



Notice of Meeting and Meeting Agenda Salt Spring Island Local Community Commission

Thursday, April 16, 2026

9:00 AM

SIMS Boardroom
124 Rainbow Road
Salt Spring Island BC

[MS Teams Meeting Link](#)

E. Rook (Chair), G. Holman (Vice Chair), G. Baker, B. Corno, B. Webster

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

1. Territorial Acknowledgement

2. Approval of Agenda

3. Adoption of Minutes

- 3.1. [26-0439](#) Minutes of March 19, 2026 Salt Spring Island Local Community Commission

Recommendation: That the minutes of the March 19, 2026 meeting be adopted as circulated.

Attachments: [Minutes: March 19, 2026](#)

4. Chair, Director, and Commissioner Reports

5. Senior Manager Report

6. Presentations/Delegations

Delegations will have the option to participate electronically. Please complete the online application for "Addressing the Salt Spring Island Local Community Commission" on our website and staff will respond with details. Requests must be received no later than 4:30 p.m. two calendar days prior to the meeting.

Alternatively, you may email your comments on an agenda item to the Salt Spring Island Local Community Commission (LCC) at saltspring@crd.bc.ca.

6.1. Presentations

- 6.1.1. [25-1306](#) Presentation: Jesse Giddings, Salt Spring Island Healthy Living Society
Re: Proposal- Donated Synthetic Ice Rink for Salt Spring Island

Attachments: [Presentation Request: SSI Healthy Living Society; Apr 7, 2026](#)
[Presentation: Community Ice Rink for SSI](#)

- 6.1.2. [26-0449](#) Presentation: Jennifer Lannan, SSI Chamber of Commerce Re: Funding
the VIC and Beautification Projects

Attachments: [Presentation Request: SSI Chamber of Commerce Apr 12, 2026](#)
[Presentation: Ganges Village Beautification & Infrastructure Initiative](#)

6.2. Delegations

- 6.2.1. [26-0451](#) Delegation: Jenny McClean; SSI Resident; Re: Agenda Item 7.4.
Rainbow Recreation Centre Pool Use

Attachments: [Delegation Request: Jenny McClean Apr 14, 2026](#)

7. Commission Business

- 7.1. [26-0440](#) Project Tracker Quarterly No. 22, 2026

Recommendation: There is no recommendation. This report is for information.

Attachments: [Project Reporting Dashboard No 22 2026](#)

- 7.2. [26-0441](#) Motion Tracker Quarterly

Recommendation: There is no recommendation. This report is for information.

Attachments: [LCC Motion Tracker 2025 Exported Apr 8, 2026](#)
[LCC Motion Tracker 2026 Exported Apr 8, 2026](#)

- 7.3. [26-0442](#) Ganges Crosswalk Project - Draft Crosswalk Analysis

Recommendation: That the Salt Spring Island Local Community Commission approves the Ganges
Crosswalk Project - Draft Crosswalk Analysis Report as presented in Appendix A.

Attachments: [Staff Report: Ganges Crosswalk Project - Draft Crosswalk Analysis](#)
[Appendix A: The Ganges Crosswalk Project – Draft Crosswalk Analysis Report](#)

- 7.4. [26-0452](#) Rainbow Recreation Centre Pool Use

Recommendation: Verbal Discussion

8. Notice(s) of Motion

9. Adjournment

Next Meeting:

*-Thursday, May 14, 2026 at 9:00AM Special meeting in the Salt Spring Island Multi
Space (SIMS) Boardroom, 124 Rainbow Road, Salt Spring Island, BC V8K 2V5*

Meeting Minutes - Draft

Salt Spring Island Local Community Commission

Thursday, March 19, 2026

9:00 AM

SIMS Boardroom
124 Rainbow Road
Salt Spring Island BC

PRESENT

COMMISSIONERS: E. Rook, G. Holman (Director), B. Corno, G. Baker, B. Webster,

STAFF: S. Carby, Senior Manager, Protective Services (EP); D. Ovington, Senior Manager, SSI Administration; K. Bittorf, Manager, SSI Parks and Recreation; L. Xu, Manager, Local Services, Financial Services (EP); C. Henderson, Administrative Officer, Protective Services(EP); M. Williamson, Committee Clerk, SSI Administration (Recorder)

GUESTS: S. Wright, BC Transit; M. Malik, BC Transit

EP- Electronic Participation

These minutes follow the order of the agenda although the sequence may have varied.

The meeting was called to order at 09:03 am.

1. Territorial Acknowledgement

Commissioner Rook provided a Territorial Acknowledgement.

2. Approval of Agenda

**MOVED by Commissioner Webster, SECONDED by Commissioner Baker,
That agenda for the March 19, 2026, meeting of the Local Community
Commission be approved as presented.
CARRIED**

3. Adoption of Minutes

3.1. Minutes of February 19, 2026 Salt Spring Island Local Community Commission

**MOVED by Commissioner Baker, SECONDED by Commissioner Webster,
That the minutes of the February 19, 2026 meeting be adopted as circulated.
CARRIED**

4. Chair, Director, and Commissioner Reports

Commissioner Rook spoke regarding:

- CRD Board rise and report
- Island Trust Local Committee meeting

Commissioner Baker spoke regarding:

- Island Pathways Bike Lane revitalization
- Possible Rental Opportunity Support System (ROSS)

Commissioner Webster spoke regarding:

- Accessibility on Salt Spring Island
- Ladder truck purchased by SSI Fire Protection District
- Construction started on Hydrofield Ballpark

Director Holman spoke regarding:

- Four SSI water service borrowing authorization petitions
- Building inspection information session regarding fee update
- CRD Geese Management program on SSI
- Feasibility Study to refurbish E&N railway for passenger service
- Norton Road housing project

5. Senior Manager Report

D. Ovington spoke regarding:

- Construction of Hydrofield Ballpark has started
- LCC budget planning scheduled for May 14, 2026

6. Presentations/Delegations

6.1. Presentations

6.1.1. Presentation: Shawn Carby, Protective Services Re: CRD Adjudication Process

S. Carby and C. Henderson spoke regarding the new CRD adjudication process for bylaw enforcement.

6.1.2. Presentation: Seth Wright, BC Transit Re: SSI Transit Fare Review

S. Wright and M. Malik spoke regarding the BC Transit's Salt Spring Island Fare Review engagement results.

6.2. Delegations

There were no Delegations.

7. Commission Business

7.1. Salt Spring Island Transit Service - Fare Review

MOVED by Commissioner Webster, **SECONDED** by Commissioner Baker,
That the Salt Spring Island Local Community Commission approve Option 3 -
moderate increase to \$2.75 for a single-ride fare in 2026 and to \$3.00 in 2027 with
lower monthly pass cost as the preferred fare change and that staff work with BC
Transit to implement the revised fare structure at the next feasible service
change.

CARRIED

7.2. Requisition Increase to support SSI Transit Service Expansion and
Long-Term Funding

MOVED by Commissioner Webster, **SECONDED** by Commissioner Corno,
That the Salt Spring Island Local Community Commission do not consider a
bylaw revisions to increase the maximum requisition of bylaw 4647 and
recommending an assent vote until after the October 17, 2026 election.

CARRIED

OPPOSED Baker, Holman

7.3. Grant-In-Aid Application - Transition Salt Spring

MOVED by Commissioner Baker, **SECONDED** by Director Holman,
That the Salt Spring Island Local Community Commission: Approve the
Grant-in-Aid application to Transition Salt Spring Society in the amount of \$3,500,
pending eligibility and financial review.

CARRIED

8. Notice(s) of Motion

8.1. Motion with Notice: Community Works Fund Tracker (B. Corno)

MOVED by Commissioner Corno, SECONDED by Commissioner Webster, That CRD staff, the Electoral Area Director, and the Salt Spring Island Local Community Commission collaborate on the development and maintenance of a tool that tracks the annual value of the Community Works Fund, projects that have been funded from the annual allotment, projects that have community works funds committed to them, and details potential projects that may be eligible for CWF in the future.

**MOVED by Commissioner Baker, SECONDED by Commissioner Webster, That the meeting be extended past the 3-hour scheduled time.
CARRIED**

Commissioner Corno amended the Notice of Motion to read:

“That the Salt Spring Island Local Community Commission requests that the Community Works Fund Annual Report be referred to the LCC on an annual basis and that staff include a summary of proposed CWF funded projects by service during the review of the provisional budget including the criteria for CWF eligibility.”

Question was called on the Notice of Motion as amended.

**That the Salt Spring Island Local Community Commission (LCC) requests that the Community Works Fund Annual Report be referred to the LCC on an annual basis and that staff include a summary of proposed CWF funded projects by service during the review of the provisional budget including the criteria for CWF eligibility.
CARRIED**

The Commission recessed at 12:11pm.

The Commission reconvened at 01:04 pm.

8.2. Motion with Notice: Permit for Bicycle Icon Painting (G. Baker)

MOVED by Commissioner Baker, SECONDED by Commissioner Corno, The Salt Spring Island Local Community Commission (LCC) request staff apply to the Ministry of Transportation and Transit for a permit to regularly paint bicycle icons at appropriate locations including northbound on Fulford-Ganges Road approaching Ganges.

Commissioner Baker amended the Notice of Motion to read:

“The Salt Spring Island Local Community Commission (LCC) request staff report back on the implications of applying to the Ministry of Transportation and Transit for a permit to regularly paint bicycle icons at appropriate locations including northbound on Fulford-Ganges Road approaching Ganges.”

Question was called on the Notice of Motion as amended.

The Salt Spring Island Local Community Commission (LCC) request staff report back on the implications of applying to the Ministry of Transportation and Transit for a permit to regularly paint bicycle icons at appropriate locations including northbound on Fulford-Ganges Road approaching Ganges.

CARRIED

8.3. Motion with Notice: Stewart Road Reflectors Advocacy (G. Holman)

MOVED by Director Holman, SECONDED by Commissioner Baker, That the Salt Spring Island Local Community Commission (LCC) request that staff convey a request to the Ministry of Transport and Transit (MoTT) staff to install reflectors and extend existing safety barriers on Stewart Rd at the hairpin corner.

CARRIED

8.4. Motion with Notice: Cusheon Lake Road Line Painting and Reflector Advocacy (G. Holman)

MOVED by Director Holman, SECONDED by Commissioner Webster, That the Salt Spring Island Local Community Commission (LCC) request that staff convey a request to the Ministry of Transport and Transit (MoTT) staff to paint a centre line on Cusheon Lake Road.

CARRIED

8.5. Motion with Notice: Crosswalk Visibility Fulford-Ganges (B.Corno)

MOVED by Commissioner Corno, SECONDED by Commissioner Webster, That the Local Community Commission directs staff to contact Ministry of Transport and Transit (MOTT) to request changes to make the new crosswalk at the intersection of Fulford Ganges Rd and Seaview Avenue more visible at all times of the day, and to prevent cars from parking in front of that crosswalk on the west side of Fulford Ganges, for cars travelling south out of Ganges.

CARRIED

8.6. Notice of Motion: Tax Requisition Insert Proportion Representation (E. Rook)

Commissioner Rook proposed the following Notice of Motion for same day consideration:

“That the Salt Spring Island Local Community Commission (LCC) direct staff to replace, in the 2026 property tax insert, the previously used visual representation of the makeup of the tax requisition (pie chart), with one based upon the proportion of the tax requisition by jurisdiction, i.e., SSI LCC Services, SSI Non-LCC Services, CRD Regional/Sub-Regional, CRD Hospital, and CRD Joint Electoral Area.”

**MOVED by Commissioner Rook, SECONDED by Director Holman,
That same day consideration be applied to the Notice of Motion.
CARRIED**

**MOVED by Commissioner Rook, SECONDED by Director Holman,
That the Salt Spring Island Local Community Commission (LCC) direct staff to replace, in the 2026 property tax insert, the previously used visual representation of the makeup of the tax requisition (pie chart), with one based upon the proportion of the tax requisition by jurisdiction, i.e., SSI LCC Services, SSI Non-LCC Services, CRD Regional/Sub-Regional, CRD Hospital, and CRD Joint Electoral Area.
CARRIED**

9. Motion to Close Meeting

9.1. Motion to Close Meeting

**MOVED by Director Holman, SECONDED by Commissioner Corno,
1.That the meeting be closed for land acquisition/expropriation in accordance with Section 90(1)(e) of the Community Charter. [1 Items]
2.That such disclosures could reasonably be expected to harm the interests of the Regional District. [1 Items]
CARRIED**

The Salt Spring Island Local Community Commission moved to the closed session at 2:09pm.

10. Rise and Report

The Salt Spring Island Local Community Commission rose from its closed session at 2:40pm and reported the following:

At the January 15, 2026 Closed Session of the Salt Spring Island Local Community Commission, the Commission passed the following:
That the Salt Spring Island Local Community Commission approve the Lease renewal for Fulford Ballpark, 2491 Fulford-Ganges Road, Salt Spring Island between James Akerman and Capital Regional District for a one-year term commencing February 1, 2026.

11. Adjournment

**MOVED by Commissioner Webster SECONDED by Director Holman,
That the Salt Spring Island Local Community Commission adjourn the meeting at
2:41pm.
CARRIED**

CHAIR

SENIOR MANAGER

From: Capital Regional District <noreply@crd.bc.ca>

Sent: Tuesday, April 07, 2026 5:06 PM

To: Legserv <Legserv@crd.bc.ca>

Subject: New Submission from Addressing the CRD Board & Committees webform - Submission #114 SID #53389

Submitted on Tue, 04/07/2026 - 5:06pm

Submitted by: Anonymous

Submitted values are:

Name

jesse giddings

I represent

SSI Healthy Living Society

Telephone

[REDACTED]

Email address

[REDACTED]

Street Address (optional)

[REDACTED]

Municipality/Electoral Area in which you reside

[Salt Spring Island](#)

I wish to address

[Salt Spring Island Local Community Commission](#)

Meeting Date

2026-04-16

Agenda Item

Proposal: Donated Synthetic Ice Rink for Salt Spring Island

My reason(s) for appearing (is/are) and the substance of my presentation is as follows:

I am appearing on behalf of the Salt Spring Island Healthy Living Society (SSIHL), a registered nonprofit, to introduce a time-sensitive opportunity to bring Salt Spring Island its first-ever ice skating facility: an 80' × 40' synthetic ice rink.

Salt Spring is home to over 11,000 residents, yet we are one of the only communities of our size in

the region without access to an ice surface. Families currently must travel by ferry to reach the nearest rink — a barrier that excludes most island youth from skating, hockey, and the social and physical benefits these activities provide.

Through a connection facilitated by KidSport Greater Victoria, we've secured the purchase of a synthetic rink currently held by the Victoria Hockey Legacy Society.

KidSport Greater Victoria has further offered to cover transportation and initial setup costs. This represents a rare, fully-funded opportunity to deliver a major community amenity to Salt Spring at no acquisition cost to the CRD or to local taxpayers. The rink was originally required for close to 200k.

The purpose of my appearance before the Commission is threefold:

To formally introduce the project and the donation opportunity to the Commission and the community it represents.

To request the Commission's guidance on placement. We are seeking the Commission's input on which location would best serve the community while meeting operational and safety requirements.

To begin the conversation about a formal operational agreement between SSIHL and the CRD/LCC that addresses site use, insurance, scheduled hours, public access, and community programming — including subsidized open skate times and equity initiatives to ensure the rink is accessible to all islanders regardless of income.

I want to be transparent that this opportunity is time-sensitive: the donor offer and the availability of the rink itself are not indefinite, and securing a site through the Commission is a critical next step.

I am here in a spirit of partnership and look forward to working with the Commission to bring this amenity to Salt Spring Island in a way that reflects the community's values and priorities.

Thank you for your time and consideration.

I will attend the meeting

In person

I will have a PowerPoint or video presentation and will submit it at least 24 hours in advance of the meeting.

Yes

I understand

Yes

A community ice rink for Salt Spring Island.

A presentation to the LCC by Jesse Giddings

WHO WE ARE

Neighbors building what the island has been missing.

The Salt Spring Island Healthy Living Society is a registered nonprofit with one purpose — helping islanders get active, stay connected, and build a healthier community together.

We've been working on bringing a rink to Salt Spring for over a year. We started by exploring a full-size traditional facility — built a team, opened conversations with the BC Sport Fund, and did the homework on what it would take. So when this opportunity came across our desk a few months ago, we weren't starting from zero.

We had the team, the legal structure, and the relationships ready to move on it quickly.

ADVISOR & CO-CHAIR

Luc Robitaille

President, Los Angeles Kings
Hockey Hall of Fame Inductee
Co-Chair, SSIHL

*With personal ties to Salt Spring and a real
commitment to seeing this happen.*

THE OPPORTUNITY

A \$175,000 rink. Zero cost to the island.



Fully funded. Gently used. Ready to ship.

The Victoria Hockey Legacy Society purchased this premium 80' x 40' CAN-ICE rink for ~\$175,000 and used it for events including Scotiabank Hockey Day in Canada. KidSport Greater Victoria connected us, an anonymous donor is covering the \$100,000 acquisition, and KSGV is covering ~\$10,000 in transport and setup. Salt Spring's cost to acquire: zero.

SIZE

80' x 40'

Full-size recreational surface

MANUFACTURER

CAN-ICE

Canada's premier synthetic ice

LIFESPAN

~10 yrs

Built for long-term community use

INSTALLATION

1 day

Sets up in roughly seven hours

WHAT IT BECOMES

Something for everyone on the island.

■ *Youth & after-school*

Kids and teens — especially Friday and Saturday evenings, when the island has the least to offer them.

■ *Family open skate*

Affordable drop-in sessions, skate rentals included. No equipment required.

■ *Learn-to-skate*

Beginner-friendly sessions for adults and seniors getting on the ice for the first time.

■ *School & community*

School programs, holiday skates, charity nights — a venue the whole island can activate.



The actual rink in use — Scotiabank Hockey Day in Canada, Victoria.



And here's the unlock: the rink sets up in seven hours. It's modular. Imagine relocating it to Centennial Park each winter — a gathering point in the heart of the village.

THE TECHNOLOGY

Nothing like the plastic of the past.

This is the official synthetic surface of the NHL.

Sidney Crosby has one at his home. NHL players who've used CAN-ICE report **85% skating response** and **95–100% puck response** versus fresh ice. It doesn't dull skate blades any faster than real ice. And it skips everything that makes a refrigerated rink impossible here:

- ✓ No refrigeration. No utility overhead.
- ✓ No microplastic shedding. No zamboni.
- ✓ Tiles are double-sided — flip after ~10 yrs for a fresh decade.
- ✓ Sets up in seven hours with a rubber mallet.
- ✓ Maintenance: keep it clean, squeegee water after rain.



SEE IT IN MOTION

Scan for video of the actual rink in use.

Currently in storage at Save-On-Foods Memorial Centre, Victoria.



THE NUMBERS

Self-sustaining from day one.

Modeled against comparable rinks across Canada.

PROPOSED PRICING (CAD)

All prices include skate rental and helmet. 30–50% below comparable Vancouver-area rinks.

Open Skate — Adult	\$7
Open Skate — Child (under 12)	\$5
Family Pass (2 adults + children)	\$20
After-School Program (8 weeks)	\$60–80
Season Pass — Individual	\$75
Season Pass — Family	\$150
Private Rental (1 hour)	\$75–125
Birthday Party (2 hours)	\$150–250
KidSport-Subsidized Skate	Free

YEAR-ONE REVENUE

\$41K – \$102K

from 7+ diversified revenue streams

ROOM TO REINVEST

\$17K – \$58K

over operating costs — funds free skates and community programs.

What we're asking the LCC to do.



Time-sensitive opportunity. The rink is currently parked in Victoria awaiting a permanent home. The donor and host organization have asked for a commitment from Salt Spring Island as soon as possible — ideally within the next month.

1

Signal interest

Confirm the LCC supports exploring this opportunity, and refer the project to Dan Ovington for formal evaluation.

2

Site analysis

Dan's team reviews available CRD properties on Salt Spring Island to identify the best fit for size, access, and community use.

3

Operational structure

Determine the right operating model — through SSIHL, the CRD, or a partnership — and develop the necessary agreements.

LET'S DO THIS

Let's bring ice to Salt Spring Island

This is a rare, fully-funded opportunity that asks nothing of the CRD or LCC to acquire — only your support to explore it. Together, we can give Salt Spring Island what every community deserves.

From: Capital Regional District <noreply@crd.bc.ca>

Sent: Sunday, April 12, 2026 2:32 PM

To: Legserv <Legserv@crd.bc.ca>

Subject: New Submission from Addressing the CRD Board & Committees webform - Submission #117 SID #53466

Submitted on Sun, 04/12/2026 - 2:32pm

Submitted by: Anonymous

Submitted values are:

Name

Jennifer Lannan

I represent

Salt Spring Chamber of Commerce

Telephone

[REDACTED]

Email address

president@saltspringchamber.com

Street Address (optional)

121 Lower Ganges Road, SSI, BC, V8K 2T4

Municipality/Electoral Area in which you reside

[Salt Spring Island](#)

I wish to address

[Salt Spring Island Local Community Commission](#)

Meeting Date

2026-04-16

Agenda Item

Request for funding the VIC and Beautification Projects

My reason(s) for appearing (is/are) and the substance of my presentation is as follows:

I, or another executive member of the Chamber of Commerce Board of Directors will formally request funding for the 2026 season in order to support increased service levels during our local tourism high season.

