

Session 7 A Cycling

Development of a Bicycle and Pedestrian Project in the Gulf Islands

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Abstract

This paper presents a review of the North Ganges Transportation Management Plan that developed a bicycle and pedestrian facility plan for two roads in Ganges, the commercial centre of Salt Spring Island, the largest of the Gulf Islands located between Victoria and Vancouver, BC.

Topics addressed include:

- Administrative issues with the provision of bicycle and pedestrian facilities on roads outside of municipalities in BC (provincial jurisdiction)
- Relationship of the Capital Regional District & Salt Spring Island
- Influence of the Regional Transportation Strategy and the development of a Transportation Authority to take responsibility for the facilities on Salt Spring Island
- Encouraging residents and visitors to the area to walk or bicycle rather than use vehicles for short trips in the area
- Design criteria that:
 - Focused on the needs of target user groups, elderly and school-aged pedestrians, and, utilitarian and touring cyclists
 - Addressed the need for a low impact on the environment and more rural setting of the Gulf Islands
 - Significantly enhanced safety
 - Recognized right of way restrictions
- The public consultation program
- Evolution of the preferred design
- Project implementation

Project background

Ganges is a growing semi-urban community on Salt Spring Island, the largest of the Gulf Islands on the edge of the Greater Victoria urban area. The island is a popular tourist destination that results in a substantially higher summer population.

There are currently no specific bicycle facilities on the island and limited sidewalks in the core of the Ganges downtown area. Residents and businesses expressed a desire to develop more usable and safer pedestrian and bicycle facilities focusing on the most heavily trafficked areas. The Capital Regional District identified two road segments as the highest priority and commissioned this project to review the most appropriate facilities and provide a functional design.

The proposal to develop a Ganges Village Transportation Management/Conceptual Design Plan began as a community initiative which was intended to establish a long-term transportation management plan for two main travel corridors, these being:

- Lower Ganges Road from Atkins Road to Rainbow Road;
- Rainbow Road from Lower Ganges Road to the community recreation centre.

The plan was proposed to consider the provision for higher use of alternative modes and once approved, will be submitted for inclusion in future Official Community Plans. The plan includes concept alignment plans for future sidewalks, bike routes and geometric changes intended to improve the long-term safety for all modes of travel. These concept plans will be the basis for future construction projects as opportunities arise.

In April 2005, a local Pedestrian Safety Committee (PSC) was formed to discuss safety issues along Lower Ganges Road. Increasing safety issues and land use densities in the general area also supported the need for a long-term plan for managing traffic.

As the development in the Ganges settlement area expands, there will be a need in the future to develop a comprehensive Transportation Management Plan for the Ganges Village and its major approaches.

The North Ganges Transportation Management Plan was aimed at establishing a foundation for future traffic management initiatives by documenting existing infrastructure and reviewing previous studies and Ministry of Transportation Plans, to present concepts and identify potential solutions.

Ultimately, a comprehensive plan should consider concept plans for all major routes, key intersections and strategies to increase ride-sharing, cycling and pedestrians. The plan should also outline any long-term bypass options, potential roundabout sites and engineering standards for future roadway and trail development.

Jurisdiction and administrative issues

Salt Spring Island is an unincorporated area (one of 3 Electoral Areas) situated within the Capital Regional District CRD (Greater Victoria Area). The CRD is one of 27 regional districts in British Columbia that have the following purpose:

- Are the local governments for the unincorporated electoral areas in the Province
- Provide a political and administrative framework for municipalities and electoral areas to collaborate in the provision of sub-regional services
- Function as regional service bodies responsible for providing regional services to and on behalf of member jurisdictions of the region.

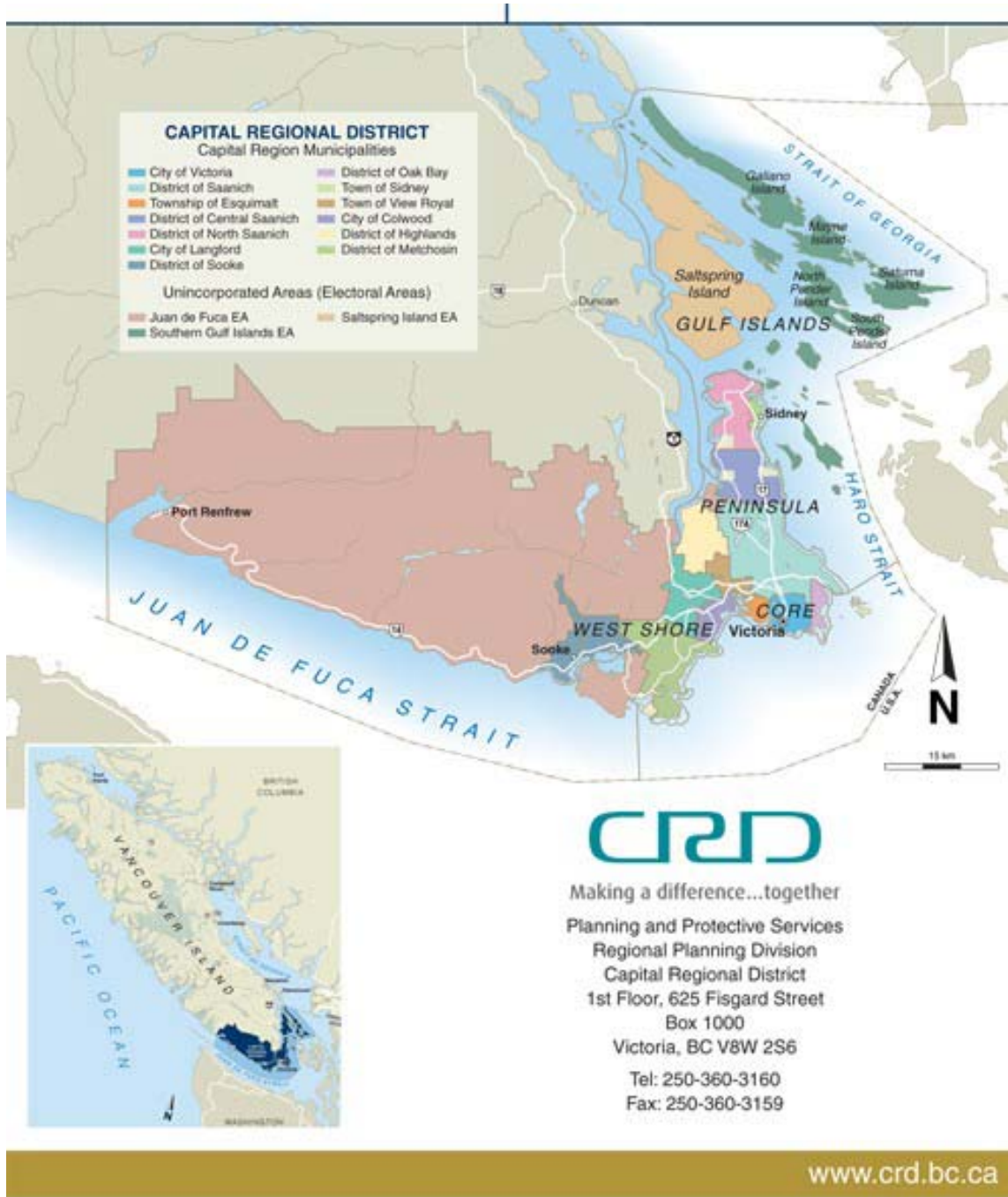
Under Regional District legislation, as set out in the *Local Government Act*, the CRD is the local government for Salt Spring Island & has jurisdiction over regional & local services with the exception of the some areas of jurisdiction and responsibility that have been specifically retained by the Province of British Columbia (e.g., roads, forestry, agriculture, mining), or that fall within federal jurisdiction. (navigable waters, telecommunications, fisheries) or that have been delegated to another authority such as Islands Trust (a land use planning and development approval authority for the Gulf Islands)

