



## **Salt Spring Island Transportation Commission**

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**Evolution and Retrospective 2007-2013**



**January 2014**

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## **7. Bus Shelter Design and Construction**

### **History**

The first bus shelter to be built in support of SS Transit was funded by the Lion's Club. It was installed on private property next to the Visitor Centre in Ganges in 2009 (?). The SSITC had little to do with this shelter or its very utilitarian design. Nor did MoT have to issue the usual License of Occupation given that the shelter is built on private property.

There is already talk of the need for a second shelter at this central Ganges location to accommodate the large volume of riders who pass through this key stop. The comprehensive BC Transit Service Review in 2014 will look at the question of a prioritized list of future bus shelter improvements or new locations, including suggested shelter size based on demand.

### **Funding**

Bus shelter construction is funded by a yearly allocation of some \$7000 to a Reserve Fund from the annual SSITC Transit tax requisition. Under normal circumstances, that would allow for the construction of a shelter every 2-3 years.

### **Critical Path for Bus Shelters**

Drawing on the useful and comprehensive BC Transit document "BC Transit Transit Stop Installation Checklist", the SSITC drafted a Critical Path document to guide the building of for bus shelters on Salt Spring. The BC Transit Checklist provides very detailed design guidelines which reflect BC Transit's preferred standards.

The goals of the Critical Path for bus shelters are similar to those of the Critical Path for the building of pathways, namely:

- to set out working parameters for the building of bus shelters on MoT right-of-way on Salt Spring Island
- to outline who does what
- to set out a form of "critical path" for a typical bus shelter project
- to allow all key parties involved in the building of bus shelters, namely the CRD, BC Transit, the SSITC and MoT to better appreciate who is responsible for what; and thereby
- to facilitate cooperation while expediting the process.

The CRD General Manager, Bob Lapham; the CRD Senior Transportation Planner, Malcolm MacPhail; the CRD SSI Transportation Manager Bob Fenske; the BC Transit Senior Regional Transit Manager Myrna Moore; the MoT District Development Technician Debbie O'Brien; the CRD Regional Director Garth Hendren; and the SSITC all signed off on and endorsed the Critical Path as the guiding document for getting bus shelters built on Salt Spring.

### **SSITC Bus Shelter Guidelines**

In 2011, the SSITC created a Working Group (WG) on bus shelter design comprised of the CRD Regional Director Garth Hendren; Phillip Van Horn, local designer; and two members of the SSITC. The Working Group devised a list of bus shelter design guidelines for all future shelters on Salt Spring. The list of guidelines which was inspired by the BC Transit "Checklist" was subsequently endorsed by the SSITC. Among other criteria set out therein, there is to be no provision for advertising in local bus shelters.

### **First Shelter Project**

In 2011, requests came to the SSITC from two community groups advocating the construction of shelters in their neighborhood, namely Fernwood and Kitchen Road. Ultimately, there were only sufficient funds for one shelter and it was decided to locate it in Fernwood.

The Working Group proposed an extensive list of possible designs for the project and the SSITC decided to ask the residents of Fernwood to vote on the matter. A copy of a timber frame model from Cowichan Valley was selected. Construction was completed in early 2012.

In the end, the project went significantly over budget due largely to the fact that the CRD insisted that it obtain a CRD Building Permit which under normal circumstances would not apply to a structure of less than 100 sq. ft nor to a structure on MoT right-of-way.

### **Second Shelter Project**

In 2012 as part of the North Ganges Transportation Plan, two bus stop pull-outs were confirmed for either side of Lower Ganges Road at Crofton. Essentially, the Commission reached consensus on moving away from the BC Transit standardized shelter design in the direction of a more handcrafted look. A preference was expressed for working with local designers as a means of achieving this objective. It was decided that not every shelter would have to be the same.

### **SSITC Bus Shelter Design Panel**

The SSITC set up a Bus Shelter Design Panel to engage the community in the matter of selecting designs for the next bus shelters to be built on island. The SSITC hoped thereby to come up with designs which make a statement about Salt Spring and are an expression of the uniqueness of the island community.

A plan of action was endorsed by the SSITC as follows:

- a half dozen different sample shelter designs were posted on the SSITC website and on the SS Exchange along with a clear statement of SSITC-approved shelter guidelines and a notional budget for guidance
- the public was asked via the SSITC website and the SS Exchange to either vote for a preferred design or submit a personal design

The community response exceeded all expectations. Design ideas were received from seven professional designers including one in France. All ideas were presented to a the Design Selection Panel for review and recommendation to the CRD in early 2013. The seven-person Panel was comprised of community representatives including a student, a professional designer, a SSITC expert on accessibility issues and a CRD engineer.

The following concept by local designer Matt Brain emerged as the winner for the shelter on the south side of Lower Ganges.



The Matt Brain shelter is expected to be built in the Spring 2014.