We would also like to touch on the topic of tourism readiness and Ganges beautification projects.

I will attend the meeting

In person

I will have a PowerPoint or video presentation and will submit it at least 24 hours in advance of the meeting.

Yes

I understand

Yes

FUNDING PROPOSAL

Ganges Village Beautification & Infrastructure Initiative

A Two-Year Phased Investment: 2026–2027

Submitted to:

Salt Spring Island Local Community Commission (LCC)

Submitted by:

Salt Spring Island Chamber of Commerce

Jennifer Lannan, President,

Chris Smid, Vice President

Jason Roy-Allen, Vice President

April 2026

Total Funding Requested: \$159,700

Phase 1 (2026): \$40,000 | Phase 2 (2027): \$119,700

1. Executive Summary

The Salt Spring Island Chamber of Commerce respectfully requests funding from the Salt Spring Island Local Community Commission (LCC) for a multi-year, phased Ganges Village beautification and infrastructure initiative totalling \$159,700 over two years. The Chamber is requesting \$40,000 in Phase 1 (2026) and \$119,700 in Phase 2 (2027).

Phase 1 (2026) focuses on three immediate priorities identified by the Chamber and community: (1) more lighting in Ganges, including decorative tree illumination; (2) the installation of six commercial park benches throughout the core; and (3) the first four of eight solar-powered decorative lamp posts with directional way-finding signage and hanging floral baskets. This phase delivers highly visible, tangible improvements within a single budget year while keeping the 2026 ask at a manageable level.

Phase 2 (2027) completes the infrastructure program by installing the remaining four lamp posts, six additional solar street lights, twelve bear-resistant waste receptacles with a year of collection service, a full year of monthly beach and street cleaning, and critically, a new business support and promotional program that will help Salt Spring Island businesses market the island as a premier destination. This phased approach allows the LCC to evaluate the success of Phase 1 before committing to Phase 2, while giving the Chamber a clear runway to deliver results.

The initiative directly supports the LCC's mandate to administer local services for the benefit of the Salt Spring Island community, aligns with the CRD's sustainability objectives through the use of solar-powered infrastructure, and addresses longstanding community priorities around

pedestrian safety, way-finding, village aesthetics, waste management, and economic development.

2. Background & Rationale

Ganges Village serves as the commercial, cultural, and transportation hub of Salt Spring Island. It is the first point of contact for visitors arriving by ferry, float plane, or water taxi, and the centre of daily life for the island's 11,000+ residents. Despite this critical role, the Ganges core currently lacks adequate pedestrian-scale lighting, coherent way-finding signage, sufficient waste infrastructure, and the aesthetic amenities that comparable BC communities have invested in to support their tourism economies and resident quality of life.

2.1 Key Challenges

- Inadequate pedestrian lighting creates safety concerns during evening hours, particularly during the shorter days of fall and winter, discouraging foot traffic and reducing the viability of evening commerce.
- Visitors frequently report difficulty navigating Ganges on foot, with no consistent directional signage pointing to key destinations such as the harbour, Saturday Market, Centennial Park, ArtSpring, or the library.
- Insufficient waste receptacles contribute to litter accumulation in public areas, along the harbour walkway, and on nearby beaches, undermining the village's appeal and creating environmental concerns.
- The absence of coordinated street and beach cleaning results in an inconsistent visitor experience that does not reflect the community's values or the quality of its businesses.
- A lack of seating and floral displays reduces the walkability and dwell-time in the village, directly impacting local business revenue.

2.2 Alignment with LCC & Community Priorities

This project aligns with multiple LCC strategic priorities and CRD policy objectives:

- **Economic Development:** The LCC's Economic Development service already funds the Chamber's Information Centre. This infrastructure investment extends that commitment by making the village more inviting to visitors and residents alike, directly supporting local business viability.
- **Sustainability:** Solar-powered lighting eliminates ongoing electricity costs, reduces carbon emissions, and aligns with the CRD's climate action commitments. All proposed lighting is Dark Sky compliant.
- **Community Safety:** Improved pedestrian lighting and way-finding enhances safety for all ages, particularly seniors and families navigating the village during evening hours.
- **Waste Reduction:** New receptacles and regular collection services support the CRD Solid Waste Management Plan's goal of reducing per capita waste disposal to 250 kg by 2031.

3. Project Scope — Phased Delivery

3.1 Phase 1 (2026) — \$40,000

Phase 1 is focused on three community priorities that deliver visible, near-term improvements to the Ganges core:

Priority 1: More Lighting in Ganges

Commercial-grade LED twinkle lights will be installed on trees throughout the Ganges core, creating an inviting, festive atmosphere that encourages evening foot traffic year-round. Lights will be weather-rated for permanent outdoor installation with dusk-to-dawn timer controls. Phase 1 includes \$3,000 for lights and materials and \$4,500 for professional installation using aerial lift equipment — consistent with the scope originally requested.

Priority 2: Park Benches (6 units)

Six commercial-grade thermoplastic-coated steel park benches will be permanently installed at strategic locations in the Ganges core. The benches will feature backs and arms for comfort and accessibility, and will be surface-mounted on concrete pads with anchor bolts for security and permanence. These furnishings directly support walkability, accessibility for seniors and people with mobility challenges, and longer dwell times that benefit local businesses.

Priority 3: Solar Street Lamps with Signs and Hanging Baskets (4 of 8 units)

Phase 1 installs the first four of eight planned commercial-grade solar-powered decorative lamp posts at the highest-priority intersections and decision points in the Ganges core. Each lamp post will be equipped with custom directional way-finding sign blades pointing visitors to major destinations (harbour, Saturday Market, Centennial Park, ArtSpring, library, etc.) and a commercial hayrack hanging floral basket. Solar LED technology eliminates the need for grid connection — no trenching required — dramatically reducing installation costs and ongoing operating expenses. Units are designed for a 20+ year service life with LiFePO4 batteries and high-efficiency monocrystalline solar panels.

3.2 Phase 2 (2027) — \$119,700

Phase 2 completes the infrastructure build-out, adds essential ongoing services, and introduces a new business support and destination marketing program.

Complete the Solar Lamp Post & Street Light Program

Installation of the remaining 4 solar way-finding lamp posts plus 6 additional solar street lights to fill gaps in pedestrian-scale illumination throughout the Ganges core. Hanging floral baskets will be added to all 10 Phase 2 units, bringing the total basket program to 14 units supported by a full-year floral maintenance contract covering spring and fall rotations.

Waste Receptacles & Collection (12 units, full year of service)

Twelve commercial steel outdoor waste receptacles with bear-resistant lids will be installed at high-traffic locations throughout the Ganges core and harbour walk. The proposal includes one full year of weekly collection and CRD Hartland Landfill tipping fees, budgeted at the 2027 projected rate of \$165 per tonne.

Monthly Beach & Street Cleaning (12 months)

A professional cleaning service contracted for monthly beach and street cleaning throughout the Ganges area. Each service day includes litter collection, power washing of high-traffic pedestrian areas, and debris removal from the beach and harbour foreshore.

NEW: Salt Spring "Shop Local / Visit Local" Marketing & Promotion Program (\$20,000)

A new Chamber-administered co-op marketing program to support local businesses and promote Salt Spring Island as a premier Gulf Islands destination. The program will fund digital advertising campaigns, production of an updated visitor guide, professional social media content, printed way-finding maps of the Ganges core, and seasonal promotional campaigns timed to ferry schedules and major events. A portion of the fund will be allocated to co-op advertising grants that small Salt Spring businesses can access to amplify their own marketing efforts with Chamber-matched dollars.

NEW: Local Business Support Grants & Events (\$8,000)

Micro-grants and event support for business-led initiatives that drive foot traffic to the Ganges core. This includes storefront beautification matching grants (helping merchants improve window displays, façades, and signage), support for community events that bring visitors into the village, and small sponsorships for Chamber-approved activations that align with the overall beautification initiative.

4. Detailed Budget

All costs are estimated in Canadian dollars and based on current 2026 market pricing for commercial-grade products suitable for municipal and public-space applications. Prices include applicable taxes and delivery to Salt Spring Island.

4.1 Phase 1 Budget — 2026 (\$40,000)

Item Description	Qty	Unit Cost	Total	Notes
Solar-powered decorative lamp posts with directional wayfinding signage (4 units)	4	\$3,500	\$14,000	Priority 3: Commercial-grade solar LED lamp posts with custom directional sign blades pointing to key Ganges destinations. First half of the 8-unit program.
Directional wayfinding sign blades and hardware (4 sets)	4	\$450	\$1,800	Custom aluminum sign blades with reflective lettering for Phase 1 lamp posts.
Commercial hanging floral baskets with brackets (4 sets)	4	\$350	\$1,400	Priority 3: 30-inch hayrack baskets with vandal-resistant clamping brackets and coco-fibre liners for Phase 1 lamp posts.
Commercial LED twinkle/string lighting for Ganges core trees		Lump sum	\$3,000	Priority 1: Weather-rated commercial LED string lights for tree illumination throughout the Ganges core.
Professional installation of twinkle lights		Lump sum	\$4,500	Priority 1: Certified installer with aerial lift equipment for safe tree-wrapping.
Commercial park benches (6 units)	6	\$1,400	\$8,400	Priority 2: Thermoplastic-coated steel benches with backs and arms, weather and vandal resistant.
Bench installation (concrete pad and anchor bolts, 6 units)	6	\$400	\$2,400	Priority 2: Site preparation, concrete pads, and anchor bolt mounting.
Lamp post installation labour and materials (4 units)	4	\$1,125	\$4,500	Priority 3: Concrete footings, site preparation, and installation labour for Phase 1 lamp posts.
PHASE 1 TOTAL (2026)			\$40,000	

4.2 Phase 2 Budget — 2027 (\$119,700)

Item Description	Qty	Unit Cost	Total	Notes
Solar-powered decorative lamp posts with directional signage (remaining 4 units)	4	\$3,500	\$14,000	Completion of the 8-unit wayfinding lamp post program started in 2026.
Directional wayfinding sign blades and hardware (4 sets)	4	\$450	\$1,800	Custom aluminum sign blades for Phase 2 lamp posts.
Additional solar-powered street lights (6 units)	6	\$2,800	\$16,800	Commercial-grade solar LED street lights to fill pedestrian-scale illumination gaps.
Hanging floral baskets with brackets (10 sets)	10	\$350	\$3,500	Baskets for the remaining 4 lamp posts and 6 street lights installed in Phase 2.
Lamp/light installation labour (10 units)	10	\$950	\$9,500	Concrete footings, site preparation, and installation for all Phase 2 solar units.
Annual planting, soil, and seasonal floral maintenance		Lump sum	\$3,500	Two seasonal plantings across all 14 baskets, soil, fertilizer, watering, and dead-heading.
Commercial outdoor waste receptacles with bear-resistant lids (12 units)	12	\$1,200	\$14,400	32-gallon steel receptacles, powder-coated finish, in-ground or surface mounting.
Receptacle installation (12 units)	12	\$250	\$3,000	Site preparation and permanent mounting.
Waste collection and CRD tipping fees (1 year)		Lump sum	\$7,200	Weekly collection plus Hartland Landfill tipping fees at 2027 projected rate of \$165/tonne. Estimated 12 tonnes annually.
Monthly beach and street cleaning, Ganges area (12 months)	12	\$1,500	\$18,000	Professional crew: litter pickup, power washing, beach/harbour foreshore debris removal. One full-day service per month.
Salt Spring "Shop Local / Visit Local" marketing & promotion program		Lump sum	\$20,000	NEW in 2027: Co-op marketing fund to promote Salt Spring Island businesses. Includes digital advertising, visitor guide production, social media content, wayfinding maps, seasonal promotional campaigns, and small-business co-op advertising grants administered by the Chamber.

Local business support grants & events		Lump sum	\$8,000	NEW in 2027: Micro-grants and event support for local business-led initiatives, storefront beautification matching grants, and community events that drive foot traffic to the Ganges core.
PHASE 2 TOTAL (2027)			\$119,700	

4.3 Combined Two-Year Budget Summary

Phase	Amount
Phase 1 — 2026 (Lighting, Benches, First 4 Lamp Posts)	\$40,000
Phase 2 — 2027 (Complete Infrastructure + Marketing Program)	\$119,700
TWO-YEAR TOTAL	\$159,700

5. Implementation Timeline

Phase	Activities	Target Date
Phase 1 — Q2 2026	Procurement of twinkle lights, 6 park benches, and first 4 solar lamp posts with wayfinding signs and hanging baskets	April–May 2026
Phase 1 — Q2 2026	Twinkle light installation on Ganges core trees	May 2026
Phase 1 — Q2/Q3 2026	Bench installation at 6 high-priority locations in Ganges core	May–June 2026
Phase 1 — Q3 2026	Installation of 4 solar lamp posts, wayfinding signs, and hanging baskets	June–August 2026
Phase 1 reporting	Completion report and financial accounting for Phase 1; Phase 2 planning begins	Fall 2026
Phase 2 — Q1/Q2 2027	Procurement of remaining 4 lamp posts, 6 street lights, 12 waste receptacles, and 10 additional baskets	Jan–April 2027
Phase 2 — Q2 2027	Installation of all remaining solar units, baskets, and waste receptacles	April–June 2027
Phase 2 — Q2 2027	Launch of Shop Local / Visit Local marketing program and business support grants	Spring 2027
Phase 2 — ongoing	Weekly waste collection, monthly beach/street cleaning, floral maintenance	Throughout 2027

6. Long-Term Sustainability

This proposal is designed to minimize ongoing costs and maximize the longevity of the investment:

- **Solar Infrastructure:** All lighting is solar-powered with zero ongoing electricity costs. Commercial-grade solar LED systems are designed for 20+ year service life with minimal maintenance (periodic panel cleaning and battery replacement every 5-7 years).
- **Durable Furnishings:** Thermoplastic-coated steel benches and powder-coated waste receptacles are designed for 15-20 years of outdoor service in coastal environments without painting or significant maintenance.
- **Ongoing Costs:** After the initial funding period, the Chamber proposes to seek ongoing operational funding for waste collection, cleaning services, and floral maintenance through the LCC's Economic Development service, BIA levies, or a combination of both.

The Chamber will also pursue sponsorship opportunities with local businesses for individual benches, lamp posts, or floral baskets.

- Community Stewardship: The Chamber will manage all assets on behalf of the community, providing regular maintenance reports and coordinating volunteer beautification efforts to supplement contracted services.

7. Accountability & Reporting

The Chamber commits to full transparency and accountability in the use of public funds:

1. All procurement will follow competitive bidding practices, with preference given to Salt Spring Island and Vancouver Island suppliers where pricing is competitive.
2. Quarterly progress reports will be submitted to the LCC detailing expenditures, installation milestones, and maintenance activities.
3. A final project completion report with full financial accounting will be provided within 30 days of project completion.
4. All capital assets will be maintained in a public asset registry available to the LCC and community.

8. Conclusion

The Ganges Village Beautification & Infrastructure Initiative represents a strategic investment in Salt Spring Island's economic vitality, community well-being, and environmental sustainability. By combining solar-powered lighting, way-finding infrastructure, aesthetic improvements, and essential maintenance services, this project will create a safer, more welcoming, and more navigable village centre that serves both residents and visitors.

The Chamber of Commerce is prepared to begin implementation immediately upon funding approval and looks forward to working with the LCC to deliver lasting improvements to the heart of our community.

Respectfully submitted,



Jennifer Lannan

President, Salt Spring Island Chamber of Commerce
Director, Salt Spring Business Improvement Association

From: Capital Regional District <noreply@crd.bc.ca>

Sent: Tuesday, April 14, 2026 10:48 AM

To: Legserv <Legserv@crd.bc.ca>

Subject: New Submission from Addressing the CRD Board & Committees webform - Submission #120 SID #53510

Submitted on Tue, 04/14/2026 - 10:48am

Submitted by: Anonymous

Submitted values are:

Name

Jenny McClean

Telephone

[REDACTED]

Email address

[REDACTED]

Street Address (optional)

[REDACTED]

Meeting Date

2026-04-09

Agenda Item

presentation

My reason(s) for appearing (is/are) and the substance of my presentation is as follows:

I wish to speak to pool use and note that it is on the agenda as a part of the project tracker.

I will attend the meeting

In person

I will have a PowerPoint or video presentation and will submit it at least 24 hours in advance of the meeting.

No

I understand

Yes

Salt Spring Island Administration Project Tracker

Report No. 22, 2026 | January - March



Project #	Project	Description	Status	%	Comments	Timing
-----------	---------	-------------	--------	---	----------	--------

Priority Area: Drinking Water

26-04	Highland Fernwood Intake Study Improvements	Strategies to reduce manganese in raw and treated water - intake, treatment or other	In-Progress	5	St Mary Lake sampling program initiated. January, Feb and March samples collected and analyzed.	2026
28-01	Highland	Highland Upper Reservoir Replacement	On-Hold	50	Detailed design essentially complete. Class A cost estimate required. Funding process (debt) for construction.	2027
24-10/24-11	Highland Fernwood Middle Reservoir	Replace leaking Middle Reservoir Design and Construction	Pending	0	Design project scheduled for 2027	2027-2028
22-01	Highland / Fernwood Back Up Power	Design back up power system for Highland /Fernwood water system.	On-Hold	0	Design complete, the construction is scheduled for 2030	2030
26-01	Highland Fernwood SCADA Upgrades Design	SCADA controls and instrumentation upgrades with electrical upgrades to replace obsolete control system	In-Progress	10	Equipment specified, RFP posted and closing 15 April	2026
23-07	Highland Fernwood SCADA Upgrades Construction	Equipment and Installation of SCADA and controls upgrade	Pending	0	Ratepayer consultation for remainder debt financing. Petition not yet successful	2026
21-01	Highland Fernwood - Public Engagement	Public Engagement to support the debt borrowing process for AC main replacement design, SCADA upgrades, Middle Reservoir design	In-Progress	80	Special commission meeting, staff report, petition, 2 open houses and advertisements completed	2026
24-01	Fernwood PS Hazard assessment and demolition	Assessment of hazard and demolition	In-Progress	10	Initial Hazard assessment done in 2017. Scope defined. RFP to be posted in April 2026	2026
26-02/26-03	PRV #2 Design and Construction	Pressure reducing valve station PRV#2 at Maliview Design and Construction	Pending	0	PRV#2 is necessary to reduce pressures in supply system	2026
25-01	Cedars of Tuam New Well Testing	New well testing	Pending	0	Testing of new well (SD property). Grant obtained to undertake well testing.	2026
23-01	Cedars of Tuam Electrical upgrades	Required electrical upgrades to WTP	In-Progress	90	Install electrical upgrades including new mast and panel upgrades. Grant funding obtained.	2025-2026
21-05	Cedars of Tuam sand separator and chlorine analyzer	Install sand separator and chlorine analyzer to improve WTP operation and control	Complete	100	To improve treatment and increase reservoir control. Sand separator is installed. Chlorine analyzer installed	2025-2026
26-03	Cedars of Tuam- Decommission old wells	Decommission unused wells as required	Pending	0	Investigate unused well (one adjacent to current well)	2026
26-04	WTP H&S improvement	H&S improvement required (building, electrical)	Pending	0	Required H&S improvements including eyewash, building repair. Waiting for scope from OH&S team.	2026
26-05	Installation of Water Meters	Installation of Water Meters	Pending	0	Replace all residential water meters to improve water measurement, leak detection and conservation	2026
27-01	Cedars of Tuam - AMPs	Update Asset Management Plan	Pending	0	Revise McElhanney condition assessment to SAMP	2027
21-06	Cedar Lane Manganese Treatment	Manganese treatment system engineering designs - Phase 2 - Construction	In-Progress	5	Engineering and design complete. ITT pending completion of debt funding. Engineering support confirmed with HDR	2026
24-04	Cedar Lane - Public Engagement	Public Engagement to support the debt borrowing process for the manganese treatment construction project	In-Progress	90	Petition successful, approved by CRD Board, to submit to Inspector of Municipalities.	2026
n/a	Dam Safety	Review weir and water licenses; and CRD responsibilities	Complete	100	Operations maintains water licences up to date. No weirs	2026