Land use planning and regulation, which falls under the jurisdiction of the Islands Trust as set out in the *Islands Trust Act*, is a unique vehicle for managing growth and development and protecting the environment in British Columbia's Gulf Islands. The objective of the 'Trust' is to preserve and protect the trust area and its unique amenities and environment for the benefit of the residents of the trust area and of British Columbia generally, in cooperation with municipalities, regional districts, improvement districts, other persons and organizations and the government of British Columbia. Further, the board of a regional district, all or part of which is in the trust area, must not adopt a bylaw respecting the trust area, issue a permit respecting the trust area, or undertake work respecting the trust area if the bylaw, permit or work is contrary to or at variance with a bylaw of a local trust committee or a service coordination agreement (*Section 3 and Section 35, Islands Trust Act [RSBC 1996] Chapter 239*)

The CRD is the legislated local authority for the majority of other regional, sub-regional or local services provided to Salt Spring Island. However, some services are required by provincial statute such as solid waste management and general administration, but generally regional districts establish and provide services in direct response to the expressed needs, desires and instructions of their member jurisdictions.

According to legislated processes, regional districts may therefore request expanded authority from the province to deliver services. This process is implemented through the adoption of establishment bylaws that require the consent of the province & electorate. Once a service is established other regulatory bylaws may be adopted, generally with the majority vote of the directors representing the participants in the service. Funding for each local service remains separate. Limits are set out in each bylaw that are generally the greater amount enabled by a prescribed tax rate or total maximum levy.

Figure 1 Regional Context



CRD on Salt Spring Island

The population of the CRD is approximately 350,000 of which Salt Spring Island comprises approximately 10,000 people situated in 4,320 households (2006). The total assessed value for local taxation is \$2.9 billion (2006).

Salt Spring Island participates in 22 CRD general government or mandated services (e.g. regional parks, emergency response, regional information services), 18 additional local Island wide services (e.g., animal control, building inspection, public library, *Transit & Transportation*) and 9 specified local area services (e.g. local water systems, sewer service, fire protection). Salt Spring Island is also legislated as a participant in the Capital Regional Hospital District (40% regional health services capital) and is part of several CRD incorporated services including the Capital Regional Housing Corporation and the Capital Region Emergency Service Telecommunications.

With respect to transportation services the Ministry of Transportation is the authority responsible for roads. BC Transit and the Capital Regional Transit Commission provide transit service to all of the regional district's municipal jurisdictions. For Salt Spring Island the transit service began operating in January 2008 with a service agreement between BC Transit and the CRD and an operating agreement between the CRD, Transit and a contracted operator.

Regional Transportation Strategy

The Regional Growth Strategy and associated TravelChoices Strategy as well as the Capital Region Community Energy Plan are intended to guide the region and its member municipalities to more sustainable and cleaner transportation systems. The focus of these strategies is to significantly increase the proportion of people walking, cycling or using transit.

TravelChoices: A Long Term Transportation Strategy for the Capital Regional District

The objectives of the TravelChoices strategy are:

- To integrate land use and transportation
 - Achieved by implementation of the Regional Growth Strategy and Local Official Community Plans
- Enhancing alternatives to driving alone
 - Strategies to achieve travel mode shift through greater use of the priority modes (walking, cycling and transit)
- Managing roadway investments
 - Maximizing efficiency of commercial vehicle and public transit mobility within existing roadway system

The TravelChoices Strategy is strategic in nature and policy direction is required to enable its implementation. The strategy requires more detailed short-term and long-term implementation plans however the CRD Board did approve a 5-year Transportation Investment and Implementation Plan (TIIP) in 2006 to advance the a collaborative capital program and to enable applications for federal gas tax funding.

