



Making a difference...together

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Notice of Meeting on **Tuesday, November 24, 2020 at 2:00 pm**
SSI Public Library – 129 McPhillips Ave, Salt Spring Island, BC

****maximum room capacity is 12**

Gary Holman

Gayle Baker

Shellie Barrett (r)

Gary Lehman

Myna Lee Johnstone

Maxine Leichter

Mitchell Sherrin

Peter Meyer

(r) Regrets

AGENDA Amendment

8. Correspondence:

Letter Dated Sep 30, 2020 re: ICBC Road Safety Assistance for Salt Spring Island

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



building trust. driving confidence.

September 30, 2020

Capital Regional District
Salt Spring Island Administration
108-121 McPhillips Ave
Salt Spring Island BC V8K 2T6

Ministry of Transportation
240-4460 Chatterton Way
Victoria BC V8X 5J2

ATTENTION: KARLA CAMPBELL, SENIOR MANAGER, CRD
JAKE RODER, AREA MANAGER, MOTI

RE: ICBC ROAD SAFETY ASSISTANCE FOR SALT SPRING ISLAND

This letter has been prepared to describe the opportunities that exist for Salt Spring Island to obtain assistance from ICBC to improve road safety on the island. This letter follows a site-visit meeting, which was held on Wednesday, September 2, 2020, and included the following individuals:

- Gary Holman, CRD Director, Salt Spring Island Electoral Area
- Gayle Baker, Transportation Commission
- Jake Roder, Area Manager, MOTI
- Colleen Woodgar, Road Safety Coordinator, ICBC
- Paul de Leur, Road Safety Engineer, ICBC

Subsequent to the site-visit meeting on September 2, 2020, a telephone meeting was held on September 24th with CRD staff, including Karla Campbell and Allen Xu, and ICBC staff including Colleen Woodgar and Paul de Leur. At this telephone meeting, CRD staff requested that ICBC prepare a letter that describes how ICBC would be available to assist Salt Spring Island (SSI) with road safety needs.

ICBC's Road Safety Programs include both an engineering component, delivered through ICBC's Road Improvement Program, as well as education / enforcement activities manager through ICBC's Road Safety Program Delivery department. These road safety opportunities for SSI are provided herein.



September 30, 2020

1) Engineering Opportunities via ICBC's Road Improvement Program

i) ICBC Funding Assistance:

ICBC's annual Road Improvement Program has funding available to assist road authorities to make road improvements that will reduce crashes at collision 'hotspots' or to prevent collisions at locations of high risk. ICBC has a small team of engineers that are able to assist road authority staff identify locations that could be considered for ICBC funding assistance. However, the decision to implement any road improvement is entirely up to the governing road authority, as ICBC has no jurisdiction of roadway infrastructure. Once a project has been identified, the road authority can apply to ICBC for funding assistance and the project will be evaluated to determine the level of ICBC contribution. The Road Improvement Program is an annual program and all funded projects must be completed before ICBC's fiscal year end (March 31st).

Five issues on SSI were discussed during the recent site visit, which are described below together with an indication of the level of potential for ICBC funding.

a) Fulford Hill on the Approach to the BC Ferry Terminal:

It was observed that the roadway was very busy and there was risk for all road users, particularly vulnerable road users (pedestrians and cyclists). However, given the restricted cross-sectional width available for improvements, the opportunity for short term, minimal scope improvements was limited.

b) Intersection of Beddis Road at Fulford-Ganges Road:

A few collisions have occurred at this location and as such, it may qualify for some ICBC funding. The level of ICBC funding may be increased somewhat by some proactive funding to address the safety risk that was observed at the time of the site visit, including vehicles turning incorrectly into Beddis Road. The level of ICBC funding depends on the mitigation plans that would be developed by the MOTI, but it is expected that the ICBC's proportion may be meaningful if the proposed improvements are limited to signing, pavement markings or other such improvements that can be implemented without significant road works.



September 30, 2020

c) Speed Reader Boards on the Approach(s) into Ganges:

In general, ICBC will support speed reader boards on the approach to communities where speed is identified as problematic. From the site visit, it appears that the approach(s) into Ganges may be suitable locations, but it will be important to have the MOTI / CRD assess the location to determine if they believe the speed reader signs are warranted. If the MOTI / CRD agree that the speed reader boards should proceed, then ICBC can plan for these improvements based on when the work can proceed. The Road Improvement Program typically funds \$2500 per speed reader board (without any collision history), but this contribution level can be increased when the risk is determined to be high.

d) Flashing Lights for Crosswalks at I/S of Upper and Lower Ganges Roads):

The intersection of Upper and Lower Ganges Road was reviewed during the recent site visit, with concern raised about the need for flashing lights at the crosswalk. It is understood that there has been on-going discussion between the CRD and the MOTI concerning the design of this location. The design for the new intersection appears to have significant safety benefits relative to existing intersection and as such, it would qualify for some ICBC funding. If the CRD / MOTI decide that increased conspicuity is required for the crosswalk (e.g., flashing lights, over-sized signs, down-lighting, etc.), then ICBC would be able to provide funding assistance. The level of ICBC funding would be assessed based on the improvements that are proposed.

e) Road Safety Markings / Delineation for Rural Roadways:

Enhanced delineation (e.g., 'cat-eyes', etc.) on a rural corridor can be an effective safety intervention, particularly when visibility is restricted and for roadways with curvilinear alignments. Enhanced delineation qualifies for ICBC funding should the MOTI / CRD decide that these improvements should proceed.

With any of the projects listed above, it must be noted that ICBC funding is dependent on budget availability, with greater budget available early in our fiscal year (starting April 1), which reduces to near zero in the fall of each year.



September 30, 2020

ii) Signing and Pavement Marking Review

ICBC has a Signing and Pavement Marking Review Program, which involves a 50/50 partnership between ICBC and a local road authority to retain a specialized engineering consultant to review the quality and appropriateness of the signing and pavement marking within a community. The cost for the study is dependent upon the scope of the study but is typically in the range of \$10K to 20K. In some cases where the scope is limited, there is a possibility that the ICBC team of engineers are able to undertake the signing and pavement marking review, in which case there would be no cost to the road authority partner. If there is a desire by the MOTI / CRD to undertake a Signing and Pavement marking Review for Ganges (or perhaps a larger scope), then we are able to provide you with more details.

2) Education Initiatives

ICBC supports local community policing programs & has offered to Salt Spring Island RCMP the opportunity to start up a community Speed Watch Program. ICBC will communicate with the RCMP to confirm if they are able to support the recruitment & application of volunteers. Once confirmed, ICBC will be able to provide equipment & training to the approved volunteers.

Sincerely,

Colleen Woodgar
Road Safety and Community Coordinator
ICBC Public Affairs & Driver Licensing

Paul de Leur, PhD., P.Eng.,
Manager, Road Improvement Program
ICBC Road Improvement Strategies