Salt Spring Island Administration Project Tracker

Report No. 22, 2026 | January - March



Project #	Project	Description	Status	%	Comments	Timing
28-04/25-01	Fulford Water Main Distribution System Replacement	Investigation, analysis, design and strategy for replacement of asbestos/concrete (A/C) sections of Fulford water main distribution system.	On-Hold	80	Consultant contract awarded Q4 2022. Draft Technical Report complete.	2026
26-01	Fulford SCADA Upgrades Design	SCADA controls and instrumentation upgrades with electrical upgrades to replace obsolete control system	In-Progress	5	Equipment specified, Design is Capital Reserve funded, RFP posted and closing 15 April	2026
24-07	Fulford SCADA Upgrades Construction	Equipment and Installation of SCADA and controls upgrade	Pending	0	Construction to follow Design. Construction is Grant and Debt funded, awaiting debt funding	2026
21-02	Fulford - Public Engagement	Public Engagement to support the debt borrowing process for the SCADA Upgrade construction project	In-Progress	80	Petition approval is pending, then to board for Bylaw, then Inspector of Municipalities	2026
24-02	Fulford WTP ventilation	Install Mechanical ventilation for DAF plant	In-Progress	5	Air changes to be specified, equipment purchased and installed	2026
24-03	Fulford WTP floc Mixer Motor Gearboxes	Replacement of WTP floc Mixer Motor Gearboxes (2)	In-Progress	10	Gearboxes are on order, replaced will be refurbished and kept as spare, bearings to be investigated	2026
26-02	Fulford Reservoir Security Improvements	Security fencing required for Fulford Reservoir	Pending	0	Security fencing required for Fulford Reservoir, debt funded, pending petition approval and process	2026
24-05	Replace Air Valves in raw water line on Sunnyside	Air Valve investigation and replace	Pending	0	Investigate, Replace Air Valves in raw water line on Sunnyside. Includes construction services	2026
26-04	Beddis SCADA Upgrades Design	SCADA controls and instrumentation upgrades with electrical upgrades to replace obsolete control system	In-Progress	10	Equipment specified, Design is Capital Reserve funded, RFP posted and closing 15 April	2026
24-08	Beddis SCADA Upgrades Construction	Equipment and Installation of SCADA and controls upgrade	Pending	0	Construction to follow Design. Construction is Grant and Debt funded, pending petition approval	2026
21-03	Beddis - Public Engagement	Public Engagement to support the debt borrowing process for the SCADA Upgrade construction project	In-Progress	80	Special commission meeting, staff report, petition, open house and advertisements completed. Pending petition results	2026
2104	Beddis Sky Valley Middle Reservoir and booster pump	Design and construction for additional Sky Valley Middle Reservoir and booster Pump	On-Hold	20	Design completed and for additional Sky Valley Middle Reservoir and booster Pump on hold per Commission	2028
24-05	Beddis DAF WTP ventilation	Install Mechanical ventilation for DAF plant, H&S requirement	In-Progress	5	Air changes to be specified, equipment purchased and installed	2026
24-06	Beddis WTP floc Mixer Motor Gearboxes	Replacement of WTP floc Mixer Motor Gearboxes (2)	In-Progress	10	Gearboxes are on order, replaced will be refurbished and kept as spare	2026
25-07	Investigate DAF Residual Disposal Alternatives	Investigate alternatives for the disposal of DAF residuals	In-Progress	5	Investigate alternatives for the disposal of DAF residuals	2026
25-08	Review of Sky Valley Reservoir	Review configuration and develop cost estimate for Sky Valley Reservoir.	Pending	15	Upper Reservoir beyond useful life	2026
n/a	New Connections	Evaluation and support of new connections and additions to the service area	Ongoing		To evaluate and assist new proponents with connection to water services	

Priority Area: Sewer/Liquid Waste

21-03	Ganges WWTP VFD Installation	VFD installation for the EQ Tank at the Ganges WWTP.	In-Progress	40	Project initiated. Included in Aeration System.	2026
-------	------------------------------	--	-------------	----	---	------

Salt Spring Island Administration Project Tracker

Report No. 22, 2026 | January - March



Project #	Project	Description	Status	%	Comments	Timing
24-03	Ganges WWTP E I & C Upgrades	Upgrade E I & C components of facility and replace obsolete control system components.	In-Progress	70	Servers installed, electrical upgrades in progress. Long delivery electrical and control equipment being ordered. Design in progress. Hazardous area assesment and design included. <u>Review of design underway</u>	2026
24-02	Ganges sludge thickener membrane replacement	To replace the sludge thickener membrane at end of life	In-Progress	10	Awaiting end-of-life of membrane	2026
24-04	Ganges Sewer Service Area Modelling	Update expand and recalibrate sewer model. Model the effluent conveyance piping system to determine current bottlenecks and <u>explore future capacity requirements.</u>	Complete	90	Report received in Q1 2025, available budget for updates	2026
24-06	Ganges WWTP Performance Improvement Detail Design	Design and construction of recommended performance improvements	In-Progress	10	Design and construction of recommended performance improvements. Initial improvements grant funded 2026. Baffle Wall constructed and installed April 2026 to divide anoxic tank <u>and improve nitrogen removal</u>	2026-2027
22-01	Ganges - Public Engagement	Public Engagement to support the debt borrowing process for <u>the performance improvement project</u>	Pending	0	Public engagement to support petition process, through to <u>approval and Board bylaw for debt borrowing in 2027</u>	2026-2027
25-02	Ganges replace 100% surcharged mains	Ganges replace 100% surcharged lines design, construction <u>and project management (GCFC)</u>	In-Progress	10	Design project 2026 funded by GCFC. RFP issued and closing <u>April 2026</u>	2026
26-02	Kings Lane Sewer Extension	To extend Ganges sewer main to 154 Kings Lane affordable housing	Pending	0	To extend Ganges sewer main to 154 Kings Lane affordable housing	2026
26-04	UF Membrane replacement	Emergency replacement of the UF membrane	Pending	0	early failure of the UF membrane requires replacement of at <u>least one train of UF membrane cassettes</u>	2026
26-05	Ganges H&S catwalk grates and railings	To install Health and Safety improvements to WWTP infrastructure including grates, railings to improve operator <u>safety. Resulting from H&S audit.</u>	Pending	0	To install Health and Safety improvements to WWTP infrastructure including grates, railings to improve operator <u>safety. Resulting from H&S audit.</u>	2026
21-04	Chemical storage Central facility Design and Construction	Design and construction of the central facility at Ganges WWTP to house chemical storage, lab, crew room	Pending	20	Conceptual design of the facility is completed. Temporary storage is planned for 2026	2026-2027
21-03	Maliview WWTP Upgrade	Upgrading current RBC process to MMBR process to meet regulatory requirements	In-Progress	20	Major process equipment delivered in 2024 and in storage on Salt Spring. Grant funding has been received to support this project. 95% Design complete. Petition approved. Pending loan authorization Bylaw process. ITT in progress. Regulatory authorization in progress	2026
21-01	Maliview Electoral Assent for Borrowing	Electoral assent for borrowing of funds for the upcoming <u>Maliview WWTP Upgrading Project</u>	Complete	100	Petition and Loan Authorization Bylaw process.	2026
23-02	Maliview Inflow and Infiltration Program and Repairs	Investigation of sewer collection system to determine inflow and infiltration points and strategy for repair. Required by regulator	In-Progress	5	Project initiated. Pending Loan Authorization Bylaw process. ITT in progress	2026
26-01	Burgoyne - renew process equipment	Replace gearbox, motor, screen basket, auger shaft	Pending	0	Parts spec'd, to be ordered pending early approval	2026

Salt Spring Island Administration Project Tracker

Report No. 22, 2026 | January - March



Project #	Project	Description	Status	%	Comments	Timing
24-03	Liquid Waste Treatment Upgrades	Public consultation and engagement strategy	In-Progress	5	Geotubes pilot test study completed in December. GeoTubes shown to be not cost effective. Considering next steps.	2026
26-02	Burgoyne - Facility safety upgrades	Hot water, eye wash, shower, insulation, heat, H&S facility upgrades	Pending	0	Hot water, eye wash, shower, insulation, heat, H&S facility upgrades	2026
23-01	Burgoyne Grit Chamber	Design and install Grit Chamber to reduce maintenance on pumps and improve process	Complete	100	Tank received. Installed. Final connection completed	2026

Priority Area: Transportation

22-04	Merchants' Mews Pathway	Construction of pathway	In-Progress	30	Contract awarded, crosswalks installed, construction start 21 April	2026
22-11	Rainbow Road Pathway Design	Design of sidewalk and bike path along Rainbow Road from Jackson Ave to Lower Ganges Road	In-Progress	95	Completing Engineering and design and securing right of ways. BCAT grant application not available in 2026 and applying to another program. May need to reduce cost of construction.	2026
22-13	Swanson Road Pathway Design	Design a pathway along Swanson Road from Atkins to Leisure Lane.	In-Progress	10	Preparing Project Charter to define project scope. Working with Island Pathways for potential design - build.	2026
23-03	Jackson and McPhillips Pathway Design	Design of active transportation infrastructure along Rainbow, Jackson and McPhillips in Ganges	In-Progress	90	Initial design is completed however BCAT grant not available. Simplified design in progress	2026
18-01/22-01/23-01	Bus Shelters	Design and construction of bus shelters at junction of Mobrae Avenue and Vesuvius Bay Road, and junction of Cusheon and Fulford Ganges and potentially others	Completed	100	ICBC grant funds received. Concrete pad construction complete, shelter installation complete	2026
	Kanaka Transit Bus Storage / Charging	Conceptual design for a transit bus depot including EV chargers	See Parks Works Yard		Please see Parks Works Yard project under Park Land section for updates on a shared facility to accommodate park maintenance facility and bus depot including EV chargers for both buses and CRD vehicles	
	Ganges Crosswalk Study	Study of Crosswalks in Ganges	Completed	100	Final report received including cost estimates and MOTT comments	2026

Priority Area: Economic Development

	Integrated Housing Strategy	Development of an Integrated Housing Strategy	In-Progress	85	Project is in progress and engagement with community groups has been completed. Draft report in progress	Q2 2026
--	-----------------------------	---	-------------	----	--	---------

Priority Area: Parks and Recreation

24-02	Ganges Harbour Walk	A steering committee has been established to secure right of ways, develop designs and consult with the community to build the Ganges Harbour walk.	In-Progress	25	Application submitted to the Province to secure foreshore right of way within existing alignment. Province requested detailed designs be submitted. Conceptual designs are being drafted for consultation with upland owners, First Nations and the community to inform detailed design and cost estimates	Q4 2027
-------	---------------------	---	-------------	----	--	---------

Salt Spring Island Administration Project Tracker

Report No. 22, 2026 | January - March



Project #	Project	Description	Status	%	Comments	Timing
20-14	Parks Works Yard	Parks Maintenance facility designs and costing	In-Progress	10	Rezoning has been approved by Islands Trust. Detailed design to be completed in 2026 for a phased project. Phase one includes clearing the lot, hooking up utilities and installing fencing and parks shop	Q4 2026
20-10	Hydrofield - Field Upgrades	Enhancement project to upgrade field with a regulation sized fastball field including dugouts, fence and improved drainage.	In-Progress	35	Construction has started on the project as of April 1 and is due to be complete by the end of June 2026.	Q3 2026
24-05	Portlock Park Maintenance Shed	Replacement of destroyed maintenance shed and equipment destroyed in a fire at Portlock Park.	In-Progress	75	Additional CWF funding for pump shed allocated. Building permit approved. Shed design complete and vendor for construction selected. Bids for construction of concrete foundation under review	Q3 2026
25-02	Ganges Fire Hall	Repurpose, remediate or demolish the former Ganges Fire Hall	In-Progress	25	Report received from architectural firm providing options and implications for repurposing of the building. Project Charter has been drafted for LCC approval prior to moving ahead with community consultation	Q1 2027
	Peace Park - Memorial Story Corridor	Memorial Story Corridor installation planned for Peace Park	In-Progress	95	Construction is complete on Memorial Kiosk and re-opening scheduled for May 31, 2026	Q1 2026
21-01	Mt. Maxwell Community Park Management Plan	Management Plan to inform use and open to the public.	In-Progress	50	Consultation with First Nations is ongoing. First round of community consultation is now complete. Project Management Plan has been drafted for FN review ahead of presenting to the LCC for comment	Q2 2026
21-01	Trail Development - Mt Maxwell	Develop entrance and trail network to new Mt. Maxwell Community Park	On-Hold	5	\$100k grant secured from SSI Foundation to support project. Project is on hold until the completion of the Management Plan	Q4 2026
	Trail Development - Trincomali	Development of a connector trail from Dunbabin Park to Trincomali Heights	In-Progress	60	Trail construction started in Q4 of 2025 in a collaboration between Park staff and Island Pathways volunteers. Will continue to utilize volunteers to clear and finalize the trail upgrades	Q2 2026
23-03	Drummond Park Playground	Replace the Drummond Park playground structure	On Hold	5	On hold pending discussions with First nations and recommendations from Archeological branch.	Q4 2026
	EV Charge Installation	10 EV chargers planned for installation at Portlock, Artspring, Phoenix, SIMS, Centennial and Rainbow Rec Centre.	In-Progress	50	EV charge stations installed at Portlock Park and Pheonix in fall 2025, Portlock Park activated and Pheonix is pending activation. Installation of chargers at Centennial Park, SIMS and Art Spring require more site preparation. Have met with the consultants to discuss these other three projects and need to set a timeline for project implementation	Q4 2026
26-02	Beach Access Upgrade - Vesuvius Bay	Replacement of the wood stairs at the Vesuvius Beach access with new aluminum stairs.	In-Progress	25	Request for quotes has been completed and a contractor has been identified. Proceeding to construction.	Q2 2026
25-02	Centennial and Grace Park Boardwalk Upgrades	Review 2020 structural assessment and procure detailed design and cost estimates for priority repairs.	In-Progress	5	Reviewing 2020 report to identify proposed scope for design and cost estimates.	Q4 2026

Salt Spring Island Administration Project Tracker

Report No. 22, 2026 | January - March



Project #	Project	Description	Status	%	Comments	Timing
26-03	Disc Golf Upgrades in Mouat Park	Replace Disc Golf baskets and upgrade tee pads and signage.	In-Progress	5	Met with volunteers to review scope of work and to establish a project plan.	Q3 2026
26-05	Activity Park Annual Repairs and Upgrades	Repairs and maintenance to the Lions Bike and Skate Park.	In-Progress	5	Reviewed park site and identified areas for repair. Seeking validation from user groups. Reviewing identified repair areas with contractor to confirm pricing and process.	Q3 2026
26-16	Centennial Gardens	Planting and maintenance of flowers and plants in Centennial Gardens beds.	In-Progress	5	Meeting with volunteer group to discuss planting and maintenance of these garden beds.	Q2-2026
26-08	Tennis and Pickleball Resurfacing	Resurfacing and crack repair on court #4 for Pickleball.	In-Progress		Project scope and process confirmed. Contractor identified and tentative date for work confirmed.	Q2 2026
26-07	Racquet Sport Court Design	Detailed design and cost estimates for tennis and pickleball courts	On-Hold	5	Staff working on identifying options and the creation of a project charter to bring to the LCC for review and approval before proceeding.	Q3 2026
26-10	Accessibility Assessment: Pool & SIMS	Complete Accessibility Assessment for Pool and SIMS and apply for BC SPARC grant to implement priority items for accessibility improvements.	In-Progress	10	Accessibility reports received for Rainbow Rec, SIMS and Portlock Park. Reports have been endorsed by the CRD Accessibility Committee, CRD board and LCC. Staff have submitted BC SPARC grant application and are awaiting confirmation of grant status.	Q3 2026
26-09	Pool Structural	Structural assessment for pool exterior wall	On-Hold	25	Assessment has been completed. Recommendations and costing have been brought back to LCC with a recommendation for debt borrowing. Alternative Approval Process (AAP) deferred pending the results of the Strategic Priorities Fund Capital Infrastructure Stream Grant Application.	Q3 2027
25-01	Pool Piping Replacement	Replace cast iron piping during annual shutdown (Phase 1)	In-Progress	90	50% of work was completed during annual shutdown March 31-April 22, 2025. Remaining work is underway as part of the 2026 pool shutdown in April.	Q2 2026
26-14	SIMS Safety and Security Improvements	Installation of security cameras at SIMS centre.	In-Progress	5	Project scope and installation quote complete. Contractor identified and awaiting installation timeline.	Q2 2026

Other

Motion Type	NoM File ID	COMMISSIONER	TITLE	Motion Text	INTRODUCTION DATE	CONSIDERATION	MwN File ID	CONSIDERATION DATE	STATUS	NOTES/UPDATES
Grant-in-Aid										
NoM	25-0254	Baker	SSI Foundation Meeting	That the Salt Spring Island Local Community Commission requests that staff arrange a meeting involving the Salt Spring Island Foundation, CRD staff and two representatives of the Salt Spring Island Local Community Commission in the near future to discuss Grant-in-Aid.	20-Feb-25	Next meeting	24-280	15-Jan-26	Withdrawn	-postponed until after Staff to Staff meeting -withdrawn at January 15, 2026 meeting
Transit										
Motion Arising	Na	Rook	SSI Community Transit Service Update	That the Salt Spring Island Local Community Commission requests staff to prepare a report on options for transit expansion and long term, sustainable funding.	16-Oct-25	Na	25-1112	16-Oct-25	Carried	
Main Motion	NA	Webster	Salt Spring Island Transit Service - Fare Review	That the Salt Spring Island Local Community Commission requests that staff proceed with presenting the three options for public input and report back prior to giving the fare review and potential fare increases additional consideration.	11-Dec-25	Na	25-1307	11-Dec-25	Carried	-Open house January 23, 2026
Transportation										
Economic Development										
NoM	24-1338	Holman	Integrated Housing Strategy Prioritizing	That the proposed 'integrated housing strategy' prioritizes affordable rental housing (e.g., rather than market ownership housing).	5-Dec-24	Next meeting	25-0127	20-Mar-25	Postponed	-motion was deferred to a future meeting at the Feb. 13, 2025 meeting -Motion was postponed at a future meeting at the Mar. 20, 2025 meeting
NoM	24-1341	Holman	Review of Official Community Plan Advocacy	That the Salt Spring Island Local Community Commission recommends that the proposed 'integrated housing strategy' and the Local Trust Committee (LTC) Official Community Plan (OCP) review retain existing OCP policies stipulating that: - zoning changes should be prioritized for affordable housing (e.g., B.2.1.2.1) - new development, including housing, should be directed in or near villages and existing transit routes (e.g., B.2.3)	5-Dec-24	Next meeting	25-0130	20-Mar-25	Postponed	-motion was deferred to a future meeting at the Feb. 13, 2025 meeting -Motion was postponed at a future meeting at the Mar. 20, 2025 meeting
NoM	24-1342	Holman	Official Community Plan Affordable Housing Advocacy	That the Salt Spring Island Local Community Commission recommends that the Island Trust consider immediate land use changes facilitating affordable housing options consistent with Official Community Plan (OCP) sections B.2.1.2.1 and B.2.3, including: boarding houses, accessory dwelling units in the Fulford area, and liveboards in marinas	5-Dec-24	Next meeting	25-0131	20-Mar-25	Postponed	-motion was deferred to a future meeting at the Feb. 13, 2025 meeting -Motion was postponed at a future meeting at the Mar. 20, 2025 meeting
NoM	24-1343	Holman	Prioritizing Service Capacity for Affordable Housing Advocacy	That the Salt Spring Island Local Community Commission recommends that in considering zoning changes, and to the extent possible, the SSI Local Trust Committee (LTC) should prioritize limited community water and sewage collection/treatment capacity for affordable housing	5-Dec-24	Next meeting	25-0132	20-Mar-25	Postponed	-motion was deferred to a future meeting at the Feb. 13, 2025 meeting -Motion was postponed at a future meeting at the Mar. 20, 2025 meeting
Motion Arising	Na	Webster	Participation in the Review Process of the Official Community Plan	That the Salt Spring Island Local Community Commission meet to discuss its participation in the review process of the Official Community Plan in a comprehensive way.	20-Mar-25	Na	24-1233	20-Mar-25	Carried	-On Agenda June 19, 2025
NoM	25-0254	Webster	Business Licensing Feasibility Report	That the Salt Spring Island Local Community Commission (LCC) request staff to update the 2022 feasibility analysis of business licensing on Salt Spring Island.	20-Feb-25	Next meeting	25-0284	13-Mar-25	Carried	- Motion amended March 13, 2025 meeting. -OPPOSED Holman -Staff report presented Feb 19, 2026 meeting
NoM	25-1232	Holman	Speculation and Vacancy Advocacy	That the Salt Spring Island Local Community Commission support inclusion of Salt Spring Island in the Speculation and Vacancy Tax and request Islands Trust to also support inclusion	16-Oct-25	Next Meeting	25-1210	13-Nov-25	Carried	-discussed at Joint LTC meetings
Parks and Recreation										
NoM	25-0860	Webster	Joint-Use Committee with SD64	That the Salt Spring Island Local Community Commission (LCC): 1. Appoint one member of the LCC to serve on the Joint Use Committee identified in the 2021 Joint-Use Agreement Between the Capital Regional District and the Board of Trustees of School District No. 64 (Gulf Islands). 2. Request that the Joint Use Committee meet once the new SSI Parks and Recreation Manager is hired and plan to meet at least twice yearly thereafter. 3. Request that the Joint Use Committee review and recommend appropriate revisions to the 2021 Joint-Use Agreement Between the Capital Regional District and the Board of Trustees of School District No. 64 (Gulf Islands). 4. Request that the Joint Use Committee review all current agreements between Gulf Islands School District and the LCC and provide recommendations on how best to manage these and any new agreements that might be entered into in the future.	19-Jun-25	Next meeting	25-0840	10-Jul-25	Carried	-Motion amended at the July 10 meeting
NoM	25-0966	Rook	Staff Report Grace Point Pathway	That the Salt Spring Island Local Community Commission request staff report back on the condition of the Grace Point Statutory Right of Way, issues of use or misuse of the ROW, and options for resolving those issues including, but not limited to, those issues and possible solutions raised by the Grace Point Strata Board.	10-Jul-25	Next meeting	25-0873	17-Jul-25	Carried	
Main Motion	Na	Holman	SSI Off Leash Dog Park Alternative Location Assessment	That the Salt Spring Island Local Community Commission requests that staff defer consideration of the Community Dog Park Designs project to the 2027 Budget Planning meeting	9-Oct-25	Na	25-1064	9-Oct-25	Carried	
Liquid Waste										
Main Motion	Na	Holman	Burgoyne Bay - High-Level Analysis of Liquid Waste Management Options	That the Salt Spring Island Local Community Commission (LCC) receives the staff report, Burgoyne Bay - High Level Analysis of Liquid Waste Management Options for information purposes and request that staff report back in 12 months time to the LCC.	9-Oct-25	Na	25-1062	9-Oct-25	Carried	
Administration/Other										
Main Motion	Na	Webster	SSI Harbours Fall Workshop Costing	That the Salt Spring Island Local Community Commission request staff proceed with organizing a second Harbours Roundtable Workshop in 2025 funded by the 1.236 Small Craft Harbours Service.	10-Jul-25	Na	25-0831	10-Jul-25	Carried	-Scheduled April 2026