The TravelChoices Strategy has contributed to the formation of a long-term strategic partnership with BC Transit signed in 2005. This partnership has opened the way for better communications and planning of initiatives that benefit BC Transit and the CRD. This agreement has also helped develop the TIIP.

By reducing demand for trips, and shifting the demand from automobiles to walking and cycling, overall demand for new road infrastructure will be reduced. This shift, combined with the Travel Demand

Management (TDM) actions outlined in the TravelChoices strategy should help alleviate congestion, reduce traffic through neighbourhoods, and reduce or significantly delay the need for major road infrastructure improvements (extra lanes, more road capacity) and associated costs.

TravelChoices Mode Shift Targets: Walk or bike vs. drive

24-Hour Mode Shift Targets:

- Pedestrian increase from 11% to 15%
- Cycling increase from 2% to 5%
- Transit increase from 8% to 10%
- Vehicles *reduce* from 79% to 70%

24-Hour Volume Targets:

- Pedestrian increase from 138,000 to 240,000 (1.7X)
- Cycling increase from 29,000 to 80,000 (2.8X)
- Transit increase from 89,000 to 160,000 (1.8X)

The TravelChoices website at: crd.bc.ca/regionalplanning/transportation/index.htm has additional material on the plan and process.

CRD Transportation Investment and Implementation Plan

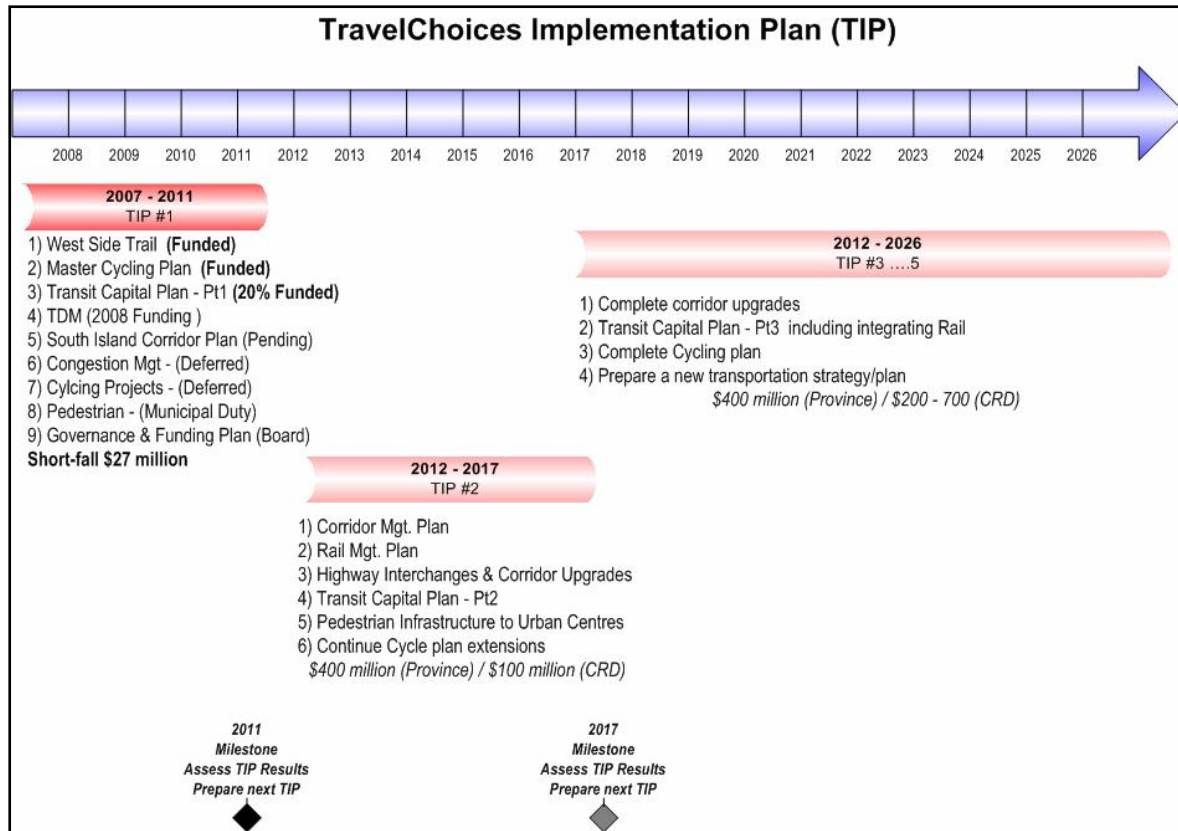
The CRD Board's acceptance of the 5-year Transportation Investment and Implementation Plan established a foundation for prioritization of investments in transportation projects based on existing TravelChoices objectives. Transportation initiatives have been identified by local, regional and provincial agencies as part of a cooperative process.

Adoption of the implementation and investment plan:

- Allows the CRD to support agency applications for future funding opportunities, and
- Endorses projects as being consistent with the TravelChoices Transportation Strategy

The CRD Board directed a transportation implementation plan be prepared based on the cooperation of the CRD with its municipal partners, BC Transit and the Ministry of Transportation. Guided by the Board's direction, the CRD and BC Transit worked with their key partners to identify potential transportation projects for the next 20 years and assess their potential benefit in supporting the goals and targets of the TravelChoices Strategy. More than 220 projects were identified that will contribute to the region's transportation objectives. This approach also acknowledged that the TIIP is driven more by local initiatives than recommending a plan that could maximize the shift in travel modes. The TIIP also acknowledged the short-term funding sources and the local projects that do contribute to modal shift.

