



Islands Trust

Transportation Information Meeting Notes

Date: July 27, 2016

Time: 10:30 a.m.

Location: Mary Winspear Centre, Sidney
Lebbetter Room

Attendees: Robert Kojima, Derek Masselink, Wendy Scholefield (Islands Trust)
June Klassen, Carolyn Stewart, John Hicks, Paul Leblond (CRD)
David Koch (MoTI)
Niall Parker, John Chapman, Andrea Mills (MAP)

1. CALL TO ORDER AND APPROVAL OF AGENDA

2. ROUNDTABLE – Roles and jurisdiction

a. Islands Trust/LTCs

Robert Kojima briefly outlined the role of the Islands Trust and Local Trust Committees as land use planning authorities for the two islands.

b. Local Trustees

Derek Masselink stated that as North Pender trustee, he is interested in supporting alternative transportation, addressing issues with right of ways, struggling with concerns about undermining rural nature of island, and also willing to explore expropriation.

Wendy Scholefield, South Pender trustee: issues include the small population base on South Pender, car stops, Canal Road as an obstacle for cycle route, past studies of cycle routes, and difficulties with big groups of cyclists.

c. CRD – Community Economic Development

June Klassen, Manager of Service Delivery for the SGI Electoral Area, explained the role of the Community Economic Sustainability Commission (CESC), and her role as point of contact.

John Hicks, Senior Transportation Manager, explained his role in supporting the Salt Spring Island Transportation Commission.

d. CRD – Regional Parks, Community Parks

Paul Leblond, Alternate Electoral Area Director, explained that he was here on behalf of Director Howe. He discussed some of the activities of the CESC, including of most interest: Experience the Gulf Islands (ETGI), fostering development of bus service, and broader vision of transportation

Carolyn Stewart – CRD Regional Parks Planner, discussed her role in planning and operations of regional parks and trails and in liaison with other groups interested in parks and trails; and noted that Community Parks is a separate CRD function.

e. MoTI

David Koch described his role as Development Approvals Technician for the area, and that he is relatively new in the role, taking over from Ryan Evanoff.

f. MAP

John Chapman discussed his roles on MAP and the Pender Islands Parks and Recreation Commission

Andrea Mills discussed her involvement in the development of the community bus with MAP

Niall Parker explained that he is a director of MAP, its goals of alternative transportation, and some specific projects, including car stops and working on a bus service. Overall the goal of MAP is to make it easier to get out of the car if roads can be shared, making it easier for cyclists, pedestrians, or even horses. MAP is incorporated as a society. MAP sees ETGI as a parallel initiative and some overlap with PIPRC.

3. MAPs SUMMARY OF RECOMMENDATIONS AND UPDATES

Niall summarized MAP's initiatives, including the following:

- The updated transportation plan (2015), which has been revised from an earlier plan
 - The plan looked at traffic sources and destinations: ferry to Magic Lake, Driftwood, cultural centre, identified that it is hard to connect centres, the potential to use emergency routes, and that the Magic-ferry route has been incorporated into OCP.
 - Cycling: issue of dangerous corners (e.g. near the recycling centre)
 - Key Initiatives:
 - o Car stops: implemented, issue is time between cars, an app is being developed improving timing and connection, non-payment,
 - o Cycling: bike route defined in OCP, bike shelter at Otter Bay terminal encourages use of bikes on ferry and in town
 - o Identifying alternative transportation routes, survey (2012): number one issue was safety and hills. Traffic in bursts typically to or from ferry. Compared to e.g. Lochside Trail which is separated and flat. Einar's Hill bypass which is a dedicated highway an option. Shingle Bay, Irene Bay bypass, potential if Parks Canada agreeable
 - o Einar's bypass: as a dedicated highway, easiest for MoTI to approve, but an issue for neighbours who are used to it being undeveloped. Funding from CRD went for Mayne trail demonstration project, and there were discussions with Parks Canada but no formal agreement. Purchase of heli-pad parcel also an issue.
 - o Karl Hamson has agreed to a trail on his property, ALC approval is needed (Community hall to Auchterlonie Centre). By agreement with owner, but not on title. ALC approval also received for extension to the south.
 - o Key issue: how do PIPRC, MAP, regional trail plan, ETGI work together
- Discussion:
- o ETGI: is a community tourism plan, which includes alternative means of getting around, the original map was a wishlist

- Regional Parks is moving towards a regional trail plan: ferry to primary commercial area and/or key regional level attractions would be likely regional parks trail option
- Regional trails and community parks trails relationship discussed
- Lack of engineering work or surveys to identify roads in dedication
- Parks Canada: has designated a contact to work with CRD and also will be talking with BC Parks and MoTI.
- Original trails: have been abandoned with creation of the highway system, eg Alice Church, Irene Bay–Shingle Bay. Lack of a management plan an issue.
- First Nation involvement is critical: traditional use trails existed and there is an interest in re-establishing

4. BREAK

5. DISCUSSION OF ISSUES AND OPTIONS

a. Community Bus Service

- Funding for a community bus (Community Works funding), one acquired, ready to go. Pilot project (2 years), use car stops for pick up, 3 days a week, scheduled with volunteer drivers. No cash fare.
- CRD consultant to work on community bus basic practices manual
- Question: SGI bus service and inter-island ferry are options for Regional District service delivery
- SGI transportation commission priorities: trails, sidewalks in Ganges, funded by taxes, some grants available

b. Car Stops – expand and add infrastructure

- Using them for bus stops
- Would like to widen pull outs
- No MOTI funding available
- Possibly for when widening roads to include in existing project budgets
- Important to identify locations early and plan for longer term

c. Cycle and Pedestrian improvements

- MOU agreement identified main cycle routes
- OCP identifies cycle route,
- Currently changing approach to climate change and transportation options, issue is how to come together to achieve this
- Mayne pilot project: community works funds, regional parks design, annual funding for future trail planning, pilot for future spine trails on all the islands
- Regional Trail standards: 3 to 4 metres for dual direction, dual use (pedestrian/bike) trail, 2 metres in key environmentally sensitive areas

d. Improved signage

- More warning signs desired
- MoTI process to add signage: request assessed and contractor can install
- MAP can submit a list of suggested locations to MoTI for consideration

e. Right-of-ways on private lands

- Expropriation: MoTI avoids at all costs, likely not an option for trails, an expensive proposition involving legal costs,
- Amenity zoning option discussed
- Potential for Trust Council budget request to pay for survey of constructed roadways within dedications

f. Funding for highway repair/improvement

- Funding for MoTI local office is for repair and maintenance of roads
- Minor improvements: MAP to pull out minor improvements from plan and send to MoTI

g. Traffic calming: speed bumps, more stop signs, enforcement, cross-walks

- Moti could pay for improvements once they have been assessed and approved

h. Access funds to purchase and maintain alternate transportation routes

- Regional parks funding is limited, need to access other funding sources

i. Equestrian trails

- Interest in using horses, recreationally and for transportation. Some portions of regional trails permit horses

j. Scheduled inter-island water taxi

- June: consultant who has experience on water taxi ferry has been located. Passenger ferry basics document, what would be involved in a pilot project.

k. Innovate transportation initiatives: electric car charging, electric car rental, bicycle rental

- Three charging stations on the Penders, interest in electric cars,

6. ADJOURNMENT

1:30 PM