Motion Type	NoM File ID	COMMISSIONER	TITLE	Motion Text	INTRODUCTION DATE	CONSIDERATION	MwN File ID	CONSIDERATION DATE	STATUS	NOTES/UPDATES
NoM	25-0580	Holman	License of Occupation	That the CRD SSI Electoral Area Director and staff explore possibilities for a Licence of Occupation or similar arrangement allowing for location of a Neighbourhood House on CRD Housing's Drake Road property (PID 028-848-870) in proximity to the supported housing facility.	8-May-25	Next meeting	25-0574	15-May-25	Carried	-In progress
Motion Arising	Na	Webster	Neighbourhood Wood Chipping Pilot Program	That the Salt Spring Island Local Community Commission refer this initiative back to staff for review and report on options.	10-Jul-25	Na	25-0824	10-Jul-25	Carried	-In progress
NoM	25-1088	Corno	LCC Governance Training	That the Salt Spring Island Local Community Commission (LCC) request Staff report back on options for governance training for incoming LCC Commissioners in the next term, including recommendations on program design, delivery methods, and potential resource implications.	11-Sep-25	Next Meeting	25-0986	18-Sep-25	Carried	
NoM	25-1067	Rook	Implications of Amending Bylaw 1465	That the Salt Spring Island Local Community Commission request that the SSI EA Director at the Electoral Areas committee request staff report back on the process and implications for amending the CRD Bylaw 1465 Animal Regulation and Impounding to exempt the Salt Spring Electoral Area from the animal noise section 26 of that bylaw with reference to Bylaw 3384 Noise Suppression Bylaw (Salt Spring Island) as the sole animal noise bylaw applicable to Salt Spring Island	18-Sep-25	Next meeting	25-1072	9-Oct-25	Carried	- Motion amended at Oct 9, 2025 meeting -April EAC motion passed
NoM	25-1068	Rook	Review Exemptions in SSI Noise Bylaws	That the Salt Spring Island Local Community Commission request that the SSI EA Director at the Electoral Areas committee request staff report back clarifying all exemptions to the Bylaw 3384 Noise Suppression Bylaw (Salt Spring Island and Bylaw 1465 Animal Regulation and Impounding Section 26), their scope, legal basis if outside of the bylaw, and definition of eligibility for exemptions.	18-Sep-25	Next meeting	25-1073	9-Oct-25	Carried	- Motion amended at Oct 9, 2025 meeting -April EAC motion passed
NoM	25-1069	Baker	Report on Bylaw Adjudication Process	That the Salt Spring Island Local Community Commission request Staff report back on the new adjudication process and provide information on undertaking an option for a locally customized mediation process	18-Sep-25	Next meeting	20-1074	16-Oct-25	Carried	OPPOSED CORNO

Legend	
	Completed
	Postponed
	GIA
	Budget

2026										
Motion Type	NoM File ID	COMMISSIONER	TITLE	Motion Text	INTRODUCTION DATE	CONSIDERATION	MwN File ID	CONSIDERATION DATE	STATUS	NOTES/UPDATES
Grant-in-Aid										
Motion Arising	Na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.116 SSI Grant in Aid Five Year Financial Plan 2026-2030 by reducing funding for Grant in Aid by \$10,000 from \$90,050 to \$80,050 and reducing the requisition by \$10,000 from \$75,960 to \$65,960 as one-time reduction for year 2026	29-Jan-26	Na	26-0101	29-Jan-26	Defeated	OPPOSED Corno, Rook, Webster
Main Motion	na	Webster	Salt Spring Island Foundation Grants-In-Aid Review Committee	That the Salt Spring Island Local Community Commission appoint Commissioner Baker to sit on the Community Grants -Grant-in-Aid Review Committee.	12-Feb-26	na	26-0163	12-Feb-26	Carried	
Main Motion	na	Baker	Grant-In-Aid Application - Transition Salt Spring	That the Salt Spring Island Local Community Commission: Approve the Grant-in-Aid application to Transition Salt Spring Society in the amount of \$3,500, pending eligibility and financial review.	19-Mar-26	na	26-0341	19-Mar-26	Carried	
Transit										
Motion Arising	na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.238A Community Transit Five Year Financial Plan 2026-2030 by: 1. Reducing Transfers to Capital Reserves by \$10,000 from \$23,000 to \$13,000 and reducing the requisition by \$10,000 from \$506,500 to \$496,500 as a one time decrease in 2026. 2. Reducing the reserve funding for project 23-01 (Bus Shelter- Cusheon & Ganges/Fulford road) by \$20,000 from \$30,000 to \$10,000 and add \$20,000 Community Works Funding grant funding for project 23-01 in 2026	29-Jan-26	na	26-0101	29-Jan-26	Carried	OPPOSED Corno, Webster
Motion Arising	na	Webster	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.238A Community Transit Five Year Financial Plan 2026-2030 by reducing Referendum Costs for Service Expansion from \$30,000 to \$0.	29-Jan-26	na	26-0101	29-Jan-26	Defeated	OPPOSED Baker, Corno, Holmn, Rook
Main Motion	Na	Webster	Salt Spring Island Transit Service - Fare Review	That the Salt Spring Island Local Community Commission approve Option 3 - moderate increase to \$2.75 for a single-ride fare in 2026 and to \$3.00 in 2027 with lower monthly pass cost as the preferred fare change and that staff work with BC Transit to implement the revised fare structure at the next feasible service change.	19-Mar-26	na	26-0329	19-Mar-26	Carried	
Main Motion	26-0158	Webster	Requisition Increase to support SSI Transit Service Expansion and Long-Term Funding	That the Salt Spring Island Local Community Commission do not consider a bylaw revisions to increase the maximum requisition of bylaw 4647 and recommending an assent vote until after the October 17, 2026 election.	19-Mar-26	na	26-0334	19-Mar-26	Carried	OPPOSED Baker, Holmn,
Transportation										
NoM	26-0158	Webster	Ganges Speed Limit Advocacy	That the Salt Spring Island Local Community Commission request that the Capital Regional District Board write to the Ministry of Transportation and Transit requesting that the ministry institute a 30 km/h speed limit throughout the Ganges core, including: -Rainbow Road from Lower Ganges Road to the Rainbow Recreation Centre -Jackson Avenue -Hereford Avenue -McPhillips Avenue -Seaview Avenue	15-Jan-26	na	26-0167	19-Feb-26	Carried	-Consideration of motion was postponed to Feb 19, 2026 meeting -Motion to amend (addition of the words “-Lower Ganges Road from Rainbow Road to Blain Road” after the words “-Seaview Avenue”) was defeated (OPPOSED Baker, Corno, Webster) Question was called on the motion without amendment.
NoM	26-0159	Webster	BC Active Transportation Infrastructure Grants Advocacy	That the Salt Spring Island Local Community Commission request that the Capital Regional District Board write to the Government of British Columbia requesting the resumption of the BC Active Transportation Infrastructure Grants Program in 2026.	15-Jan-26	na	26-0168	19-Feb-26	Carried	-Consideration of motion was postponed to Feb 19, 2026 meeting
Motion Arising	na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.238B Community Transportation Five Year Financial Plan 2026-2030 by: 1. Reducing Transfers to Capital Reserves by \$10,000 from \$20,000 to \$10,000 and Transfers to Operating Reserves by \$5,000 from \$5,000 to \$0 and 2. Reducing the requisition by \$15,000 from \$77,789 to \$62,789 as a one time decrease in 2026.	29-Jan-26	na	26-0101	29-Jan-26	Carried	OPPOSED Corno, Webster
Main Motion	na	Webster	Vesuvius Bay Terminal Expansion	That the Salt Spring Island Local Community Commission request that the Capital Regional District Board write to BC Ferries regarding their plans for the Vesuvius ferry terminal and reminding them of the importance of accommodating trails, including the Margaret Community Trail and plans for the Regional Salish Sea Trail.	19-Feb-26	na	26-0213	19-Feb-26	Carried	
Motion Arising	na	Webster	Vesuvius Bay Terminal Expansion	That the Salt Spring Island Local Community Commission direct CRD staff to liaise with BC Ferries staff regarding trails and pathways potentially impacted by the Vesuvius Terminal project.	19-Feb-26	na	26-0213	19-Feb-26	Carried	
Main Motion	na	Holman	Ministry of Transportation and Transit Advocacy	The Salt Spring Island Local Community Commission (LCC) Chair and Vice Chair write a letter to Ministry of Transportation and Transit (MOTT) regarding cyclist and pedestrian safety concerns of the Ganges hill project including: -Drain grates not level with pavement -Shoulder width too narrow, markings confusing -Crosswalk visibility at the bottom of the hill -Lighting at Beddis intersection working	19-Feb-26	Na	26-0276	19-Feb-26	Carried	Staff discussed with MOTT Feb 2026
NoM	26-0299	Baker	Permit for Bicycle Icon Painting	The Salt Spring Island Local Community Commission (LCC) request staff report back on the implications of applying to the Ministry of Transportation and Transit for a permit to regularly paint bicycle icons at appropriate locations including northbound on Fulford-Ganges Road approaching Ganges.	19-Feb-26	Next Meeting	26-0304	19-Mar-26	Carried	- Motion Amended March 19, 2026 meeting

2026										
Motion Type	NoM File ID	COMMISSIONER	TITLE	Motion Text	INTRODUCTION DATE	CONSIDERATION	MwN File ID	CONSIDERATION DATE	STATUS	NOTES/UPDATES
NoM	26-0300	Holman	Stewart Road Reflectors Advocacy	That the Salt Spring Island Local Community Commission (LCC) request that staff convey a request to the Ministry of Transport and Transit (MoTT) to install reflectors and extend existing safety barriers on Stewart Rd at the hairpin corner.	19-Feb-26	Next Meeting	26-0306	19-Mar-26	Carried	
NoM	26-0301	Holman	Cusheon Lake Road Line Painting and Reflector Advocacy	That the Salt Spring Island Local Community Commission (LCC) request that staff convey a request to the Ministry of Transport and Transit (MoTT) to paint a centre line and install more reflectors on Cusheon Lake Rd.	19-Feb-26	Next Meeting	26-0307	19-Mar-26	Carried	
NoM	26-0355	Corno	Crosswalk Visibility Fulford-Ganges	That the Local Community Commission directs staff to contact MOTT to implement changes to make the new crosswalk at the intersection of Fulford Ganges Rd and Seaview Avenue more visible at all times of the day, and to prevent cars from parking in front of the crosswalk on the west side of Fulford Ganges, for cars travelling south out of Ganges.	12-Mar-26	Next Meeting	26-0353	19-Mar-26	Carried	

Economic Development

NoM	26-0024	Webster	SSI Chamber of Commerce Meeting	That the Salt Spring Island Local Community Commission request that representatives of the Salt Spring Island Chamber of Commerce meet with the Electoral Area Director, one other LCC commissioner and a staff representative to discuss: - The potential for establishing a Business Improvement Area on Salt Spring Island -The ongoing working relationship between the LCC and the Chamber	11-Dec-25	Next Meeting	26-0055	15-Jan-26	Carried	
Motion Arising	na	Corno	SSI Chamber of Commerce Meeting	That the Salt Spring Island Local Community Commission (LCC) appoints Commissioner Webster to attend the meeting with Salt Spring Island Chamber of Commerce.	15-Jan-26	na	26-0055	15-Jan-26	Carried	
Motion Arising	na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.124 SSI Economic Development Five Year Financial Plan 2026-2030 by reducing funding for Project Costs by \$10,000 from \$71,716 to \$61,716 and reducing the requisition by \$10,000 from \$85,672 to \$75,672 as one-time reduction for year 2026.	29-Jan-26	na	26-0101	29-Jan-26	Defeated	OPPOSED Corno, Baker, Rook, Webster
Motion Arising	na	Webster	Business License Feasibility Study on Salt Spring Island	That the Salt Spring Island Local Community Commission direct staff to include \$40,000 in the 2027 Provisional Budget, through the Salt Spring Island Economic Development Service, to fund a Business Licensing Feasibility Study.	19-Feb-26	na	26-0194	19-Feb-26	Carried	OPPOSED Holman

Parks and Recreation

Main Motion	na	Webster	Baker Public Beach Access Information Panels	That the Salt Spring Island Local Community Commission postpone consideration of Baker Beach access information panels project until the legal dispute has been resolved.	15-Jan-26	Na	26-0053	15-Jan-26	Carried	Staff report to be brought at a future date
Motion Arising	na	Webster	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend 1.141 SSI Public Library by decreasing the Contribution to Library by \$29,868 from \$657,100 to \$627,232 and increasing the transfer to the capital reserve fund by \$29,868 from \$94,260 to \$124,128 as a one time change in 2027.	29-Jan-26	Next Meeting	26-0101	14-May-26	Postponed	Postpones to May 14th 2026 budget meeting
Motion Arising	na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.236 SSI Small Craft Harbour (Fernwood Dock) Five Year Financial Plan 2026-2030 by reducing Transfers to Capital Reserves by \$8,000 from \$9,000 to \$1,000 and reducing the requisition by \$8,000 from \$27,677 to \$19,677 as one-time reduction for year 2026.	29-Jan-26	na	26-0101	29-Jan-26	Carried	OPPOSED Webster
Motion Arising	na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.459 SSI Parks and Rec Five Year Financial Plan 2026-2030 by increasing project 26-12 (Phoenix Upgrades Project) from \$5,000 to \$30,000 funded by \$25,000 of CWF in 2026.	29-Jan-26	na	26-0101	29-Jan-26	Carried	
Motion Arising	na	Webster	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 1.459 SSI Parks and Rec Five Year Financial Plan 2026-2030 by increasing project 26-08 (Tennis Court Resurfacing) from \$55,000 to \$105,000 funded by \$50,000 donation in 2026.	29-Jan-26	na	26-0101	29-Jan-26	Carried	
Motion Arising	na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends staff amend the 1.459 SSI Parks and Recreation Five Year Financial Plan 2026-2030 by: 1. Reducing Transfers to Capital Reserves by \$10,000 from \$158,000 to \$148,000 and reducing Transfers to Equipment Replacement by \$10,000 from \$106,000 to \$96,000 and 2. Reducing the requisition by \$20,000 from \$3,179,695 to \$3,159,695 as a one time reduction in 2026	29-Jan-26	na	26-0101	29-Jan-26	Carried	OPPOSED Corno, Webster
Main Motion	Na	Holman	Ganges Fire Hall Repurposing Evaluation	That the Salt Spring Island Local Community Commission requests that staff retain a consultant to complete a Needs Assessment, community consultation and First Nations engagement to gather additional information to determine the future uses of the former Ganges Firehall site located at 105 Lower Ganges Road and that staff report back on potential interim uses of the Ganges Firehall while future uses are being determined.	12-Feb-26	Na	26-0165	12-Feb-26	Carried	
Motion Arising	Na	Baker	CRD and SD64 Joint Use Committee Appointment	The Salt Spring Island Local Community Commission (LCC) appoints Commissioner Corno to serve on a Joint Use Committee as identified in the 2021 Joint-Use Agreement between the Capital Regional District and Board of Trustees of School District No.64.	19-Feb-26	na	26-0192	19-Feb-26	Carried	
Main Motion	Na	Webster	Accessibility Reviews for three Salt Spring Island Recreation Facilities	That the LCC request that staff apply for a SPARC BC local community accessibility grant to fund priority recommendations from accessibility review reports for the Rainbow Recreation Center, Salt Spring Island Multiuse Space (SIMS) and Portlock park.	12-Mar-26	na	26-0289	12-Mar-26	Carried	
Main Motion	Na	Holman	Grace Point Statutory Right of Way	The Salt Spring Island Local Community Commission requests that staff procure detailed designs and costing for the centennial and Gracepoint Boardwalk to address deficiencies identified in the 2021 Structural Assessment and erect additional signage indicating the park is closed from dawn to dusk.	19-Feb-26	na	26-0193	19-Feb-26	Carried	

2026										
Motion Type	NoM File ID	COMMISSIONER	TITLE	Motion Text	INTRODUCTION DATE	CONSIDERATION	MwN File ID	CONSIDERATION DATE	STATUS	NOTES/UPDATES
Liquid Waste										
Motion Arising	na	Holman	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend the 3.705 SSI Liquid Waste Disposal Five Year Financial Plan 2026-2030 by reducing Transfers to Capital Reserves by \$10,000 from \$46,310 to \$36,310 and reducing the requisition by \$10,000 from \$426,491 to \$416,491 as a one time reduction in 2026.	29-Jan-26	na	26-0101	29-Jan-26	Carried	OPPOSED Corno, Webster
Administration/Other										
NoM	26-0161	Holman	LCC Strategic Plan Amendment	That the Salt Spring Island Local Community Commission Strategic Plan be amended to include a goal regarding improving public consultation on annual budgets	15-Jan-26	Next Meeting	26-0170	19-Feb-26	Carried	-Consideration of motion was postponed to Feb 19, 2026 meeting
NoM	26-0160	Holman	Harbour Workshop Invitations	That the at next Salt Spring Island Local Community Commission workshop regarding harbour management that invites are sent representatives of the Province and Transport Canada to discuss their role, including staff and elected representatives.	15-Jan-26	Next Meeting	26-0169	19-Feb-26	Carried	-Consideration of motion was postponed to Feb 19, 2026 meeting
Main Motion	Na	Webster	Salt Spring Island Local Community Commission Governance Training	The Salt Spring Island Local Community Commission recommends to the Salt Spring Island Electoral Area Director that staff plan a Hybrid Governance Training Program (Option 3) for the fall of 2026 and allocate \$5,000 to support this training in the 1.111 Salt Spring Island Administration budget funded by requisition as a one-time expense in 2026.	29-Jan-26	na	26-0098	29-Jan-26	Carried	
Motion Arising	na	Webster	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission recommends that staff amend 1.234 SSI Street Lighting Five Year Financial Plan 2026-2030 by increasing the Transfer to Operating Reserve Fund from \$0 to \$350 and increasing the requisition by \$350 from \$34,004 to \$34,354 as a one time increase in 2026.	29-Jan-26	na	26-0101	29-Jan-26	Carried	OPPOSED Holman, Rook
Main Motion	na	Holman	2026 Local Community Commission Final Budgets	That the Local Community Commission recommends to the Capital Regional District Board: That the Salt Spring Island 2026-2030 Local Community Commission's 14 service budgets be approved with specific amendments.	29-Jan-26	na	26-0101	29-Jan-26	Carried	OPPOSED Webster
Motion Arising	na	Webster	2026 Local Community Commission Final Budgets	That the Salt Spring Island Local Community Commission request that staff establish operating reserve funds for the following services: 1.116 SSI Grants-in-Aid 1.142 SSI Public Library 1.378 Search & Rescue	29-Jan-26	na	26-0101	29-Jan-26	Carried	
Main Motion	na	Holman	Islands Trust Draft Policy Statement	That the Salt Spring Island Local Community Commission requests the Capital Regional District board to convey to Islands Trust Council the following recommendations to proposed Bylaw No.183, Islands Trust Policy Statement: 1. That the policy statement makes more explicit the essential role of draft policy 3.4.9. Existing Development Potential in reducing the potential for subdivision and development in more isolated and rural areas of the Islands, there by enabling the redirection of future development away from those areas and towards existing/urban areas. We also recommend that this policy be made a directive policy. 2. Where appropriate, Island Trust should ensure Island Trust policies include "collaboration with other agencies required to achieve policy goals". Eg. Waster water, roads, recreation, street lighting, active transportation. 3. Regarding policy 2.3.4. add "and policies" at the end of the statement. 4. Regarding policy 3.4.11.add the words ", including affordable housing" to the end of the statement. 5. In the glossary define affordable and attainable housing. 6. That draft policy 3.5.11. Protection of Agricultural Lands be revised to read: "Identify and protect lands within the agricultural land reserve and other agricultural lands as defined by the BC ministry of Agriculture for current and future use for agriculture".	12-Feb-26	na	26-0166	12-Feb-26	Carried	
NoM	26-0297	Corno	Community Works Fund Tracker	That the Salt Spring Island Local Community Commission (LCC) requests that the Community Works Fund Annual Report be referred to the LCC on an annual basis and that staff include a summary of proposed CWF funded projects by service during the review of the provisional budget including the criteria for CWF eligibility.e.	19-Feb-26	Next Meeting	26-0302	19-Mar-26	Carried	- Motion Amended March 19, 2026 meeting
NoM	26-0411	Rook	Tax Requisition Insert Proportion Representation	That the Salt Spring Island Local Community Commission (LCC) direct staff to replace, in the 2026 property tax insert, the previously used visual representation of the makeup of the tax requisition (pie chart), with one based upon the proportion of the tax requisition by jurisdiction, i.e., SSI LCC Services, SSI Non-LCC Services, CRD Regional/Sub-Regional, CRD Hospital, and CRD Joint Electoral Area.	19-Mar-26	Same Day	na	19-Mar-26	Carried	
NoM	26-0411	Rook	Tax Requisition Insert Proportion Representation	That the Salt Spring Island Local Community Commission (LCC) direct staff to replace, in the 2026 property tax insert, the previously used visual representation of the makeup of the tax requisition (pie chart), with one based upon the proportion of the tax requisition by jurisdiction, i.e., SSI LCC Services, SSI Non-LCC Services, CRD Regional/Sub-Regional, CRD Hospital, and CRD Joint Electoral Area.	19-Mar-26	Same Day	na	19-Mar-26	Carried	

Legend	
	Completed
	Postponed
	GIA
	Budget



Making a difference...together

**REPORT TO SALT SPRING ISLAND LOCAL COMMUNITY COMMISSION
MEETING OF THURSDAY, APRIL 16, 2026**

SUBJECT **Ganges Crosswalk Project – Draft Crosswalk Analysis**

ISSUE SUMMARY

This report summarizes findings from a comprehensive technical and community-based review of existing and potential pedestrian crossings within Ganges Village and adjacent areas and identifies recommended priorities for future pedestrian safety improvements.