Figure 2 Travel Choices Implementation Plan



Project Description

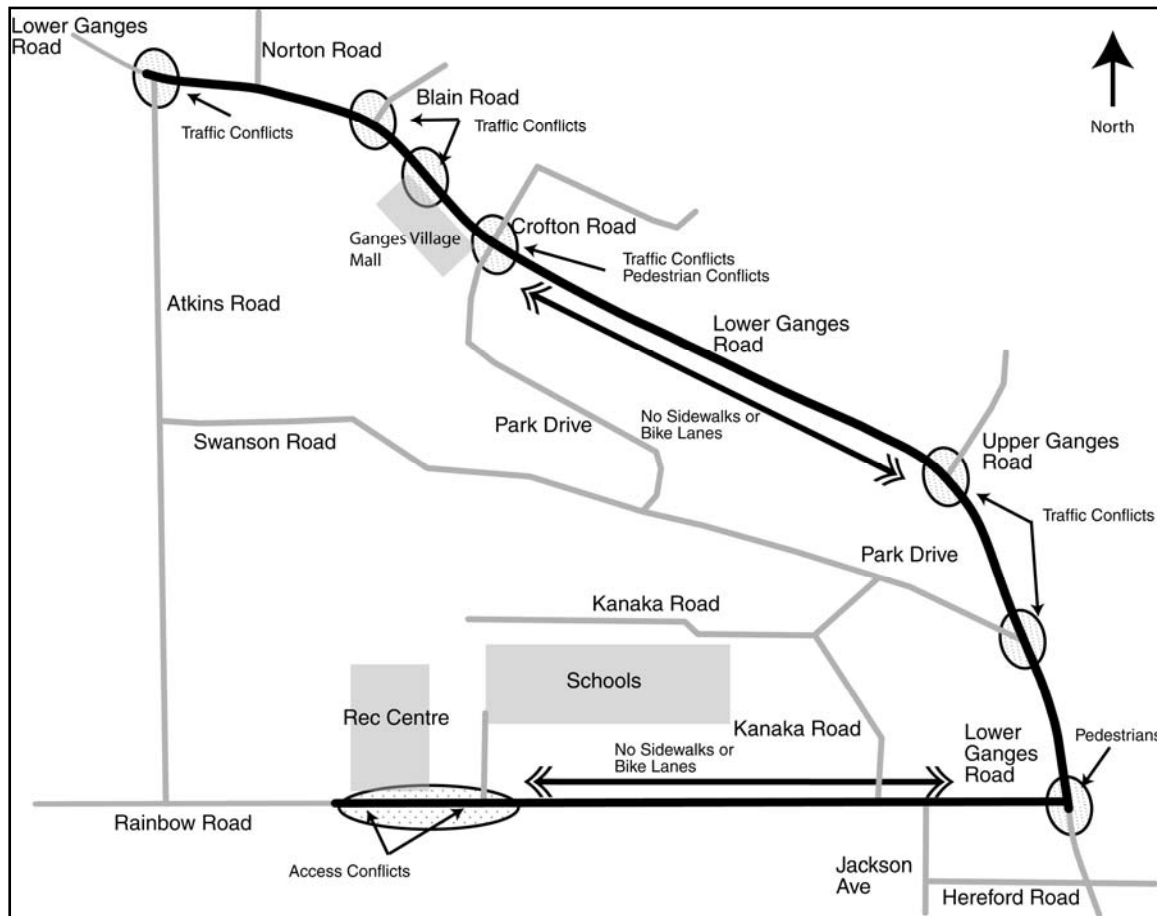
The project included a review of issues related to the provision of improved bicycle and pedestrian facilities on the segments of Lower Ganges Road and Rainbow Road identified in Figure 3 below. This figure also identifies where in the project the key issues are most prominent.

The commercial core of Ganges is immediately south of Rainbow Road. Lower Ganges Road continues to the south as Fulford/Ganges Road to the main ferry terminal on the island at Fulford Harbour (to Victoria). Upper Ganges Road leads to the east side of the island and the Long Harbour ferry terminal (to Vancouver). Lower Ganges Road continues to the north as the main artery on the island serving the Vesuvius ferry terminal (to Crofton on Vancouver Island) and the northern part of the island.

Facilities considered included bicycle lanes, off road bicycle paths, sidewalks or separated paths and multi-use paths within the road right of way.

Traffic issues were considered only in the context of the provision of these facilities. Only one intersection (Lower/Upper Ganges Road) was given consideration for significant future upgrades at the conceptual level (traffic signal or roundabout).

Figure 3 Key Plan and Issues



Design Criteria

One of the key factors in identifying suitable design criteria for this project is that the Ministry of Transportation and the Islands Trust agreed to a set of reduced road standards for use in the Gulf Islands (Letter of Agreement, October 1992) as shown in Figure 4 and Table 1. These reflect the resident's desire to maintain the rural ambiance and minimise the intrusion of roadways into the environment. Since the Gulf Islands are unincorporated and the Ministry does not provide pedestrian facilities on its roadways these design standards have never addressed the needs of pedestrians and have minimised the needs of cyclists. One of the key objectives of this project is to provide adequate facilities for these two user groups

The key design issues for the project are summarised in the following paragraphs.

