES (REVENUE)										
Transit Pass Revenue	(202,740)	(203,490)	(204,020)	(2,910)	-	(206,930)	(211,070)	(215,290)	(219,590)	(223,980)
Other Income	(500)	(500)	(500)	-	-	(500)	(500)	(500)	(500)	(500)
Grants in Lieu of Taxes	(320)	(320)	(150)	-	-	(150)	(320)	(320)	(320)	(320)
Transfer from Operating Reserve Fund	(40,710)	(23,950)	(10,000)	(5,220)	-	(15,220)	-	-	-	-
TOTAL REVENUE	(244,270)	(228,260)	(214,670)	(8,130)	-	(222,800)	(211,890)	(216,110)	(220,410)	(224,800)
REQUISITION	(175,610)	(175,610)	(205,380)	-	-	(205,380)	(224,830)	(229,150)	(233,560)	(238,050)
*Percentage increase over prior year requisition						17.0%	9.5%	1.9%	1.9%	1.9%

**SSI Transit Reserves
Summary Schedule
2018 - 2022 Financial Plan**

Reserve/Fund Summary						
	2017	2018	2019	Budget 2020	2021	2022
Reserve Account	279,312	264,092	264,092	264,092	264,092	264,092
Capital Reserve Fund	21,251	18,081	15,081	24,081	33,081	42,081
Total	300,563	282,173	279,173	288,173	297,173	306,173

----- Original message -----

From: "Moore, Myrna" <Myrna_Moore@BCTransit.Com>

Date: 2018-03-05 1:13 PM (GMT-08:00)

To: Greg Moleski <greg.moleski@bc.ca>

Cc: "Achadinha, Manuel" <Manuel_Achadinha@BCTransit.Com>, Karla Campbell <kcampbell@crd.bc.ca>, "Ringma, Rob" <Rob_Ringma@BCTransit.Com>

Subject: RE: Fort Street bus stop on Walker Hook

Hello Mr. Moleski,

I would like to thank you for taking the time to contact BC Transit with your concerns regarding the recent service disruptions on Walker Hook Rd and the Fort St. area.

When the initial incident took place we immediately had our local operating company in charge of delivering the bus service on Salt Spring Island send out their safety officer to the Walker Hook and Fort Street areas to conduct an assessment.

At that time, they deemed that Walker Hook was impassable due to the wash out and that there was not a safe turn around area at the intersection of Fort/Grantville. We reluctantly decided due to these safety concerns to halt the limited service to this area temporarily until Walkers Hook Road was repaired by the Ministry of Transportation.

When we were notified by the Ministry of Transportation that the repairs to Walkers Hook Road were going to take longer than anticipated we dispatched one of our own BC Transit Safety and Training Managers to reassess the situation.

He took one of our local buses to the area of Fort Street, Grantville Street and Walkers Hook Road with our local operator and attempted to turn the bus around in that area in a **forward motion** without success. The only way a bus can turn around in that area is to drive up either Fort Street or Grantville Street and back into the intersection. With visibility to the rear of the bus is limited, backing a bus up into the intersection imposes a safety risk to the vehicles travelling in that area including passengers and transit operator.

Also under the Motor Vehicle Act is very clear:

193 The driver of a vehicle must not cause the vehicle to move backwards into an intersection or over a crosswalk, and must not in any event or at any place cause a vehicle to move backwards unless the movement can be made in safety.

For these reasons we reluctantly decided to continue to maintain a temporary halt to transit service to this area.

We did however assess at that time that with some improvements and widening of the shoulder and width at this intersection that a **forward motion** turn around could be accomplished. We have taken steps to engage the CRD as well as the Ministry of Transportation to see if we can work to get an expedited resolution to this issue. We are meeting with the Ministry in person on site early this week to work towards a solution to this situation.

I sincerely appreciate your concern for the citizens in this area that have been reliant on bus service. I hope you understand that we do not take the decision to halt service lightly but are committed to maintaining a level of safety for our operators, passengers and the general public. We hope to have a solution to this service disruption implemented soon so we can resume regular service to the area.

Sincerely,

Myrna Moore

Senior Regional Transit Manager

BC Transit

250-995-5612

From: Greg Moleski [r]

Sent: Tuesday, February 27, 2018 1:10 PM

To: Moore, Myrna <Myrna_Moore@BCTransit.Com>

Cc: Achadinha, Manuel <Manuel_Achadinha@BCTransit.Com>

Subject: re: Fort Street bus stop on Walker Hook

Dear Ms. Moore:

You wrote in your report to the CRD yesterday that the bus can't go in reverse "unless the movement can be made in safety... Therefore, it is currently not possible to safely operate a transit bus in this area." But this leap in logic is not explained. Why is the movement not safe? No reasons are given.

What is the exact safety issue here?

There are virtually no pedestrians in this residential area. Each cross-street has a stop sign. Visibility is high in both directions. Traffic has always been light to very light, and is even more so now that the road north has been barricaded.