BACKGROUND

Ganges Village is the primary commercial and community hub of Salt Spring Island (SSI) and experiences consistently high pedestrian activity throughout the year, with seasonal peaks associated with tourism, ferry traffic, schools, and events such as the SSI Saturday Market. Pedestrian movement occurs within a constrained roadway network that also accommodates regional vehicle traffic, commercial access, transit stops and cycling activity. This mix of uses, combined with limited sidewalk continuity and varying roadside pathway heights, has contributed to long-standing concerns regarding pedestrian safety and accessibility.

Community engagement for the Ganges Crosswalk Project included in-person discussions during site visits, an online comment form that received 92 submissions from 75 participants, and a public open house held in Ganges in September 2025. Feedback consistently identified concerns related to vehicle speeds, failure to yield, poor crosswalk visibility, accessibility barriers, and informal pedestrian crossings near key destinations such as the Saturday Market, schools, grocery stores, and senior housing. Strong support was expressed for enhanced pedestrian safety measures, including flashing beacons, raised crossings, improved lighting, and better sidewalk connectivity, particularly to support seniors, children, and people using mobility devices.

While the roadways within the study area fall under the jurisdiction of the Ministry of Transportation and Transit (MoTT), the Capital Regional District's (CRD) SSI Local Community Commission undertook a comprehensive crosswalk assessment under the SSI Community Transportation Service with funding from ICBC. The Ganges Crosswalk Project was initiated to provide a consistent, evidence-based evaluation of existing and potential pedestrian crossings, supported by technical analysis and public engagement. The resulting Draft Crosswalk Analysis Report (Appendix A) is intended to inform future planning, prioritization, and collaboration with MoTT, rather than to authorize immediate construction or funding commitments.

ALTERNATIVES

Alternative 1

That the Salt Spring Island Local Community Commission approves the Ganges Crosswalk Project – Draft Crosswalk Analysis Report as presented in Appendix A.

Alternative 2

That the Salt Spring Island Local Community Commission approves the Ganges Crosswalk Project – Draft Crosswalk Analysis Report as amended in Appendix A with specific direction on amendments.

Alternative 3

Refer the report back to staff for additional consideration.

IMPLICATIONS

Financial Implications

Based on safety risk, pedestrian demand, and feasibility, the report identifies six priority intersections for upgrades supported by functional designs. Class D cost estimates have been prepared for the six priority intersections.

\$100,000 of grant funding has been included in the 2026 capital plan to advance one of the priority sections assuming a successful application to ICBC’s Community Grants Program – Road Safety Infrastructure. Detailed designs would need to be developed and include costs for engineering, admin and contingency. MoTT permitting and approval would also be required.

Priority Section	Cost Estimate
• Lower Ganges Road & Upper Ganges Road (existing)	\$174,800
• Lower Ganges Road & Atkins Road (new)	\$93,300
• Fulford–Ganges Road at Salt Spring Coffee parking lot (new)	\$277,400
• Lower Ganges Road & Blain Road (new)	\$127,100
• Lower Ganges Road & Village Terrace (existing)	\$77,400
• Lower Ganges Road & Purvis/Hereford Road (existing)	\$397,600

CONCLUSION

The Ganges Crosswalk Project – Draft Crosswalk Analysis Report provides a technically sound, community-informed framework to guide future pedestrian safety improvements in Ganges Village. The report does not commit the CRD to implementation but establishes a clear basis for future collaboration with MoTT, funding agencies, and the community.

RECOMMENDATION

That the Salt Spring Island Local Community Commission approves the Ganges Crosswalk Project – Draft Crosswalk Analysis Report as presented in Appendix A.

Submitted by:	Dan Ovington, BBA, Senior Manager, Salt Spring Island Electoral Area
Concurrence:	Stephen Henderson, BSc, MBA, Senior Manager of Real Estate, Southern Gulf Islands and Salt Spring Local Community Commission

ATTACHMENT

Appendix A: The Ganges Crosswalk Project – Draft Crosswalk Analysis Report

An aerial photograph of a road with a crosswalk. A white van is driving on the road. The road has yellow and white lane markings. There are trees and a building on the left side of the road.

GANGES CROSSWALK PROJECT

DRAFT Crosswalk Analysis Report

Steve Martin, MASc, EIT –
Transportation Engineer-in-Training
Author

Kristen Machina, P.Eng.
Senior Transportation Engineer
Reviewer

Prepared For: Capital Regional District, Salt Spring Local
Community Commission, MoTT
Date: April 07, 2026
Our File No: 4039.B01

WATT VICTORIA
302 – 740 Hillside Ave
Victoria, BC V8T 1Z4
250-388-9877



TABLE OF CONTENTS

1.0	INTRODUCTION.....	6
1.1	Study Area	6
2.0	DATA COLLECTION	7
2.1	Public Engagement Approach	10
3.0	EXISTING CROSSWALK REVIEW	11
3.1	Lower Ganges at Crofton	11
3.2	Lower Ganges at Village Terrace.....	14
3.3	Lower Ganges at Upper Ganges	18
3.4	Lower Ganges at Rainbow	24
3.5	Lower Ganges at Hereford / Purvis	28
3.6	Lower Ganges at McPhillips.....	32
3.7	Lower Ganges at Fulford-Ganges.....	37
3.8	Fulford-Ganges at Ganges Alley.....	42
4.0	POTENTIAL CROSSWALK LOCATIONS.....	47
4.1	Lower Ganges at Wildwood / Sharp.....	47
4.2	Lower Ganges at Atkins.....	52
4.3	Lower Ganges at Blain	57
4.4	Upper Ganges at Marina / Hotel.....	61
4.5	Fulford-Ganges at Salt Spring Coffee Parking Lot / Gas Station	67
4.6	Additional Locations	73
5.0	PUBLIC ENGAGEMENT OVERVIEW	75
5.1	In-Person Meeting Comments	75
5.2	Crosswalk Comment Form Responses	77
5.3	Open House Results	100
6.0	MINISTRY OF TRANSPORTATION AND TRANSIT FEEDBACK.....	106
7.0	CONCLUSION & RECOMMENDATIONS.....	110



FIGURES

Figure 1: Study Area.....	7
Figure 2: Lower Ganges at Crofton Crosswalk	12
Figure 3: Lower Ganges / Crofton Treatment Selection Matrix	13
Figure 4: Lower Ganges / Crofton Sight Distance.....	13
Figure 5: Lower Ganges at Village Terrace Crosswalk.....	15
Figure 6: Lower Ganges / Village Terrace Treatment Selection Matrix.....	16
Figure 7: Lower Ganges / Village Terrace Sight Lines.....	17
Figure 8: Village Terrace Crosswalk Pedestrian Point-of-View (N looking E)	17
Figure 9: Lower Ganges at Upper Ganges Crosswalk.....	19
Figure 10: Lower Ganges / Upper Ganges Treatment Selection Matrix	20
Figure 11: Lower Ganges / Upper Ganges Sight Distance (West Crosswalk).....	21
Figure 12: Upper Ganges Crosswalk Pedestrian Point-of-View (Left: S looking W, Right: S looking E).....	22
Figure 13: Lower Ganges / Upper Ganges Sight Distance (East Crosswalk).....	23
Figure 14: Lower Ganges at Rainbow Crosswalk.....	25
Figure 15: Lower Ganges / Rainbow Treatment Selection Matrix.....	26
Figure 16: Proposed Rainbow Road Crossing Improvements.....	27
Figure 17: Lower Ganges / Rainbow Road Sight Distance.....	28
Figure 18: Lower Ganges at Purvis/Hereford Crosswalk	29
Figure 19: Lower Ganges / Hereford-Purvis Treatment Selection Matrix.....	30
Figure 20: Lower Ganges / Hereford-Purvis Accessible Letdown Deficiencies	31
Figure 21: Lower Ganges / Hereford-Purvis Sight Distance	32
Figure 22: Lower Ganges at McPhillips Crosswalk	33
Figure 23: Lower Ganges / McPhillips Treatment Selection Matrix.....	34
Figure 24: Lower Ganges / McPhillips Lack of Sidewalk and Letdown (West Side)	35



Figure 25: Lower Ganges / McPhillips Sight Distance 36

Figure 26: Lower Ganges / McPhillips East Side of Crosswalk Looking North 36

Figure 27: Fulford-Ganges at Lower Ganges Intersection and Crosswalk 37

Figure 28: Fulford-Ganges / Lower Ganges Treatment Selection Matrix 38

Figure 29: Pedestrians Crossing Over the Firehall Driveway 39

Figure 30: Fulford-Ganges and Lower Ganges Ramp Accessibility (Credit: Gary Lehman) 39

Figure 31: Fulford-Ganges / Lower Ganges Crosswalk South Letdown 40

Figure 32: Fulford-Ganges / Lower Ganges Roundabout Concept (Urban Systems, 2023) 41

Figure 33: Fulford-Ganges / Lower Ganges AWS Short-Term Concept (Urban Systems, 2023) 41

Figure 34: Fulford-Ganges / Lower Ganges Sight Distance 42

Figure 35: Fulford-Ganges at Ganges Alley Crosswalk 43

Figure 36: Fulford-Ganges / Ganges Alley Treatment Selection Matrix 44

Figure 37: Ganges Alley Crosswalk South Looking West 45

Figure 38: South of Fulford-Ganges Accessibility Challenges (Credit: Gary Lehman, 2020) 45

Figure 39: Fulford-Ganges / Ganges Alley Sight Distance 46

Figure 40: Ganges Alley Crosswalk North Looking East 47

Figure 41: Lower Ganges at Wildwood / Sharp Intersection 48

Figure 42: Lower Ganges / Wildwood-Sharp Pedestrian Crossing Control Warrant Chart 49

Figure 43: Lower Ganges / Wildwood-Sharp Treatment Selection Matrix 50

Figure 44: Lower Ganges / Wildwood-Sharp Sight Distance 51

Figure 45: Lower Ganges / Wildwood-Sharp Southeast Corner Looking West 51

Figure 46: Lower Ganges at Atkins Intersection 52

Figure 47: Lower Ganges / Atkins Pedestrian Crossing Control Warrant Chart 53

Figure 48: Lower Ganges / Atkins Treatment Selection Matrix 54



Figure 49: Lower Ganges / Atkins Sight Distance 55

Figure 50: Lower Ganges / Atkins Southeast Corner Looking East 55

Figure 51: Lower Ganges / Atkins Northeast Corner Looking East..... 56

Figure 52: Lower Ganges / Atkins Northeast Corner Looking West..... 56

Figure 53: Lower Ganges at Blain Intersection 57

Figure 54: Lower Ganges / Blain Pedestrian Crossing Control Warrant Chart 58

Figure 55: Lower Ganges / Blain Treatment Selection Matrix..... 59

Figure 56: Lower Ganges / Blain Sight Distance 60

Figure 57: Lower Ganges / Blain Southeast Corner Looking West..... 61

Figure 58: Upper Ganges at Marina / Hotel Access..... 62

Figure 59: Upper Ganges at the Marina Pedestrian Crossing Control Warrant Chart... 63

Figure 60: Upper Ganges at the Marina Treatment Selection Matrix 64

Figure 61: Upper Ganges at Marina Sight Distance 65

Figure 62: Upper Ganges at Marina West Side Looking South..... 66

Figure 63: Upper Ganges at Marina West Side Looking North 66

Figure 64: Fulford-Ganges at Salt Spring Coffee Parking Access 67

Figure 65: Fulford-Ganges / Salt Spring Coffee Parking Lot Potential Crosswalk (Credit: Gary Lehman) 68

Figure 66: Fulford-Ganges at Salt Spring Coffee Parking Lot Crossing Control Warrant Chart..... 68

Figure 67: Fulford-Ganges at Salt Spring Coffee Parking Lot Treatment Selection Matrix 69

Figure 68: Fulford-Ganges at Salt Spring Coffee Parking Lot Sight Distance 71

Figure 69: Pedestrians Waiting to Cross to the Saturday Market at the Salt Spring Coffee Parking Lot Access..... 71

Figure 70: Fulford-Ganges at Salt Spring Coffee Parking Lot North Looking West..... 72

Figure 71: Fulford-Ganges at Salt Spring Coffee Parking Lot North Looking East..... 72

Figure 72: Lower Ganges at Thrift Shop Access..... 73



Figure 73: Lower Ganges at Thrift Shop Access South Looking East..... 74
Figure 74: Open House Mapping Activity.....101
Figure 75: Open House Pedestrian Treatments Voting Prompt103
Figure 76: Pedestrian Crosswalk Treatment Voting Results.....104

TABLES

Table 1: Observed Speed Characteristics.....8
Table 2: Summary of Turning Movement and Pedestrian Counts.....9
Table 3: Recommended Treatments for Existing Crosswalks.....111
Table 4: Recommended Treatments for Potential Future Crosswalks.....112



1.0 INTRODUCTION

WATT Consulting Group was retained by the Capital Regional District (CRD) to complete a crosswalk analysis within the Ganges Village on Salt Spring Island. The main roads through Ganges on Salt Spring Island have a series of crosswalks managed by the Provincial Ministry of Transportation and Transit (MoTT), which has agreed to this study and requested that the CRD be the project lead. The scope of this project is to analyze existing crosswalks in the Ganges area to help improve pedestrian safety and walkability, as well as the identification of new crosswalks to bridge gaps in the pedestrian network within Ganges.

As a part of this project, six (6) functional designs will be prepared, in addition to one (1) conceptual design for a crosswalk at the intersection of Lower Ganges Road and Wildwood Crescent. The selection of crosswalks for the functional design portion of this project will be based on community feedback and the potential safety risk.

1.1 Study Area

The study area includes a 2.5km stretch along Fulford-Ganges and Lower Ganges Road, between Seaview Avenue and Sharp Road, as well as Upper Ganges Road from Lower Ganges until Churchill Road, as shown in **Figure 1**. Eight existing crosswalks are being reviewed as a part of this study, including:

- Fulford-Ganges @ Ganges Alley
- Fulford-Ganges @ Lower Ganges
- Lower Ganges @ McPhillips
- Lower Ganges @ Hereford/Purvis
- Lower Ganges @ Rainbow
- Lower Ganges @ Upper Ganges
- Lower Ganges @ Village Terrace
- Lower Ganges @ Crofton

In addition to the existing crosswalks, the need for potential new crosswalks across Fulford-Ganges Road, Lower Ganges Road, and Upper Ganges Road will be explored. These new crosswalks will be investigated to make it easier and safer for people to get around on foot, while supporting a more connected community in Ganges.

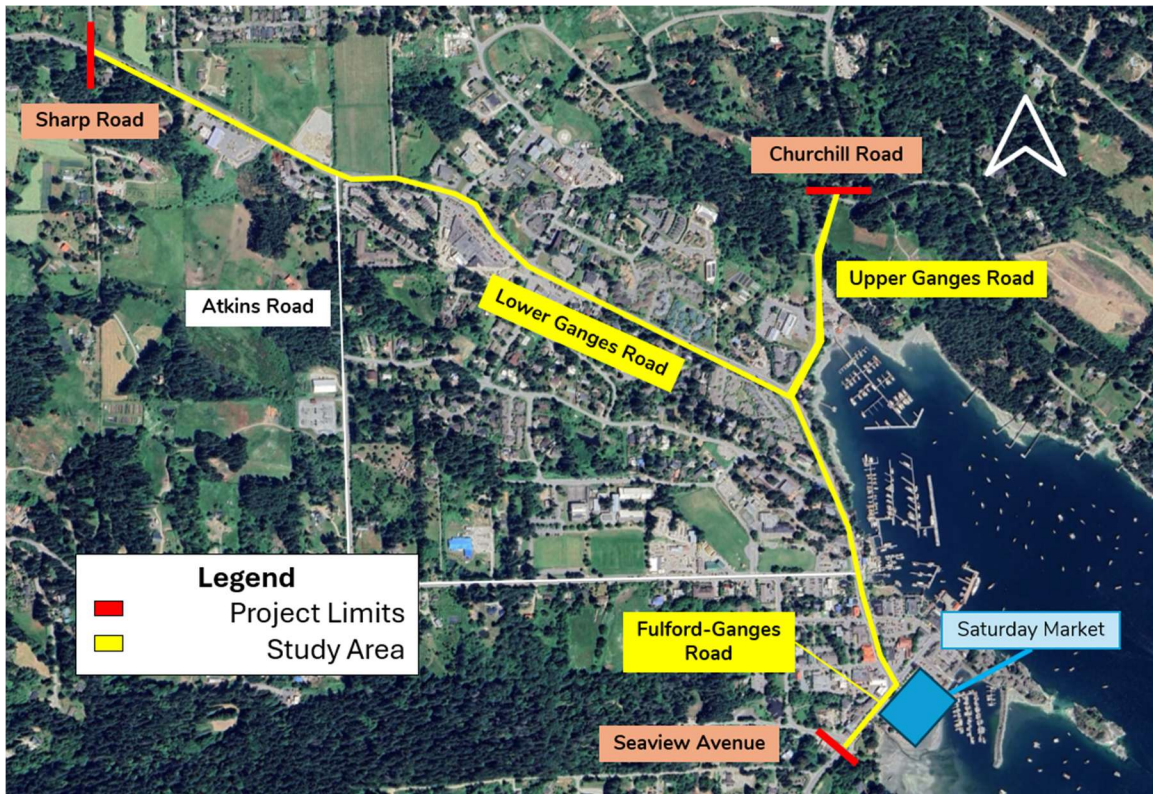


Figure 1: Study Area

2.0 DATA COLLECTION

This section describes the data collection approach for the Ganges Crosswalk Project. Data collection was performed on Saturday, July 12th and Saturday, July 19th, 2025.

Average Daily Traffic and Vehicle Speed

Average daily traffic (ADT) was measured along Lower Ganges using pneumatic tube counters installed at one location approximately 165m to the west of the Lower Ganges / Upper Ganges intersection. These tubes were set up for a span of one week, from 08:00AM on Saturday, July 12th until 04:30PM Saturday, July 19th, 2025. This ADT was used for the adjacent intersections along Lower Ganges Road. The resulting average daily traffic on Lower Ganges to the west of Upper Ganges was found to be 8210 vehicles per day (vpd) during weekends (with a weekly low of 7621 vehicles counted on Sunday), 8974 vpd during weekdays (with a weekly high of 9606 observed on Wednesday), and 8749 vpd combined over the week. For the purposes of this analysis, 8749 vpd was used



as the ADT for nearby crosswalks. At other locations within the study area, ADT was estimated using the Saturday peak hour from the collected turning movement counts and applying a k-factor of 10. The assumption for ADT at each location is described in **Section 3**.

Vehicle speeds along Lower Ganges were also collected using the pneumatic tubes, which are summarized in **Table 1**. The 95th percentile speed was found to be 61.2 km/h, with a noticeable 46.8% of drivers found to be exceeding the posted speed of 50 km/h. For this analysis, a speed of 60 km/h was assumed for study locations in more rural settings, such as Village Terrace or Atkins Road. Within the Ganges Village area, speeds are assumed to be closer to the 30km/h speed limit, while speeds near the Country Grocer at Lower Ganges and Crofton Road are expected to approach the 50 km/h limit due to the high number of nearby commercial driveways. The assumption for vehicle speed at each location analyzed is described in **Section 3**.

Table 1: Observed Speed Characteristics

Field	Value
Number of Vehicles	66,690
Max Speed	146.7 km/h
95 th Percentile Speed	61.2 km/h
85 th Percentile Speed	56.5 km/h
Mean Speed	49.6 km/h
Speed Limit	50 km/h
% over Speed Limit	46.79%
Mean Speed of Drivers Exceeding Speed Limit	55.4 km/h

Vehicle Turning Movement & Pedestrian Counts

MioVision Scout cameras were used to collect turning movement and pedestrian counts at key intersections within the study area. Once the peak hours of the Saturday analysis were determined from processing the video footage, pedestrian counts were manually reviewed, and pedestrian classifications were assigned to estimate Equivalent Adult Units



(EAUs). Converting to EAUs is a process which normalizes pedestrian counts into one standard equivalent, giving more weight to vulnerable road users such as seniors, children, or people using mobility devices.