Figure 4 Islands Trust Road Standards

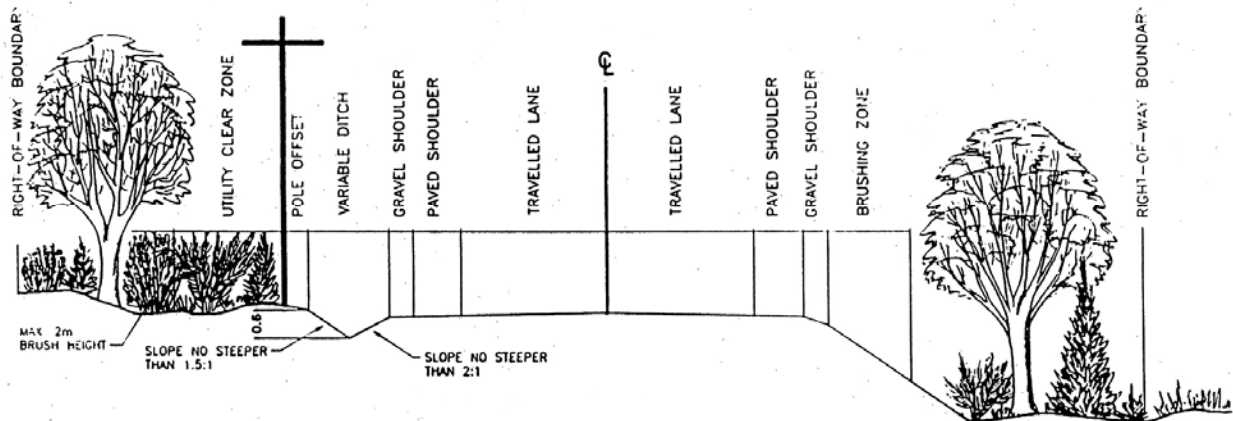


Table 1 MoT/Islands Trust Road Dimensions

Utility	Offset	Ditch	Shoulder		Lane	Lane	Shoulder		Slope	Road Class	Road
			Gravel	Paved			Gravel	Paved			
2.75	0.5	Min 2.1	0.6	0	2.75	2.75	0	0.6	2.0+	Res	-
2.75	0.6	Min 2.1	0.6	0 ¹	3.05	3.05	0 ¹	0.6	2.0+	Minor Rural	Rainbow
2.75	0.6	Min 2.1	0.6	0.6 ¹	3.35 ²	3.35 ²	0.6 ¹	0.6	2.0+	Main Rural	Lwr Ganges Rd
2.75	0.6	Min 2.1	0.6	1.2	3.35 ²	3.35 ²	1.2	0.6	2.0+	Major Rural	Lwr Ganges Rd

1. Shoulder 1.2m on designated bike routes
2. 3.65 on curves

Target user groups

Two primary target user groups were identified in the study area, elderly and school-age pedestrians, and utilitarian and touring cyclists.

The needs of the two groups of pedestrians are different, both in terms of facility and location. For the elderly pedestrian group this group includes persons using wheelchairs, or similar assistive devices. They require a durable, smooth and clean surface on which to operate. At the present time, this user group is focused along Lower Ganges Road.

For school-age pedestrians the focus is on Rainbow Road, where elementary, middle and high schools are located. A unique feature of Ganges is that the high school serves the entire southern Gulf Islands with a significant number of students arriving by water taxi, which docks close to the intersection of Rainbow and Lower Ganges Road. There is thus a surge of pedestrian traffic prior to school opening in the morning and after school closing in the afternoon. The mixture of students from elementary to high school ages also requires careful consideration in terms of the type of facility that is to be provided.

The cyclist user group has members varying from occasional users to experienced commuters or seasoned recreational and touring cyclists. Members of these groups favour different types of facilities; however, we can only provide one facility for them.

Land use decisions

Rezoning decisions have placed seniors housing without consideration of pedestrian and transit service. The key issue is crossing or travelling along Lower Ganges Road, between seniors residences which are predominantly on the east side of the road and the retail area in the Upper Ganges Village Mall area, which is predominantly on the west side of the road. Lower Ganges Road is part of the primary north-south route across Salt Spring Island and carries a significant traffic volume throughout the year. Development of these residential facilities has proceeded without supporting development of pedestrian facilities on the roadway.

Appropriate provision for elementary, middle and high school students

In considering the appropriate provision for students along Rainbow Road our considerations included:

- Minimizing crossing roads
- Bike lanes vs. paths
- Water taxi “surge volume”

The present location of the pedestrian crosswalk on Lower Ganges Road at Rainbow forces an additional crossing of the road by pedestrians travelling from the downtown Ganges area, or between the water taxi dock and the schools, and the new recreation centre. Our preference is to relocate the crosswalk to the north side of the intersection thus similarly eliminating a road crossing.

Consideration of various cyclist uses

It has been well documented that the ability and confidence level of different groups of cyclists leads them to prefer different facilities. Commuters and other experienced cyclists tend to prefer the most direct route, where they can achieve the highest travel speed, while inexperienced users, especially children or occasional cyclists, tend to prefer off-road facilities, where directness and speed are less important or undesirable.

Since the objective of this project is to promote cycling as a real transportation choice. We reviewed both on-street and off-street facilities within the road right of way

The design choices thus included:

- Shared on-street lanes (wide curb lanes)
- On-street bike lanes (marked)
- Shared off-street bicycle and pedestrian path
- Separate off-street sidewalk and bike path.

Given the right of way restrictions (20m or less with some apparent encroachments), we could not accommodate a separate sidewalk and off-street bike path. We considered a shared off-street facility for Rainbow Road, as initial consideration of use by elementary school students suggested that this might be the most appropriate solution. However, upon further review we felt that the conflict between cyclists and pedestrians, and conflicts with parking that we could not resolve within this project, would likely result in safety concerns for all users.

In order to accommodate a normally acceptable wide curb lane, the current 3.35 m lane would have to be widened and would result in providing almost as much pavement as adding conventional bike lanes. In addition, the wider unmarked pavement would likely encourage higher vehicle speeds. We thus concluded that the marked on-street bike lane was the most appropriate solution for this project.

Compatibility with future transit service

At the time that this project was initiated, transit service on Salt Spring Island was proposed but not yet approved. We thus considered stop location and design implications as part of design process. Bus stops were not specifically identified. However, we indicated that the most appropriate location was on the far side of intersections. Depending on funding availability, buses may stop either in the bike lane or pull-outs could be constructed. However, given the low frequency of service, it is unlikely that the additional cost of pull-outs could be justified at this time.