Compare this to the Fulford Harbour ferry stop: a major tourist pedestrian area; congested traffic; the bus often has to drive into the oncoming lane to navigate to the stop because of traffic; and here's the punchline: the bus has to go in reverse to turn around — adjacent to the pedestrian sidewalk!

Walker Hook was barricaded on January 29 due to a road closure 1km north of this stop. The school bus made an adjustment the very next day, a simple U-turn onto Grantville. It took you nearly four weeks (Feb 22) to even come out and investigate. This is absolutely unconscionable. That sends a strong message of apathy and indifference on your part for the people who depend on this bus to get to town for their jobs, every day. They have been heartlessly stranded in February, in the cold and the rain, people in their 50s and 60s working service jobs, around one dozen total, now either walking 75 minutes into town on non-existent muddy road shoulders or waiting for a neighbor to give them a ride.

Why did it take almost three weeks (Feb 22) for someone to even come out to the stop and investigate?

And again: What is the exact safety issue here?

BC Transit has, for the most part, done an excellent job in providing service to our island community. We are highly pleased with the service (although you regularly strand incoming ferry passengers at Vesuvius, but that's another story). But as far as the Fort Street stop is concerned:

Please DO SOMETHING.

Regards,

Original Message-----

From: Moore, Myrna [mailto:Myrna_Moore@BCTransit.Com]

Sent: Monday, March 05, 2018 1:18 PM

To: Audrey Wild

Cc: Karla Campbell <kcampbell@crd.bc.ca>; Ringma, Rob <Rob_Ringma@BCTransit.Com>; Boyd, Matthew <Matthew_Boyd@BCTransit.Com>

Subject: RE: Fort Street Service

Hello Ms. Wild,

I would like to thank you for taking the time to contact BC Transit with your concerns regarding the recent service disruptions on Walkers Hook Rd and the Fort St. area.

When the initial incident took place we immediately had our local operating company in charge of delivering the bus service on Salt Spring Island send out their safety officer to the Walkers Hook and Fort St areas to conduct an assessment.

At that time they deemed that Walker Hook was impassable due to the wash out and that there was not a safe turn around area at the intersection of Fort/Grantville. We reluctantly decided due to these safety concerns to halt the limited service to this area temporarily until Walkers Hook Rd was repaired by the Ministry of Transportation.

When we were notified by the Ministry of Transportation that the repairs to Walkers Hook were going to take longer than anticipated we dispatched one of our own BC Transit Safety and Training Managers to reassess the situation.

He took one of our local buses to the area of Fort Street, Grantville Street and Walkers Hook Road with our local operator and attempted to turn the bus around in that area in a forward motion without success. The only way a bus can turn around in that area is to drive up either Fort Street or Grantville Street and back into the intersection. With visibility to the rear of the bus is limited, backing a bus up into the intersection imposes a safety risk to the vehicles travelling in that area including passengers and transit operator.

Also under the Motor Vehicle Act is very clear:

193 The driver of a vehicle must not cause the vehicle to move backwards into an intersection or over a crosswalk, and must not in any event or at any place cause a vehicle to move backwards unless the movement can be made in safety.

For these reasons we reluctantly decided to continue to maintain a temporary halt to transit service to this area.

We did however assess at that time that with some improvements and widening of the shoulder and width at this intersection that a forward motion turn around could be accomplished. We have taken steps to engage the CRD as well as the Ministry of Transportation to see if we can work to get an expedited resolution to this issue. We are meeting with the Ministry in person on site early this week to work towards a solution to this situation.

I sincerely appreciate your concern for the citizens in this area that have been reliant on bus service. I hope you understand that we do not take the decision to halt service lightly but are committed to maintaining a level of safety for our operators, passengers and the general public. We hope to have a solution to this service disruption implemented soon so we can resume regular service to the area.

Sincerely,

Myrna Moore
Senior Regional Transit Manager
BC Transit
250-995-5612

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

From: Audrey Wild [mailto:Audrey.Wild@BCTransit.Com]
Sent: Tuesday, February 27, 2018 7:39 AM
To: Moore, Myrna <Myrna.Moore@BCTransit.Com>
Subject: Fort Street Service

Dear MS Moore,

I have travelled to town on Walker Hook Road for 29 years. During that time the road has never been completely sealed off. Before the bus began to serve the road, I frequently picked up people from the Fort Street area who needed a ride to town. This is a working class subdivision in which live people who definitely needed a bus. Now without the bus, these people have difficulty getting to Ganges particularly since drivers like me who often provided transportation can no longer drive that part of Walker Hook. The lots farther down the road are large and scarcely a dozen homes are now between the barricades and the Fort/Grantville area so the possibility of rides are few.

If you had been out to that location you would know that there would be NO difficulty in SAFELY making a turn at the corner. The very large school bus does so. It sounds like an excuse to avoid serving people where a bus is sorely needed.

Audrey Wild

Salt Spring Island