Manual pedestrian counts were also collected during the study period at certain crosswalks, to supplement the turning movement counts (TMCs) collected. A summary of the data collected at each intersection is provided in **Table 2**.

Table 2: Summary of Turning Movement and Pedestrian Counts

Intersection	Type of Data Collected	Data Collection Method	Date & Time
Fulford-Ganges @ Ganges Alley	Pedestrian Counts	MioVision Scout Camera	Saturday, July 12 th , 2025 09:00AM – 02:30 PM
Fulford-Ganges @ Lower Ganges	Full TMC	MioVision Scout Camera	Saturday, July 12 th , 2025 09:00AM – 02:15 PM
Lower Ganges @ McPhillips	Pedestrian Counts	Manual	Saturday, July 12 th , 2025 11:30AM – 12:30 PM
Lower Ganges @ Hereford/Purvis	Full TMC	MioVision Scout Camera	Saturday, July 12 th , 2025 09:00AM – 01:15 PM
Lower Ganges @ Rainbow	Pedestrian Counts	Manual	Saturday, July 12 th , 2025 12:30AM – 01:30 PM
Lower Ganges @ Upper Ganges	Full TMC	MioVision Scout Camera	Saturday, July 19 th , 2025 08:00AM – 05:00 PM
Lower Ganges @ Village Terrace	Pedestrian Counts	Manual	Saturday, July 19 th , 2025 10:00AM – 11:00 PM
Lower Ganges @ Crofton	Full TMC	MioVision Scout Camera	Saturday, July 19 th , 2025 08:30AM – 04:30 PM
Lower Ganges @ Sharp / Wildwood	Full TMC	MioVision Scout Camera	Saturday, July 19 th , 2025 08:45AM – 04:30 PM



2.1 Public Engagement Approach

The public engagement approach for this project was split into three (3) parts: in-person meetings, an online comment form, and an open house. All feedback collected from the public is summarized in **Section 5**.

In-Person Meetings

During the data collection on Saturday July 19th, 2025, in-person meetings were conducted with Partners Creating Pathways and with residents of the strata buildings on the corner of Upper and Lower Ganges. Feedback was related to crosswalk safety, including concerns at existing crosswalks, and potential locations for new crosswalks.

Online Comment Form

The project website and comment form on the Capital Regional District (CRD) website was created to post project updates and provide an opportunity for the public to comment on the eight (8) existing crosswalks in the area, as well as potential locations for new crosswalks. The comment form asked respondents to identify the locations of their concerns, describe any safety issues they had experienced or witnessed at those locations, and suggest ways to improve safety or comfort at the identified crosswalks.

Open House

An open house was conducted on Wednesday September 17th, 2025 in Ganges on Salt Spring Island. The event was held from 3:00 to 6:00 PM, and collected resident feedback on conceptual designs, pedestrian design features, and further feedback on resident experiences and concerns at crosswalks around the Ganges area.



3.0 EXISTING CROSSWALK REVIEW

The evaluation of existing crosswalk treatments uses the methodology outlined in the *Pedestrian Crossing Control Guide* (TAC, 2018). The *Pedestrian Crossing Control Manual* (MOTT, 1994) was also utilized; however, recommendations for specific crosswalk treatments are limited and exclude latest technology such as RRFBs, therefore results from the manual are not recorded in this section.

A sight distance analysis was conducted for each intersection to assess the visibility of crosswalks and identify potential safety concerns related to limited sight lines of pedestrians waiting to cross.

Design recommendations are then provided for each existing crosswalk, addressing potential treatment upgrades, relocations, sightline improvements, and accessibility deficiencies that need to be addressed.

3.1 Lower Ganges at Crofton

The existing crosswalk at Lower Ganges / Crofton is shown in **Figure 2**. Currently, there is a signed and marked crosswalk across the west leg of the intersection, which features pedestrian-activated flashing beacons and ties into sidewalks on both sides. The zebra pavement markings have begun to fade, and the crosswalk spans over a two-lane, two-way roadway with bike lanes on both sides. Located to the south-west of this crosswalk is a Country Grocer superstore, a pharmacy, a liquor store, a cannabis store, and a café. The Lady Minto / Gulf Islands Hospital is located to the north along Crofton Road.



Figure 2: Lower Ganges at Crofton Crosswalk

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 31 EAUs and an ADT of 8,270 vehicles per day (based on the turning movement count and a k-factor of 10), the warrant criteria for this crosswalk continue to be met.

The assumed vehicle speed at this location is the speed limit of 50 km/h, given the proximity of various commercial driveways off of Lower Ganges Road. As shown in **Figure 3**, the warranted treatment at this location is a basic crosswalk with side-mounted signs (“GM”). Since the existing crosswalk already features flashing beacons, no upgrades to the crosswalk treatment are recommended at this time.



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 3: Lower Ganges / Crofton Treatment Selection Matrix

Sight Distance

Using a design speed of 50 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 65m. This sight distance is met in both directions, as shown in **Figure 4**, even with BC Transit buses stopped in the EB and WB bus stop pullouts. While there may be slight obstructions through adjacent hydro poles, there are no assumed concerns with the sight distances at this crosswalk.

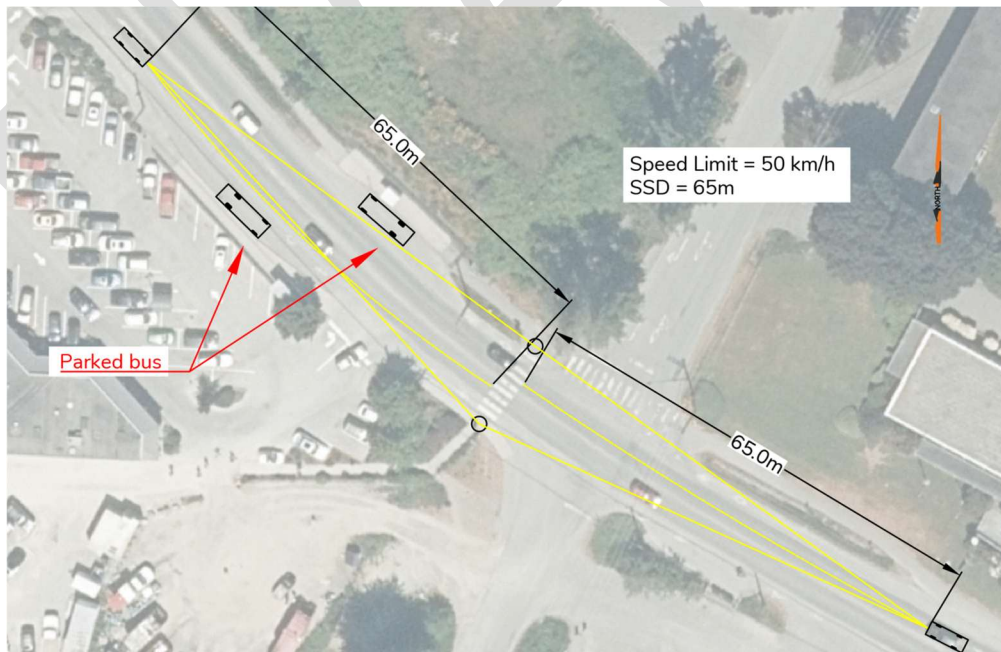


Figure 4: Lower Ganges / Crofton Sight Distance



3.2 Lower Ganges at Village Terrace

The existing crosswalk at Lower Ganges / Village Terrace is shown in **Figure 5**. Currently, there is a signed and marked crosswalk across the west leg of the intersection, which features a sidewalk and let down on the north side. The zebra pavement markings have started to fade, and the crosswalk spans over a two-lane, two-way roadway with bike lanes on both sides. The sidewalk on the north side of Lower Ganges connects a variety of senior residential communities (including Lion's Pioneer Village) to Country Grocer to the west, and to the Upper Ganges crosswalk to the east. There is a pathway connector to the south of Village Terrace which provides through access to Park Drive for pedestrians and cyclists. There is an uphill grade of approximately 2.5% to the east of the crosswalk for westbound vehicles, and to the west sits a downhill grade of -6.1% for eastbound vehicles.

Upon discussion with local residents in the area, it was found that seniors from the residential communities frequently use this crosswalk to flag down the BC Transit bus heading southbound towards Ganges in the area. The BC Transit buses on Salt Spring have been known to stop anywhere for pickup when waved down. There were also multiple reports from residents of vehicles failing to yield, resulting in close calls for pedestrian collisions at this location. Pneumatic tubes were installed directly east of this crosswalk to collect ADT and vehicle speed data. The results showed that speeding was common along this stretch of Lower Ganges, with 46% of vehicles exceeding the 50 km/h speed limit.

During the site visit, it was also observed that many residents were walking along the south side of Lower Ganges Road. When asked why, many responded that they were "always taught to walk on the side of the road that faces oncoming traffic", highlighting a potential safety issue of walking in the road shoulder that operates as a bike lane, even with a grade-separated sidewalk is present on the other side of the road.



Figure 5: Lower Ganges at Village Terrace Crosswalk

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 16 EAUs and an ADT of 8,750 vehicles per day (based on the pneumatic tube count), the warrant criteria for this crosswalk continue to be met.

The observed vehicle speed at this location is 60 km/h, as indicated by the 95th percentile speed from the tube counters. As shown in **Figure 6**, the warranted treatment at this location is an enhanced crosswalk with side-mounted signs (“GM+”). However, the ADT observed at this location is close to the 9,000 ADT threshold for a Rectangular Rapid Flashing Beacon (RRFB). Given the amount of vulnerable road users crossing at this location, combined with the reported vehicles failing to yield and the close calls, it is recommended that rectangular rapid flashing beacons be installed at this crosswalk to prioritize pedestrian safety.



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500	≤ 50	GM	GM	GM	GM	GM+
< ADT ≤ 4,500	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500	≤ 50	GM	GM	GM	GM	RRFB
< ADT ≤ 9,000	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 12,000	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 15,000	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 6: Lower Ganges / Village Terrace Treatment Selection Matrix

Educational campaigns may be useful to remind drivers and pedestrians in the area of how to properly use crosswalks, in addition to using sidewalks over walking on the road shoulder/bike lane around Salt Spring Island.

Sight Distance

Using a design speed of 60 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 85m. Adjusting the required SSD for an eastbound downhill grade of 6.1% (as measured by CRD Regional Map Contours), 92m is required for a vehicle to come to a full stop. The westbound uphill grade flattens out around 80m to the east of the crosswalk; therefore, a grade adjustment was not applied to be conservative. The sight distance is met in both directions, as shown in **Figure 7**, and the uphill grade to the east is not anticipated to impact sightlines for westbound vehicles approaching the crosswalk, as shown in **Figure 8**. Vegetation along the south side of Lower Ganges should be trimmed such that adequate sightlines can be maintained for pedestrians waiting to cross at this location.

The installation of an RRFB will help with the visibility of the Village Terrace crosswalk, which is located between two vertical curves. It will also help with pedestrian comfort, since vehicles failing to yield for pedestrians was a commonly reported issue at this crosswalk.

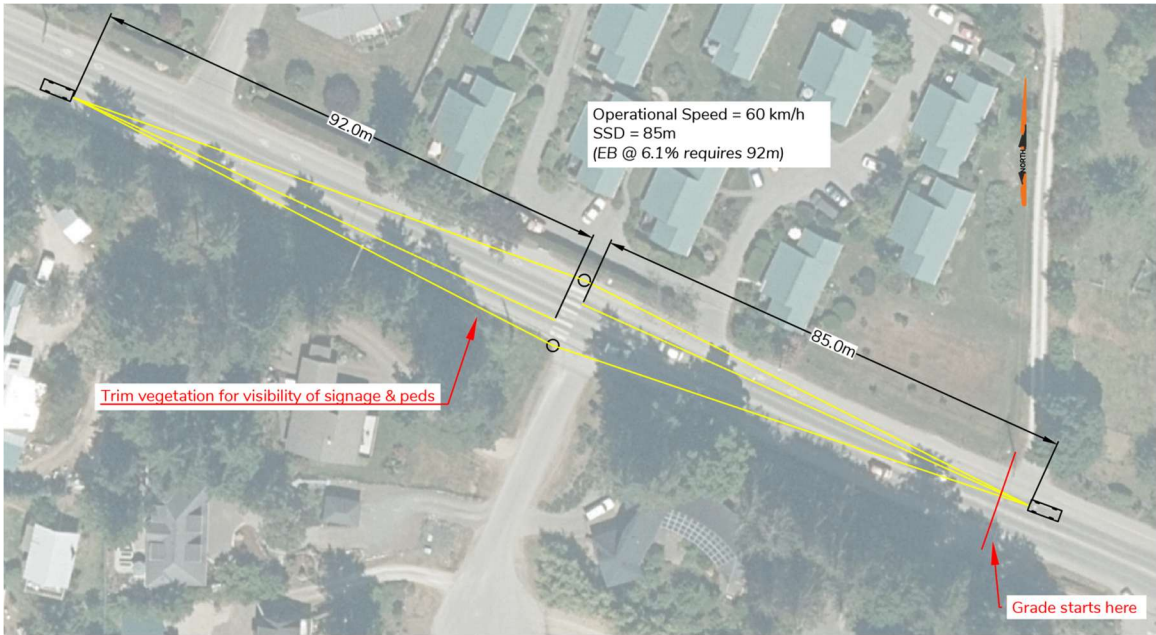


Figure 7: Lower Ganges / Village Terrace Sight Lines



Figure 8: Village Terrace Crosswalk Pedestrian Point-of-View (N looking E)



3.3 Lower Ganges at Upper Ganges

The existing crosswalk at Lower Ganges / Upper Ganges is shown in **Figure 9**. Currently, there is a signed and marked crosswalk across the west leg of the three-legged intersection, which features sidewalks and letdowns on both sides. The zebra pavement markings have almost fully faded, and the crosswalk spans over a three-lane roadway with bike lanes on both sides. The sidewalk on the north side of Lower Ganges connects over to a variety of residential communities and Country Grocer to the west, while the south sidewalk connects into Ganges Village to the southeast. To the north of this crosswalk, along Upper Ganges Road, is the Salt Spring Marina, a pub, and a hotel.

There is a downhill grade of approximately 6.3% to the west of the crosswalk for eastbound vehicles, while the road to the east of the crosswalk is relatively flat.

Upon discussion with residents in the area, many safety concerns and complaints were raised about this crosswalk. These comments include:

- High vehicles speed in both directions (eastbound downgrade, westbound vehicles accelerating away from 30 km/h in Ganges Village)
- Poor sightlines for pedestrians waiting to cross on the south side looking west (up the hill and around the corner)
- Vehicle and bicyclist failure to yield for pedestrians in the crosswalk
- Pavement markings fade rapidly
- Lack of a crosswalk on the east side of the intersection, connecting to the Marina and Moby's Pub
- Lack of illumination during the night

A full list of resident concerns from the online comment form and public engagement are provided in **Section 5.0**.

Pneumatic tubes were installed directly west of this crosswalk to collect ADT and vehicle speed data. The results showed that speeding was common along this stretch of Lower Ganges, with 46% of vehicles exceeding the 50 km/h speed limit.

This intersection also serves as a key connection for vehicles arriving from the Long Harbour Ferry Terminal. During ferry arrival times, there is a noticeable increase in southbound traffic from Upper Ganges Road, resulting in significant queues.



Figure 9: Lower Ganges at Upper Ganges Crosswalk

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 69.5 EAUs and an ADT of 8,750 vehicles per day (based on the pneumatic tube count), the warrant criteria for this crosswalk continue to be met.

The observed vehicle speed at this location is 60 km/h, as indicated by the 95th percentile speed from the tube counters. As shown in **Figure 10**, the warranted treatment at this location is an enhanced crosswalk with side-mounted signs (“GM+”). However, the ADT observed at this location is close to the 9,000 ADT threshold for a Rectangular Rapid Flashing Beacon (RRFB). Given the amount of vulnerable road users crossing at this location, combined with the reported vehicles failing to yield and the close calls, it is recommended that rectangular rapid flashing beacons be installed at this crosswalk to prioritize pedestrian safety.

Additional treatments, such as adding a crosswalk on the east side of the intersection, implementing a pedestrian refuge island to reduce the crossing distance, or a traffic control upgrade to a roundabout could also be considered.



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500	≤ 50	GM	GM	GM	GM	GM+
< ADT ≤ 4,500	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500	≤ 50	GM	GM	GM	GM	RRFB
< ADT ≤ 9,000	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 12,000	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 15,000	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 10: Lower Ganges / Upper Ganges Treatment Selection Matrix

Sight Distance

Using a design speed of 60 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 85m. Adjusting the required SSD for an eastbound downhill grade of 6.3% (as measured by CRD Regional Map Contours), 92m is required for a vehicle to come to a full stop. The westbound approach is relatively flat; therefore, a grade adjustment was not applied.

The required sight distance for the existing crosswalk is met for vehicles heading westbound but is not met for eastbound vehicles given the proximity of the horizontal curve, as shown in **Figure 11**. Pedestrian perspective vision from the south side of the crosswalk is provided in **Figure 12**.

The required sight distance was also evaluated for a crosswalk relocation to the east side of the intersection. The results are consistent with those for the existing crosswalk on the west leg: sight distance is met for westbound vehicles, but is not met for eastbound vehicles, as shown in **Figure 13**.

Reduced speeds are necessary approaching the intersection of Lower Ganges / Upper Ganges such that safe crossings can be provided for pedestrians.

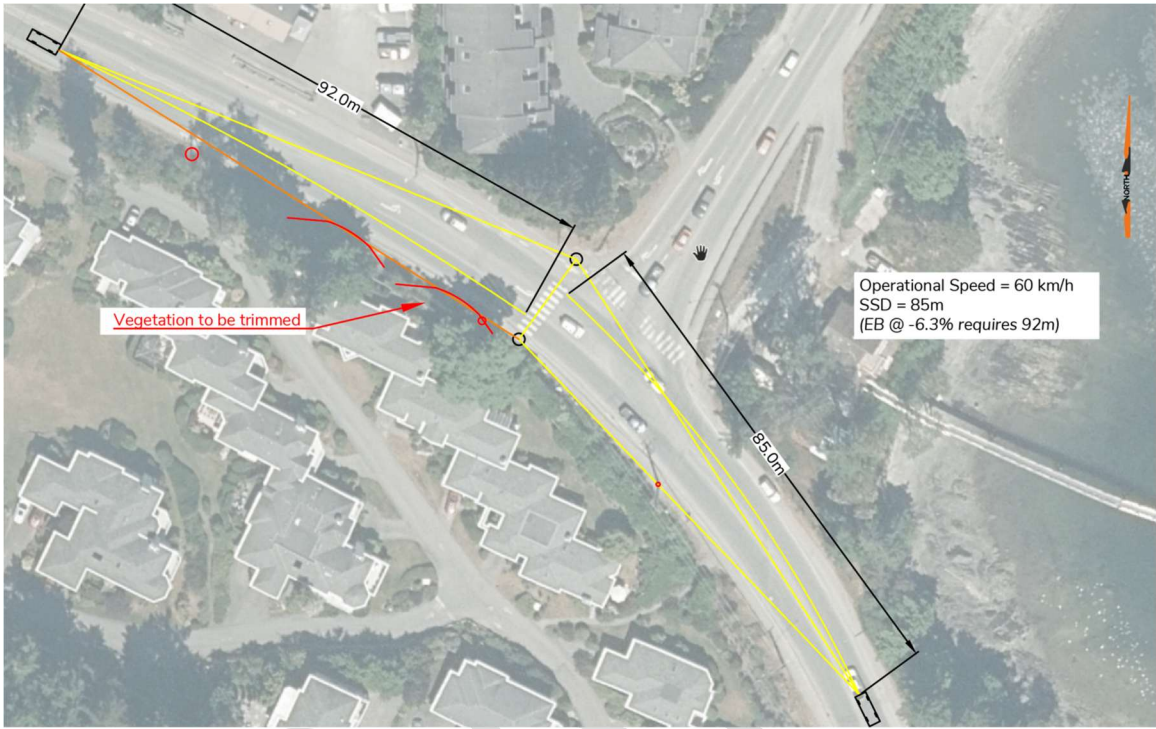


Figure 11: Lower Ganges / Upper Ganges Sight Distance (West Crosswalk)

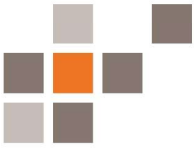


Figure 12: Upper Ganges Crosswalk Pedestrian Point-of-View (Left: S looking W, Right: S looking E)