Restricted right of way

In general the right of way for both Lower Ganges Road and Rainbow Road within this project is 20 m. However, a number of locations were identified where either the location of the road within the right of way, apparent encroachment by adjacent development, or in one case a claim to ownership of the road right of way, would impact design decisions. We did not have the ability to carry out a legal or topographic survey to confirm the mapping that was available to us. We have thus flagged these locations for further detailed review in the design process, and where appropriate indicated an alternative layout, should the problem prove too difficult to resolve.

On-street or angle parking partially on the road right of way was identified as an issue adjacent to several businesses. We do not feel that angle parking backing out on to a roadway across a sidewalk or bike lane is a safe solution. We have therefore recommended that this parking be converted to parallel parking between the sidewalk and bike lane.

Preserve native vegetation

While the project generally passes through a developed urbanised area there are several locations where there are native Arbutus or Douglas Fir trees that should be retained as part of the native vegetation. In general, our proposed design avoids these areas. No detailed environmental evaluation was carried out as the area is generally already heavily modified.

Semi-rural vs. “downtown” urban environment

The Gulf Islands are unique in Canada, in that there is an intermediate level of government, specifically legislated to protect and preserve the natural environment, whose jurisdiction spans multiple municipalities and regional districts (counties). The Islands Trust has jurisdiction over land use but has no authority in regard to roads, sewers and other urban infrastructure items.

In reflecting the Gulf Islands resident’s desire to preserve this rural ambience, reduced road standards have been in place for many years (see Figure 4 and Table 1 above). Gulf Island roads, have no sidewalks, limited vegetation clearance, reduced pavement width and reduced design speeds compared to similar roads in other areas of the province. This leads to conflict in the more heavily developed areas such as Ganges, which are now essentially urban nodes with a rural level of infrastructure.

We have endeavoured to address this concern about the rural ambience by using a separate sidewalk with room for landscaping between the roadway and sidewalk wherever possible, and restricting the use of

curb, gutter and sidewalk construction to areas where there are critical right of way issues that preclude the landscape strip. In conjunction with other factors, including the location of seniors residences predominantly on one side of the road, we have identified construction and road widening to be placed on the "already developed" side of the road.

Safety improvement

Improving safety for all road users was one impetus behind the project. With no safe place for pedestrians or cyclists on roadways, there are conflicts between these road users and vehicles. Intersection safety was also identified as an issue, although we were unable to determine if this was more perceived than real, due to the lack of availability of collision records in an easily used format.

Our approach was to separate pedestrians and cyclists from the vehicle travel lanes, thus minimising potential conflicts. At intersections we have recommended a high standard of pedestrian crosswalk to provide a clear indication to drivers that this is where they should expect pedestrians.

The terms of reference of the study did not include detailed traffic observations or operational analyses. We did however recommend that provision be made in the design of the sidewalks such that if and when left turn lanes were required at intersections the sidewalk had been appropriately positioned so that significant reconstruction would not be required

In the case of the Lower Ganges/Upper Ganges Road intersection, we took an overall view that this was a major intersection with high turning volumes and an awkward "T" configuration on a curve with a significant approach grade on one side. We view this as a potential future location for either traffic signals, or a roundabout. We provided a sketch design showing that a roundabout could likely be constructed, but with some property impact in two quadrants. Our recommendations for crosswalks at this location show that a crosswalk across Lower Ganges Road is not required with our proposed sidewalk location, unless redevelopment on the west side of Lower Ganges Road north of this location is permitted.

Stageability

Stageability of the project was a concern to the client, as there is an anticipation of limited cash flow available for construction, which would be spread over several years. In considering stageability we looked at both construction in phases along the length of the project, and construction in phases across the project (i.e. bike lanes one year, and the adjacent sidewalk, in a later year), and staging construction of the sidewalk with an initial gravel base to be paved in a later year.

Staging along the length of the project or across the width is feasible. However, construction of a project of this nature involves small-scale work, which inevitably costs more than a larger scale project. Constructing bike lanes one year and an adjacent sidewalk in the following year will clearly increase the overall cost of the project.

Our technical preference is thus to construct in stages along the length of the project. For pedestrian traffic the most important sections are: Rainbow from Lower Ganges Road to the beginning of the school board property; and Lower Ganges Road at the north end of the project in the vicinity of the Upper Ganges Village Mall.

For bike lanes, the most important stageability issue is that a sufficient length be constructed at one time to make the section attractive to users. Sections should also be contiguous without breaks, and constructed on both sides of the road at once.

It appears that the most tangible immediate results can be achieved by starting construction at the Upper Ganges Village Mall area and preceding south towards downtown Ganges, and by preceding west from Lower Ganges Road along Rainbow Road to the schools.

Design Options

We developed a number of design option concepts and then assessed the design criteria through a review of these options. We focused on the sidewalk and bike lane configurations that best addressed user needs, the restricted right of way, and the overall Gulf Island design philosophy for roadways. The six options reviewed are:

1. Combined bike and pedestrian shoulder
2. Bike lanes
3. Sidewalk adjacent to curb
4. Separate sidewalk
5. Combined sidewalk/bike path (off road)
6. Paved vs. gravel surface (sidewalk)

The key criteria in evaluating these options are as follows:

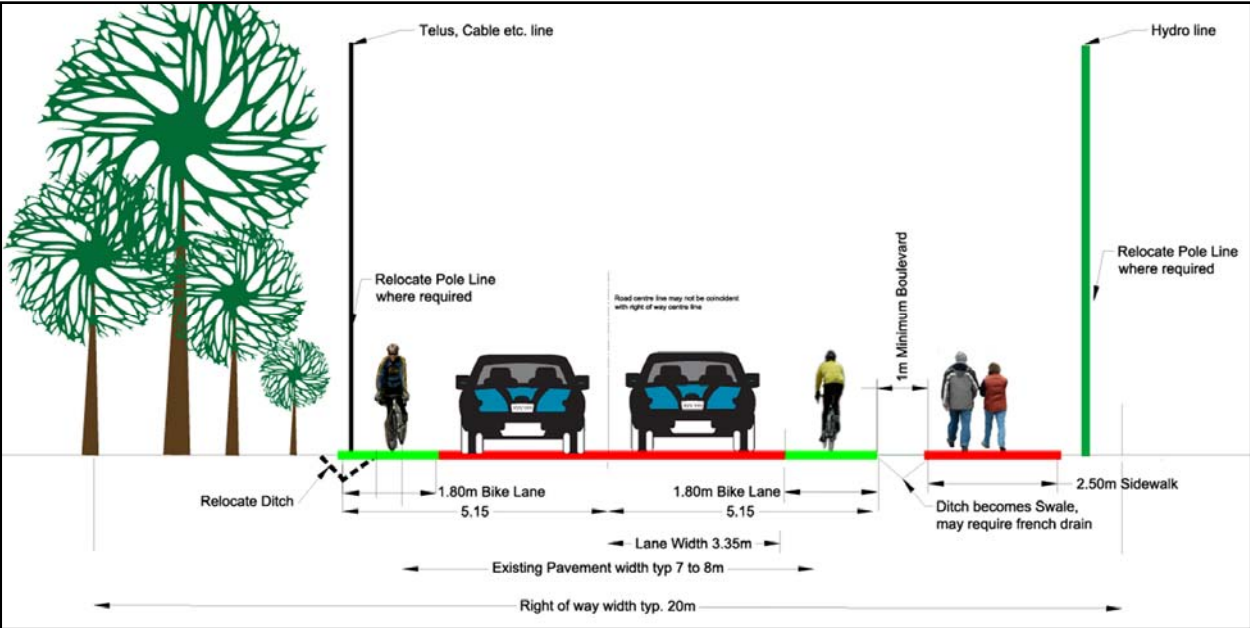
1. The combined bike and pedestrian shoulder option does not separate bicycles and pedestrians from each other or from the adjacent traffic stream as well as other options. The primary concerns were attractiveness to users (low) and safety (low)
2. On-street bike lanes effectively separate vehicles from bicycles, are commonly used elsewhere, and by providing the pavement marking reduce the apparent width of the pavement available to cars in keeping with the Islands Trust road standards. This is our preferred solution for bicycles.
3. Placing a sidewalk adjacent to the curb minimises property requirements, but does not provide as much separation between vehicles and pedestrians as other options. It also has a more "urban" ambiance than is desirable where it can be avoided. This option was rated as not preferred except where required by right of way or other considerations.
4. Separating the sidewalk from the roadway by a landscape strip preserves the more rural ambiance of the area and is more attractive to pedestrians. This is our preferred sidewalk solution.
5. A combined sidewalk and bike path (off road) does move cyclists off the roadway and allows retention of the existing roadway width. However, since we are only able to provide the facility on one side of the road, we have concerns over bike traffic resulting in conflicts with turning vehicles at intersections and driveways. Conflicts between bicycles and pedestrians would also arise as their volume increases on a single facility, unless the wider surface workers provided. We did consider this solution for Rainbow, because we felt that an off-road facility would be more attractive to elementary school students. However, our safety concerns for vehicle traffic and parking outweighed this advantage.
6. In respect of the sidewalk we considered a gravel surface as being more appropriate for its rural ambiance. However, a primary design criterion is an all-weather surface traversable by wheelchairs. We felt that the gravel surface could not meet this requirement, and thus recommend and asphalt surface for the sidewalk.

Preferred design

The preferred design criteria are illustrated below and are:

- 2.5m sidewalk: required for wheelchairs to pass
- 1.8m bike lanes
- Retain narrow roadway lanes (3.35m- Islands Trust standard for "Main - Rural" road)
- Hard surface sidewalk: for all weather use by wheelchairs
- Wheelchair accessible: ADA compliant crosswalk features (ramps, controls etc.)
- Crosswalks at intersections: Crosswalks along major road, crosswalk across where required
- Crosswalk protection as required: Signs, amber flashers, high intensity overhead lighting as required.

Figure 5 Recommended cross section



Public consultation

Public consultation was a key aspect of this project. We focused on four components:

- A Local Steering Committee
- Two Open Houses
- Flyer prior to open houses
- Response form

The local Steering Committee provided invaluable input on local concerns and perceptions and assisted us in reviewing and documenting the project in a way that would address these concerns. The committee consisted of community and local interest group representatives; Islands Trust and Ministry of Transportation representatives; the Salt Spring Island CRD director; CRD and consultant staff.

We held two Open Houses, using a graphic display and walk around format. There was also a brief presentation at the second meeting. The two meetings focused on: “What are the issues”, and, “Some possible solutions”. At the second meeting we reviewed the alternatives developed from the first meeting and presented our recommendations. Since it was clear from our work that there was really only one preferred solution, we felt that a third open house (what are the issues, some possible solutions, and the recommended solutions) was not necessary.

We used an information flyer distributed prior to the open houses to ensure widespread knowledge of the project and the meetings. The flyer was 2 pages and included a key plan, text description, and a response form. It was distributed to all households and businesses via newspaper inserts.

The response form allowed respondents to identify their issues and concerns as well as possible solutions, and for the second open house to indicate the extent to which they could support the recommendations.