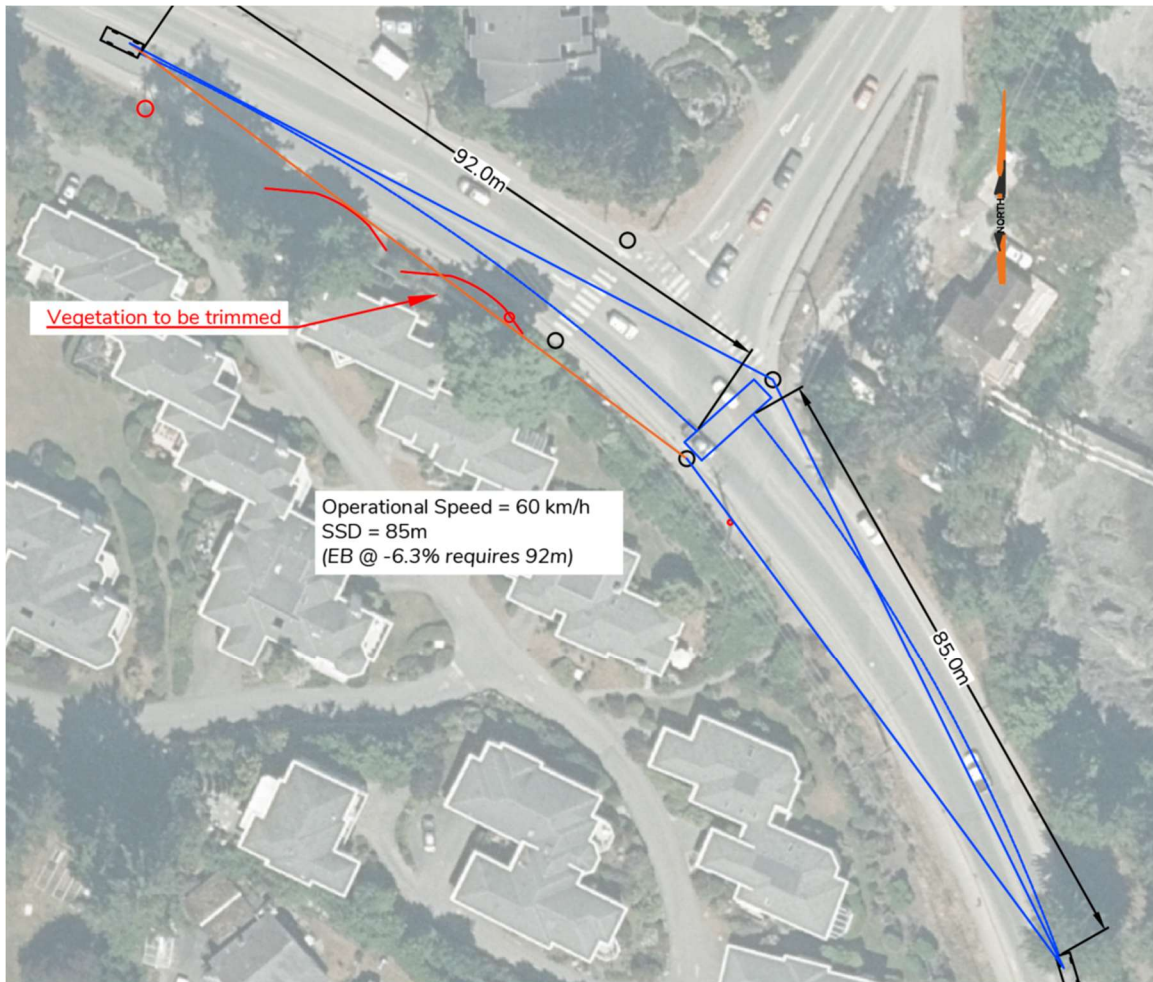


Figure 13: Lower Ganges / Upper Ganges Sight Distance (East Crosswalk)

While trimming vegetation along the south side of Lower Ganges Road would slightly improve sightlines for this crosswalk, the more critical concern is the **speed of eastbound vehicles combined with the horizontal curvature of the roadway**. One potential solution is the installation of curb bulb-outs at this location to improve the visibility of pedestrians waiting to cross; however, the presence of the adjacent bike lane presents challenges for implementation and could create new conflicts between bicycles and vehicles. Another solution would be to relocate the crosswalk to the east side of intersection, install a pedestrian refuge median to reduce the crossing distance, and add an RRFB unit to improve visibility and awareness of pedestrians.

A more effective solution to address multiple safety concerns at the intersection of Lower and Upper Ganges is the installation of a single-lane roundabout. Paired with a reduced



speed limit of 30 km/h, a roundabout would help moderate vehicle speeds entering the Ganges Village area, which experiences high pedestrian activity during the Saturday Market, and contains several schools, recreational facilities, and senior facilities.

The roundabout design would also allow for the placement of crosswalks on both sides of Upper Ganges Road, enhancing pedestrian connectivity to and from the marina, hotel, and pub to the north, while discouraging the observed practice of walking along the north side of Lower Ganges between Upper Ganges Road and Park Drive. Additionally, a roundabout would improve traffic performance for ferry traffic from the Long Harbour Ferry Terminal. One of the drawbacks includes the potential size of the roundabout when accommodating a WB-20 design vehicle, which may require potential land acquisition to fit the roundabout and surrounding pedestrian facilities within public right-of-way.

A Vistro model was developed to assess the operational impacts of a potential roundabout. Under existing conditions, the southbound left-turn movement operates at LOS F during the Saturday peak hour. Implementation of a single-lane roundabout improves intersection performance to LOS A on all approaches, while also providing pedestrian benefits through improved connectivity and reduced vehicle speeds. A roundabout design is outside of the scope of this project, and it is recommended that a roundabout be explored at this location in the future to help with vehicle movements from Upper Ganges, speed reduction entering Ganges Village, and for pedestrian connectivity.

3.4 Lower Ganges at Rainbow

The existing crosswalk at Lower Ganges / Rainbow is shown in **Figure 14**. Currently, there is a signed and marked crosswalk across the south leg of the intersection, which features pedestrian-activated flashing beacons, and sidewalks / letdowns on both sides. The zebra pavement markings are in good condition, and the crosswalk spans over a three-lane roadway with a northbound bike lane. The southbound bike lane terminates to the north of the intersection. The west sidewalk along Lower Ganges connects Ganges Village all the way up to the Lower Ganges / Upper Ganges crosswalk, while the east sidewalk ends just north of Rainbow Road, but connects all the way down to McPhillips Avenue. Rainbow Road to the west connects to an elementary school, a secondary school, and various commercial developments.

There is a downhill grade of approximately 5.5% to the north of the crosswalk for southbound vehicles entering the Ganges Village area, while the road to the south of the crosswalk is relatively flat. The speed limit within the Ganges Village area is 30 km/h, which starts approximately 75m to the north of Rainbow Road on Lower Ganges Road.



This crosswalk is also slated for a series of improvements as a result of the ‘Rainbow Road Improvements Design’ project that is currently ongoing.



Figure 14: Lower Ganges at Rainbow Crosswalk

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 423 EAUs and an ADT of 9400 vehicles per day (based on the turning movement count at Hereford-Purvis and a k-factor of 10), the warrant criteria for this crosswalk continue to be met.

The assumed vehicle speed at this location is the speed limit of 30 km/h, given the amount of pedestrian activity and low vehicle speeds observed in the Ganges Village area. As shown in **Figure 15**, the warranted treatment at this location is a Rectangular Rapid Flashing Beacon (‘RRFB’), which aligns with the flashing beacon that is currently installed at this location.



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500	≤ 50	GM	GM	GM	GM	GM+
< ADT ≤ 4,500	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500	≤ 50	GM	GM	GM	GM	RRFB
< ADT ≤ 9,000	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 12,000	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 15,000	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 15: Lower Ganges / Rainbow Treatment Selection Matrix

The proposed improvements to the crosswalk as a result of the “Rainbow Road Improvements Design” project are shown in **Figure 16**, and include strategies to deter vehicles from blocking the intersection. A new sidewalk is proposed along the south side of Rainbow Road from Lower Ganges Road to Jackson Avenue, which includes new letdowns for the crosswalk on the southwest corner of the intersection, addressing existing accessibility concerns.

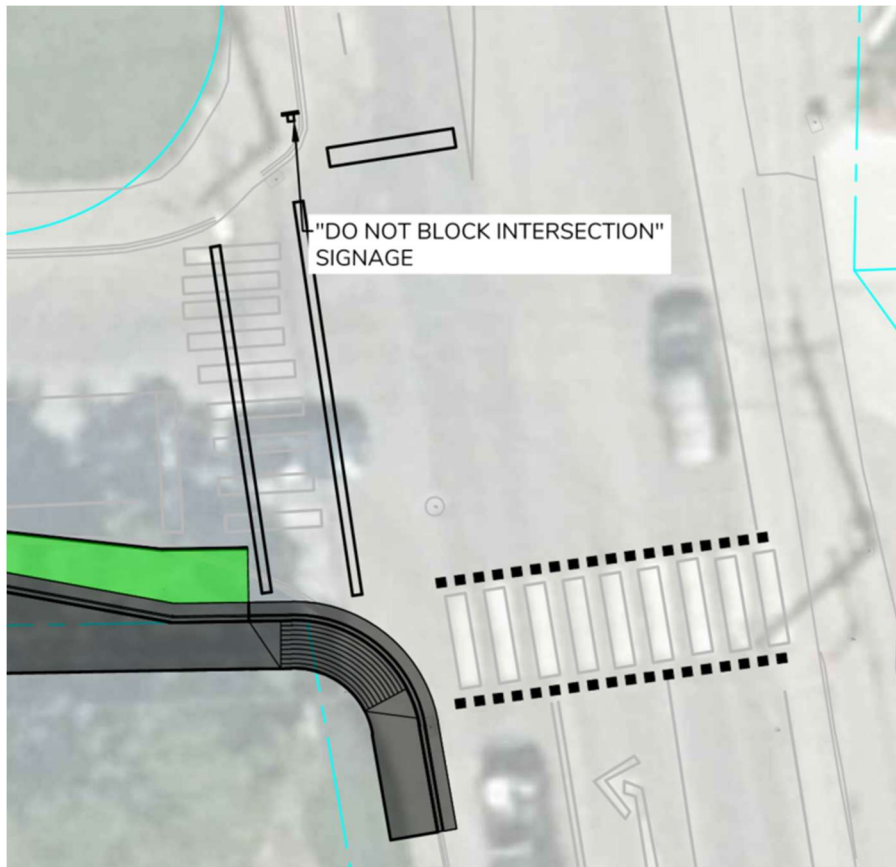


Figure 16: Proposed Rainbow Road Crossing Improvements

In the public engagement it was noted that a crosswalk should be installed across Lower Ganges on the north side of the Rainbow / Lower Ganges intersection to accommodate students going from school to the water taxi, since students frequently cross over the north leg without a marked crosswalk. With the installation of a new sidewalk on the south side of Rainbow Road, it is assumed that more students will be routed to the signed and marked crosswalk on the south side, while continuing to accommodate vehicle left turns from Rainbow Road onto Lower Ganges Road.

Sight Distance

Using a design speed of 30 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 35m. Regardless of the southbound downhill grade of 5.5%, 35m governs as the required sight distance in both directions.

The required sight distance is met for vehicles heading in both directions as shown in **Figure 17**; although, the presence of the northbound left turn lane may impact vehicle



sightlines for pedestrians already in the crosswalk. Fortunately, the pedestrian-activated beacons help reduce the risk of vehicle-pedestrian conflicts within the crosswalk.



Figure 17: Lower Ganges / Rainbow Road Sight Distance

3.5 Lower Ganges at Hereford / Purvis

The existing crosswalk at Lower Ganges / Hereford-Purvis is shown in **Figure 18**. Currently, there is a signed and marked crosswalk across the south leg of the intersection, which features sidewalks and letdowns on both sides. The zebra pavement markings are in decent condition, and the crosswalk spans over a three-lane roadway with bike lanes terminating prior to the intersection in both directions. There is a northbound bus stop on the south side of this intersection. The west sidewalk along Lower Ganges connects Ganges Village all the way up to the Lower Ganges / Upper Ganges crosswalk, while the east sidewalk ends just north of Rainbow Road, but connects all the way down to McPhillips Avenue. Purvis Lane to the east connects to a parking lot, a variety of stores and restaurants, a grocery store, and the Ganges Harbour Airport. Hereford Road to the



west is a one-way road (westbound) and connects 150m of diagonal on-street parking and various stores and restaurants.

There are no assumed grades on the north or south approaches at the intersection of Lower Ganges / Hereford-Purvis. The speed limit within the Ganges Village area is 30 km/h, which starts approximately 75m to the north of Rainbow Road on Lower Ganges Road.



Figure 18: Lower Ganges at Purvis/Hereford Crosswalk

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 625 EAUs and an ADT of 8690 vehicles per day (based on the turning movement count and a k-factor of 10), the warrant criteria for this crosswalk continue to be met.

The assumed vehicle speed at this location is the speed limit of 30 km/h, given the amount of pedestrian activity and low vehicle speeds observed in the Ganges Village area. As shown in **Figure 19**, the warranted treatment at this location is a basic crosswalk with side-mounted signs (“GM”). However, the ADT observed at this location is close to the 9,000 ADT threshold for a Rectangular Rapid Flashing Beacon (RRFB). Given the importance as a connection across Lower Ganges for parking and access to the



commercial developments on either side, it is recommended that rectangular rapid flashing beacons be considered at this crosswalk to prioritize pedestrian safety within the Ganges Village area.

Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 19: Lower Ganges / Hereford-Purvis Treatment Selection Matrix

As identified in the Salt Spring Active Transportation Network Plan, there are a host of accessibility deficiencies at sidewalks and crosswalks around the Ganges Village area. Specific to the intersection of Lower Ganges / Hereford-Purvis, recommended improvements include:

- Expanding the sidewalk on the southeast corner
- Relocating the crosswalk sign out of the road surface onto the sidewalk expansion
- Installing accessible letdowns and curb ramps on both sides of the crosswalk (see Figure 20)



Figure 20: Lower Ganges / Hereford-Purvis Accessible Letdown Deficiencies

Sight Distance

Using a design speed of 30 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 35m. Since there is no noticeable grade on either approach, 35m governs as the required sight distance in both directions.

The required sight distance is met for vehicles heading in both directions as shown in **Figure 21**; although, the presence of the northbound and southbound left turn lanes may impact vehicle sightlines for pedestrians already in the crosswalk. This conflict could be mitigated by installing RRFBs at this location, thus vehicles approaching on either side would see the flashing beacon and approach the crosswalk with more caution.

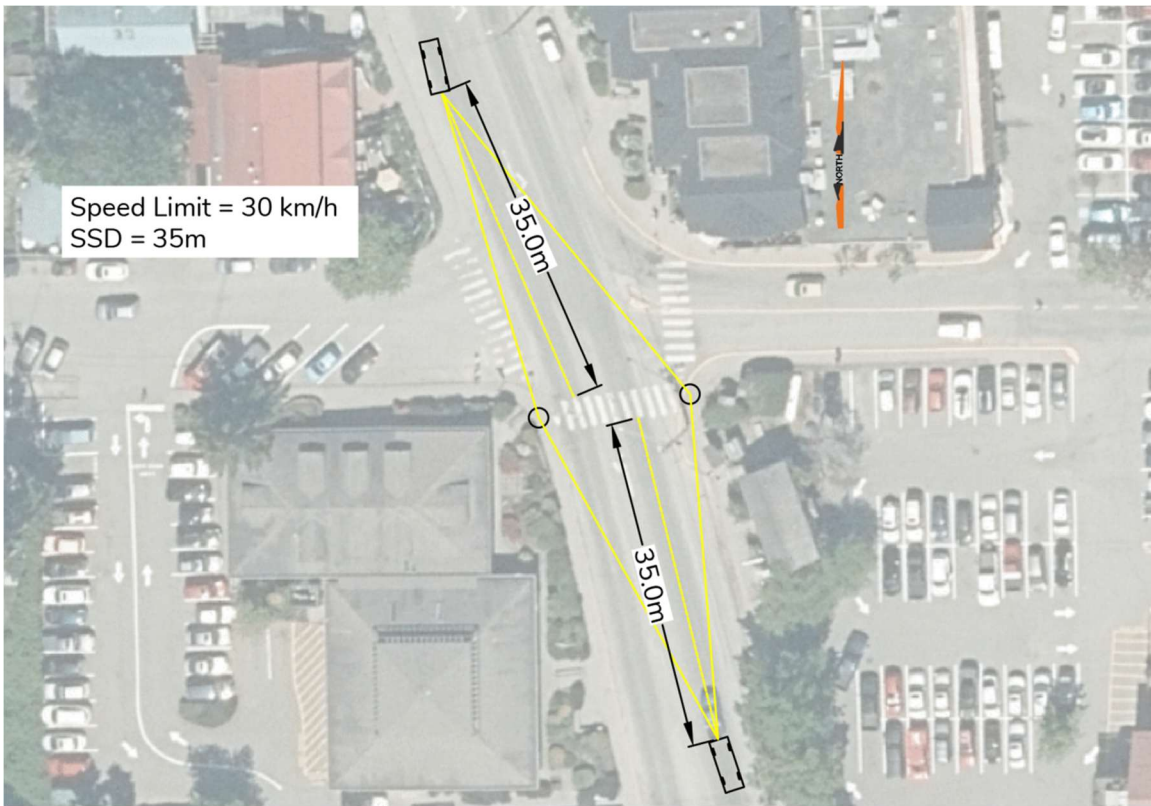


Figure 21: Lower Ganges / Hereford-Purvis Sight Distance

3.6 Lower Ganges at McPhillips

The existing crosswalk at Lower Ganges / McPhillips is shown in **Figure 22**. Currently, there is a signed and marked crosswalk across the south leg of the intersection, which features a sidewalk on the east side. The west side of the crosswalk is located at-grade with the road surface, providing no protection to pedestrians waiting to cross. The zebra pavement markings are in decent condition, and the crosswalk spans over a very wide two-lane roadway. This intersection serves as a key connection between Ganges Village and the Saturday market, since the closest signed and marked crosswalk is immediately south at the Fulford-Ganges and Lower Ganges intersection, across the west leg.

There is a sidewalk along the west side of Lower Ganges to the north of this intersection, which connects Ganges Village all the way up to the Lower Ganges / Upper Ganges crosswalk. On the east side, the sidewalk ends just south of this crosswalk but connects to north of Rainbow Road. McPhillips to the west connects various parking lots and stores and restaurants, including the popular Salt Spring Coffee Cafe. To the east sits the



Ganges Fire Hall, which consists of a ~20m wide driveway just south of the crosswalk, creating accessibility challenges for the pedestrian network.

There are no significant grades on the north or south approaches at the intersection of Lower Ganges / McPhillips. The speed limit within the Ganges Village area is 30 km/h, which starts approximately 75m to the north of Rainbow Road on Lower Ganges Road.



Figure 22: Lower Ganges at McPhillips Crosswalk

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 732 EAUs and an ADT of 7130 vehicles per day (based on the turning movement count at Fulford Ganges and a k-factor of 10), the warrant criteria for this crosswalk continue to be met.

The assumed vehicle speed at this location is the speed limit of 30 km/h, given the amount of pedestrian activity and low vehicle speeds observed in the Ganges Village area. As shown in **Figure 19**, the warranted treatment at this location is a basic crosswalk with side-mounted signs (“GM”). Given the requirement for significant pedestrian connectivity improvements to and from the Saturday Market, and noticeable pedestrian safety concerns at this intersection, further improvements are recommended.



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500	≤ 50	GM	GM	GM	GM	GM+
< ADT ≤ 4,500	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500	≤ 50	GM	GM	GM	GM	RRFB
< ADT ≤ 9,000	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 12,000	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 15,000	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 23: Lower Ganges / McPhillips Treatment Selection Matrix

The proximity of the Fulford-Ganges / Lower Ganges intersection to the south is challenging for implementing crossing improvements at Lower Ganges / McPhillips Road. It is understood that the firehall, in addition to the wide driveway access on the east side, may be relocating in the coming years. Once the firehall relocates, it is highly recommended that the intersection of Fulford-Ganges / Lower Ganges be upgraded, as identified in the SSI Cycling Safety Review (2023) and the Salt Spring Active Transportation Network Plan (2023).

Given the proximity of McPhillips Avenue to Fulford Ganges Road, it is assumed that the existing crosswalk at McPhillips may be relocated or may form the northern leg crosswalk of the upgraded Fulford-Ganges / Lower Ganges intersection.

As identified in the Salt Spring Active Transportation Network Plan, there are a host of accessibility deficiencies at sidewalks and crosswalks around the Ganges Village area. Most notably at this location is the absence of a dedicated pedestrian facility on the west side, which forces users to stand within the roadway at the same grade as vehicles while waiting to cross. Specific to the intersection of Lower Ganges / McPhillips, recommended improvements include:

- Installing a sidewalk along the west side of Lower Ganges Road (see **Figure 24**)
- Installing curb bulb outs to reduce the crossing distance and improve sightlines for southbound vehicles



- Coordinate a new sidewalk on the east side over the current firehall driveway once the intersection re-design at Fulford-Ganges / Lower Ganges proceeds



Figure 24: Lower Ganges / McPhillips Lack of Sidewalk and Letdown (West Side)

Sight Distance

Using a design speed of 30 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 35m. Since there is no noticeable grade on either approach, 35m governs as the required sight distance in both directions.

The required sight distance is met for vehicles heading in both directions as shown in **Figure 25**. Pedestrians waiting on the east side of the crosswalk can be shielded by shade from the tree cover adjacent to the fire hall, as shown in **Figure 26**, which can impact visibility for southbound vehicles of pedestrians waiting to cross.