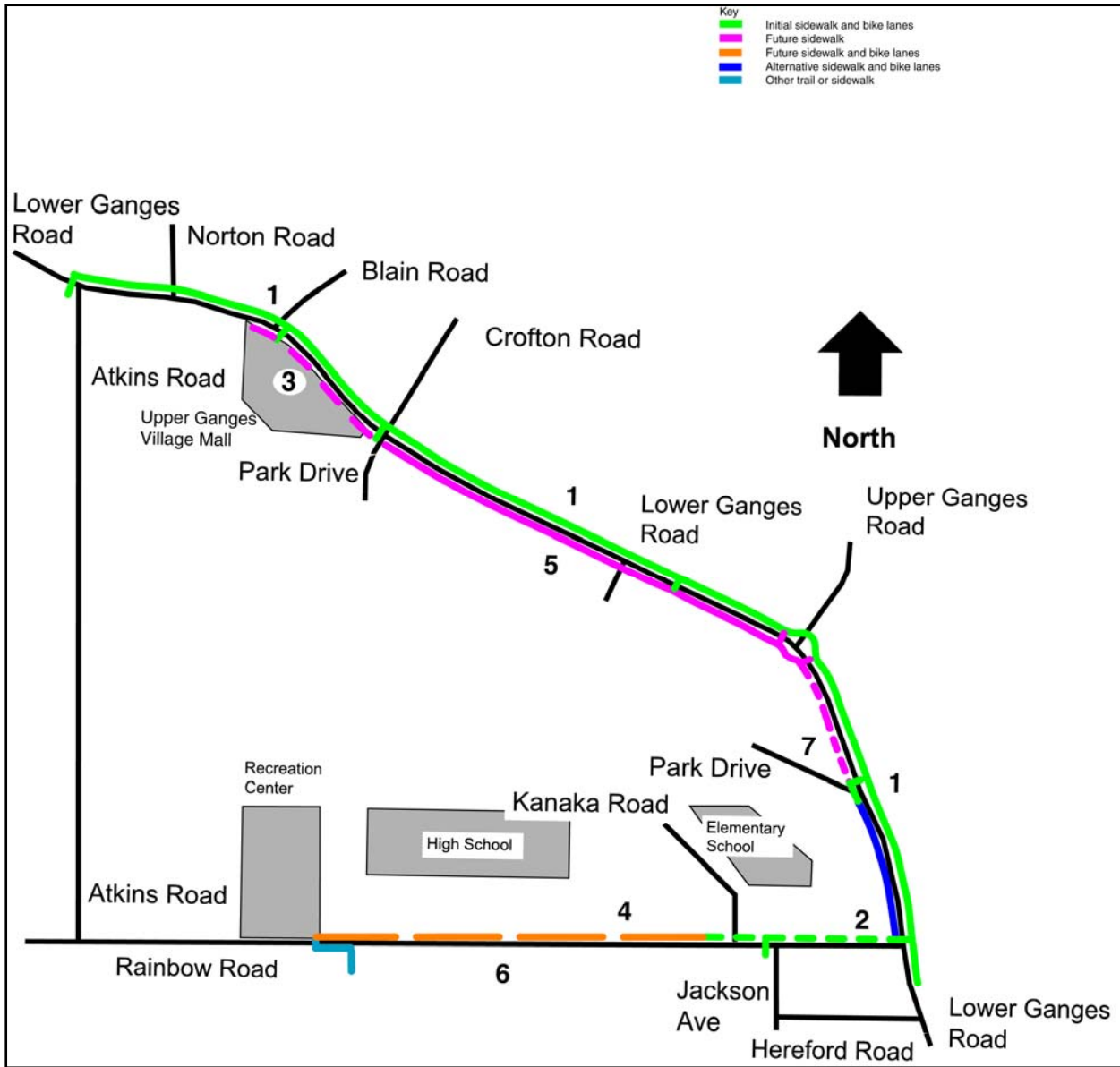
The result of the community consultation was a high level of support in community expressed through both written responses and discussion with those attending at the open houses

The 2nd Open House flyer and response form included a key plan (Figure 6) and the following questions:

I can support (check all items that you support):

- Bike lanes on Lower Ganges Road (1)
- Initial construction of a sidewalk on the east side of Lower Ganges Road (1)
- Future construction of a sidewalk on the west side of Lower Ganges Road (3, 5, 7)
- Construction of a sidewalk on the north side of Rainbow in two stages (2, 4)
- Bike lanes on Rainbow (2, 4)
- Future construction of a sidewalk on the south side of Rainbow (6)

Figure 6 Response form key plan



Implementation

Key steps to enable the project include:

- Bylaw 3438 Establishing Community Transit and Transportation Service for Salt Spring Island was adopted July 11, 2007.
- The Salt Spring Island Community Transportation Service was created for the purpose of providing transportation, including:
 - a) Transportation studies
 - b) Construction, installation, maintenance and regulation of sidewalks and bicycle paths
 - c) Construction, maintenance and regulation of parking spaces, areas and facilities
 - d) Implementing and providing transportation demand management programs
 - e) Construction and maintenance of pedestrian safety and traffic calming facilities.
- Bylaw 3450 establishing an Advisory Commission for the Service adopted by the CRD Board on August 8, 2007. The CRD established a local Commission to advise the Electoral Area Director and Regional Board with respect to the organization and conduct of transit and transportation services within the Service Area. The advisory commission is appointed at the inaugural board meeting held in January each year and includes 9 members with the Electoral Area Director included as a member.
- The Budget for a transit and transportation service was approved for 2008 following the consent of the electors and CRD Board approval of the service establishment bylaw and tax requisition limits.
- The Transit Service began operating in January 2008 with a service agreement between BC Transit and the CRD and an operating agreement between the CRD, BC Transit and a contracted operator.
- Partnership agreement reached between Island Pathways & Electoral Area to use local funds and Community Works 'Gas Tax' Funds to begin construction of trails.
- Master license of occupation agreement being finalized between MoT and CRD for construction of works within road right of way is being finalized.
- A 10 year Capital Plan will be developed for 2009.

The survey and preliminary design for the first section of the project has been approved by the CRD Board in the 2008/9 budget.

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