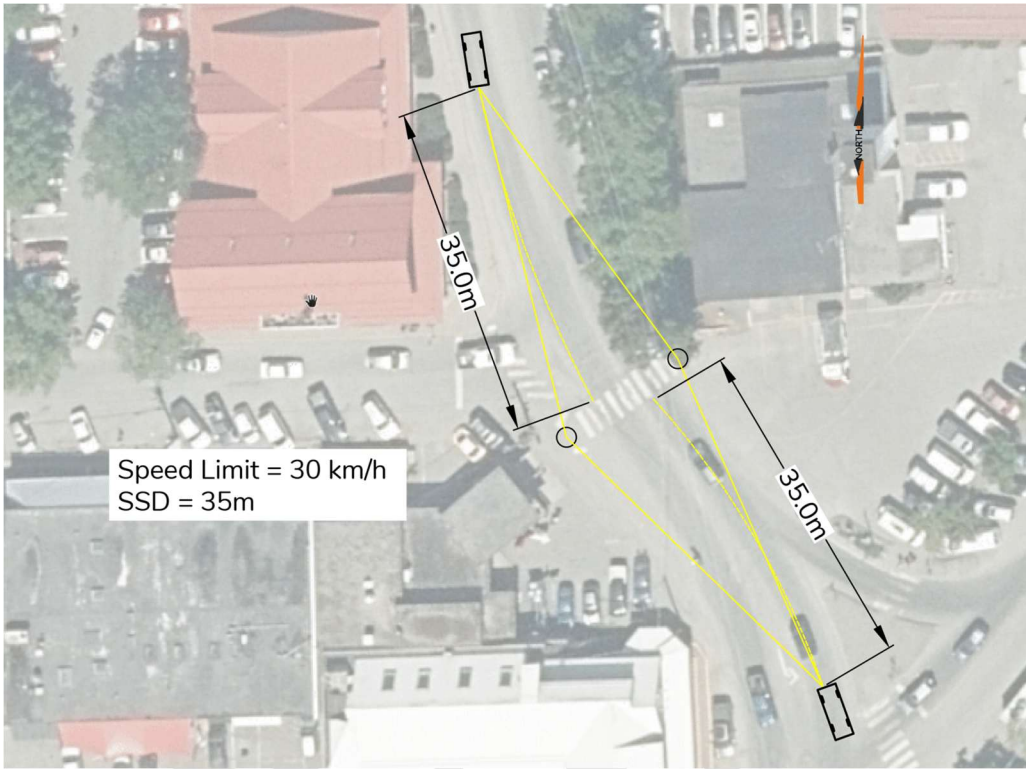


Figure 25: Lower Ganges / McPhillips Sight Distance



Figure 26: Lower Ganges / McPhillips East Side of Crosswalk Looking North



3.7 Lower Ganges at Fulford-Ganges

The existing crosswalk at Fulford-Ganges / Lower Ganges is shown in **Figure 27**. Currently, there is a signed and marked crosswalk across the east leg of the intersection on Fulford-Ganges, which features a sidewalk on the south side, and a pedestrian porkchop island (accommodating a westbound channelized right turn lane) on the north side. The zebra pavement markings are in good condition, and the crosswalk spans over a two-lane roadway. This intersection serves as a key connection between Ganges Village, parking, and the Saturday market, since this is the primary crosswalk used to access the market for pedestrians coming from the north.

Fulford-Ganges to the west is the primary roadway out of Ganges, which connects to the rest of Salt Spring Island. To the east sits a variety of parking, retail stores, and restaurants.

There are no significant grades on any of the approaches at the intersection of Fulford-Ganges / Lower Ganges. The speed limit within the Ganges Village area is 30 km/h, which starts approximately 75m to the north of Rainbow Road on Lower Ganges Road, and terminates to the west of Seaview Avenue on Fulford-Ganges.



Figure 27: Fulford-Ganges at Lower Ganges Intersection and Crosswalk



Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 1009 EAUs and an ADT of 5220 vehicles per day (based on the turning movement count and a k-factor of 10), the warrant criteria for this crosswalk continue to be met. The vehicle volumes across this crosswalk are noticeably lower than others in the network, since most of the vehicle traffic turns between Fulford-Ganges and Lower Ganges Road.

The assumed vehicle speed at this location is the speed limit of 30 km/h, given the amount of pedestrian activity and low vehicle speeds observed in the Ganges Village area. As shown in **Figure 28**, the warranted treatment at this location is a basic crosswalk with side-mounted signs (“GM”). Given the requirement for significant pedestrian connectivity improvements to and from the Saturday Market, and noticeable pedestrian safety concerns at this intersection, further improvements are recommended.

Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 28: Fulford-Ganges / Lower Ganges Treatment Selection Matrix

The current configuration of the crosswalk over Fulford-Ganges at Lower Ganges Road features a host of accessibility and connectivity challenges. First, the crosswalk only spans the east leg of the intersection, forcing pedestrians to detour in order to access the Saturday market. Second, the primary route from McPhillips to the north requires pedestrians to cross a wide driveway in front of the firehall, as shown in **Figure 29**. This leads to a letdown ramp that is frequently blocked by parked vehicles and fails to meet



the required accessibility standards, as shown in **Figure 30**. An accessibility review of the Ganges Village area was conducted and presented by Gary Lehman to the Salt Spring LCC in February 2020 to help identify trouble areas in the network. The letdown ramp on the south side of the crosswalk is also in poor condition and fails to meet accessibility standards, as shown in **Figure 31**.



Figure 29: Pedestrians Crossing Over the Firehall Driveway



Figure 30: Fulford-Ganges and Lower Ganges Ramp Accessibility (Credit: Gary Lehman)



Figure 31: Fulford-Ganges / Lower Ganges Crosswalk South Letdown

It is understood that the firehall, in addition to the wide driveway access on the east side of Lower Ganges to the north of this intersection, may be relocating in the coming years. Once the firehall relocates, it is highly recommended that the intersection of Fulford-Ganges / Lower Ganges be upgraded, as identified in the SSI Cycling Safety Strategy (2023) and the Salt Spring Active Transportation Network Plan (2023).

Given the proximity of McPhillips Avenue to Fulford Ganges Road, it is assumed that the existing crosswalk at McPhillips may be relocated or may form the northern leg crosswalk of the upgraded Fulford-Ganges / Lower Ganges intersection. A conceptual roundabout design for the intersection of Fulford-Ganges / Lower Ganges Road, from the Salt Spring Island Cycling Safety Review (Urban Systems, 2023) is provided in **Figure 32**. An alternate intersection design, showing an all-way stop meant as a short-term solution, is provided in **Figure 33**.

Specific design recommendations for this intersection are difficult without a significant redesign of the existing traffic control. Given the 30 km/h speed limit and volumes, flashing beacons are not warranted. Further, it is difficult to address the accessibility challenges described above prior to a traffic control upgrade and alignment at this intersection. It is **highly recommended** that a roundabout be pursued at this location, to prioritize pedestrian safety adjacent to the Saturday market.

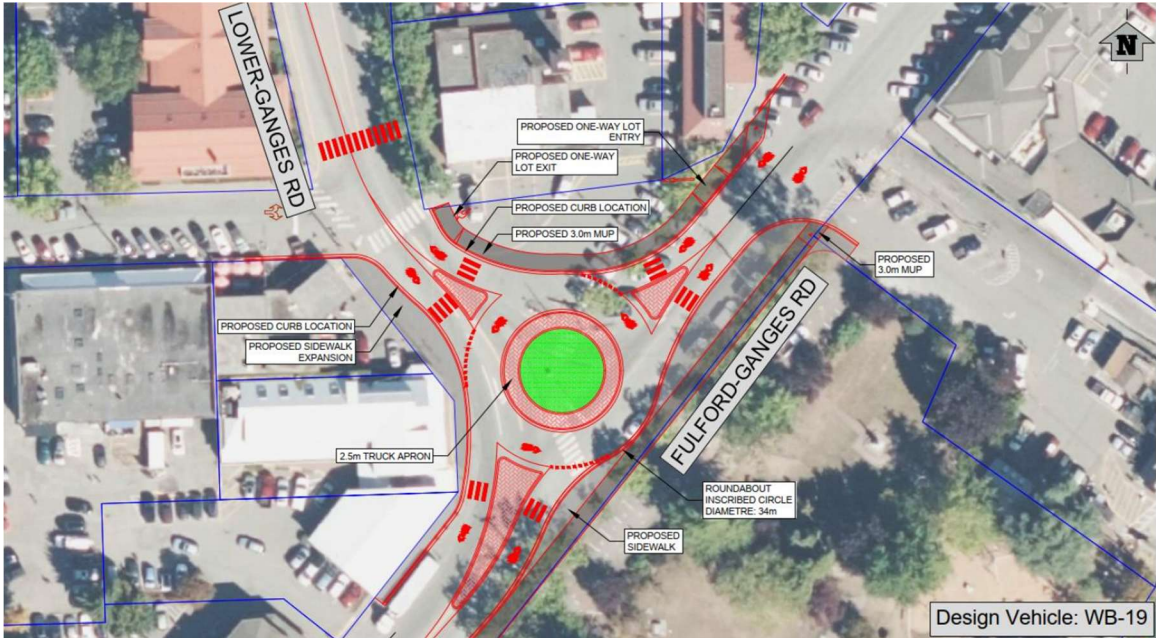


Figure 32: Fulford-Ganges / Lower Ganges Roundabout Concept (Urban Systems, 2023)

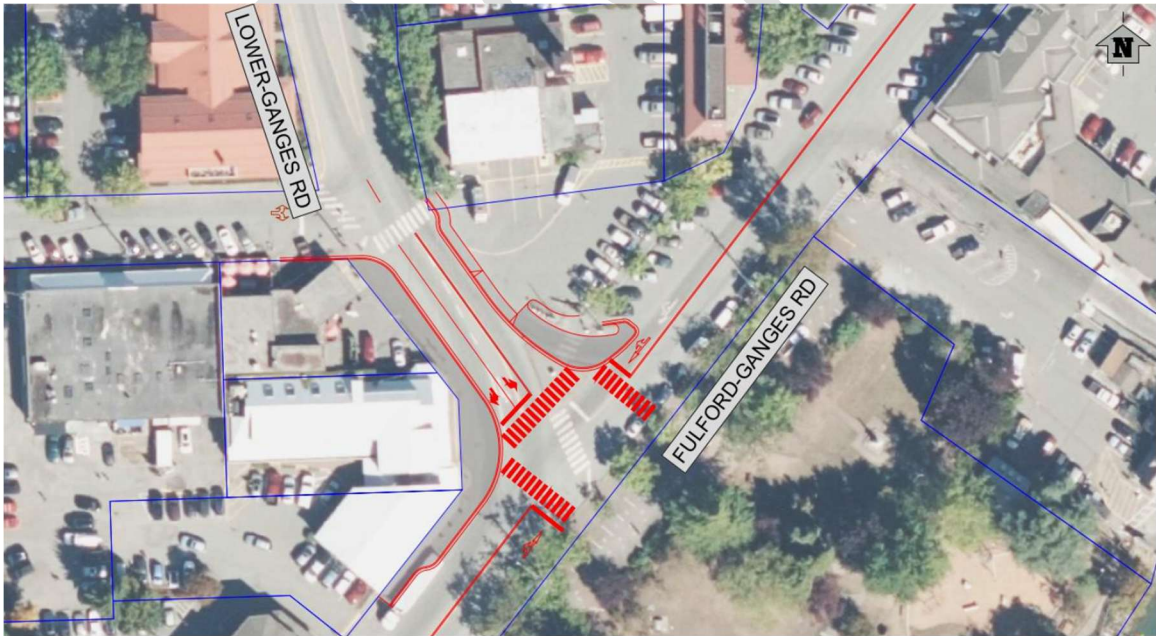


Figure 33: Fulford-Ganges / Lower Ganges AWS Short-Term Concept (Urban Systems, 2023)



Sight Distance

Using a design speed of 30 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 35m. Since there is no noticeable grade on either approach, 35m governs as the required sight distance in both directions. There is a stop sign on the westbound approach at the crosswalk.

The required sight distance is met for vehicles heading in all directions as shown in **Figure 34**. Southbound vehicles turning left over the crosswalk have an unobstructed view of pedestrians waiting to cross on the porkchop island.

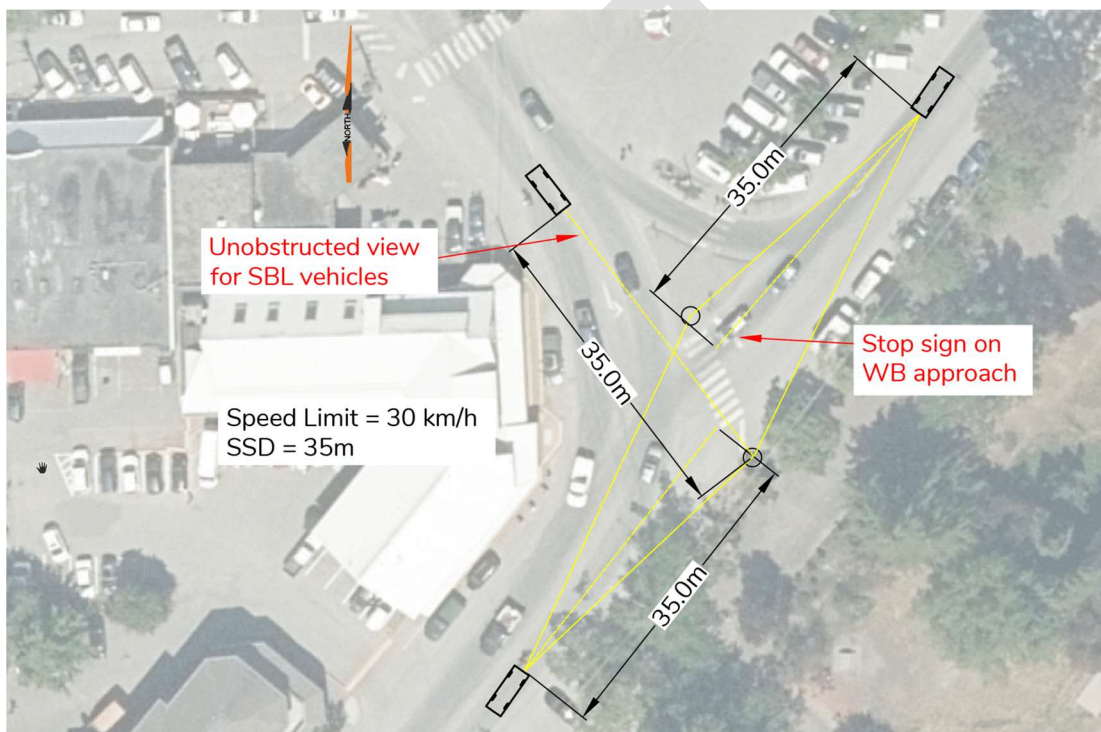


Figure 34: Fulford-Ganges / Lower Ganges Sight Distance

3.8 Fulford-Ganges at Ganges Alley

The existing crosswalk at Fulford-Ganges / Ganges Alley is shown in **Figure 35**. Currently, there is a signed and marked crosswalk across Fulford-Ganges, which features a sidewalk on the north side and ties into a road shoulder on the south side. The zebra pavement markings are in poor condition, and the crosswalk spans over a wide two-lane roadway. This crosswalk is the closest marked crossing to the west of the Saturday Market on Fulford-Ganges Road.



Fulford-Ganges to the west is the primary roadway out of Ganges, which connects to the rest of Salt Spring Island. To the east, between this crosswalk and the Fulford-Ganges / Lower Ganges intersection, features a gas station on the south side, and a parking lot access on the north side. This stretch of roadway is extremely common for pedestrians crossing outside of marked crosswalks (known informally as “jaywalking”), due to the proximity of the market and key destinations on the north side.

There are no significant grades at the Ganges Alley crosswalk. The speed limit within the Ganges Village area is 30 km/h, which starts approximately 75m to the north of Rainbow Road on Lower Ganges Road, and terminates to the west of Seaview Avenue on Fulford-Ganges.



Figure 35: Fulford-Ganges at Ganges Alley Crosswalk

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 216 EAUs and an ADT of 7620 vehicles per day (based on the turning movement count at Fulford-Ganges / Lower Ganges and a k-factor of 10), the warrant criteria for this crosswalk continue to be met.

The assumed vehicle speed at this location is the speed limit of 30 km/h, given the amount of pedestrian activity and low vehicle speeds observed in the Ganges Village area. As



shown in **Figure 36**, the warranted treatment at this location is a basic crosswalk with side-mounted signs (“GM”). Further improvements at this location are related to accessibility and connectivity on the south side of Fulford-Ganges.

Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 36: Fulford-Ganges / Ganges Alley Treatment Selection Matrix

The most prominent concern for pedestrian accessibility at this location is the lack of an accessible walking surface or sidewalk on the south side of Fulford-Ganges Road, as shown in **Figure 37**. The road shoulder is frequently blocked by parked cars or sandwich advertisement boards on both sides of the crosswalk. This can create significant challenges for pedestrian using mobility aids, which was identified by an accessibility presentation given to the Salt Spring LCC by Gary Lehman in February 2020.



Figure 37: Ganges Alley Crosswalk South Looking West



Figure 38: South of Fulford-Ganges Accessibility Challenges (Credit: Gary Lehman, 2020)

Another key concern with this crosswalk is the location relative to the Saturday Market. It was observed in video footage from 10:00AM to 1:00PM on one of the data collection Saturdays that 49% of pedestrians crossed outside of the marked crossings, crossing the street further northeast closer to the entrance of the Saturday Market, frequently going to/from the Salt Spring Island Coffee parking lot.



Sight Distance

Using a design speed of 30 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 35m. Since there is no noticeable grade on either approach, 35m governs as the required sight distance in both directions.

The sight distances are shown in **Figure 39**. Sight distance for pedestrians waiting to cross on the south side of the crosswalk are met due to the lack of marked on-street parking. On the north side however, sight lines have the potential to be blocked by the presence of adjacent on-street parking if the vehicle is wide enough. A pedestrian perspective for the north side of the crosswalk looking east along Fulford-Ganges is provided in **Figure 40**, which reveals that sight distances for this crosswalk aren't a significant concern.

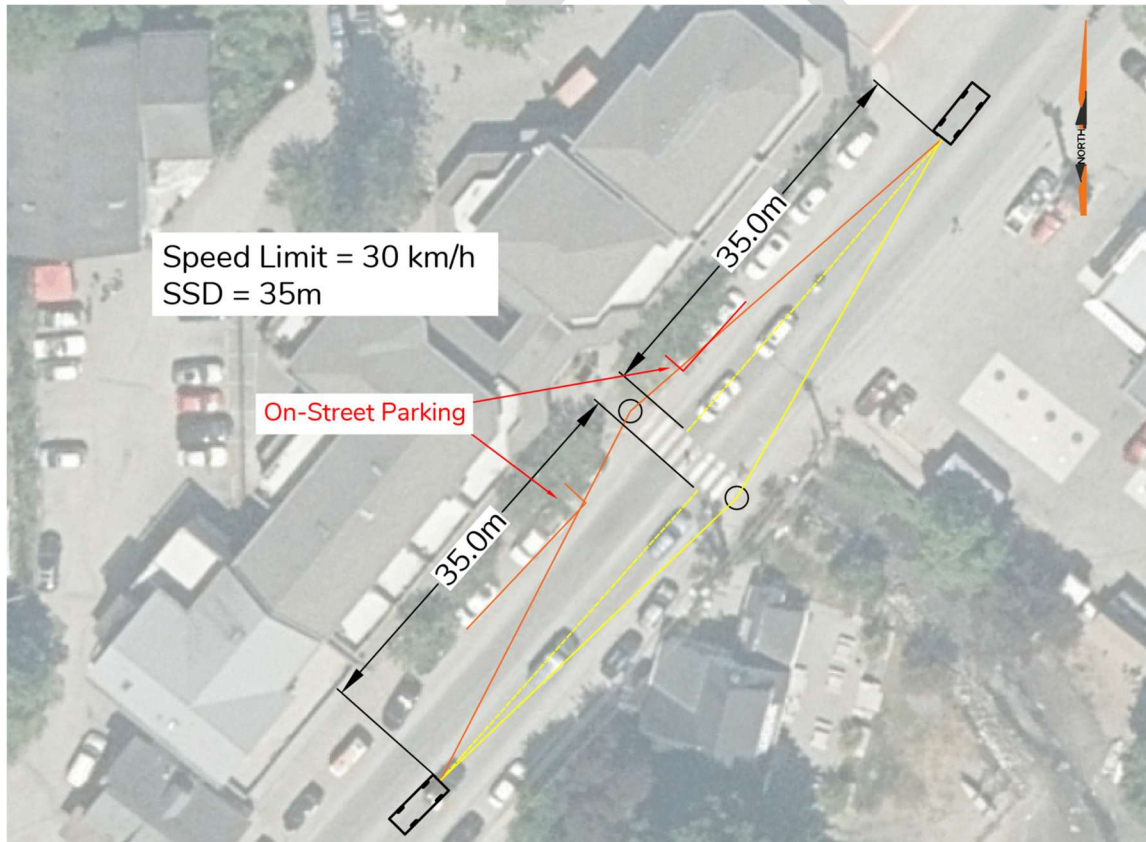


Figure 39: Fulford-Ganges / Ganges Alley Sight Distance



Figure 40: Ganges Alley Crosswalk North Looking East

4.0 POTENTIAL CROSSWALK LOCATIONS

Potential new crosswalk locations were explored to bridge gaps in the pedestrian network within the study area. These locations were identified through a mix of community feedback and crosswalk requests, a desktop review of the pedestrian network, and site visits.

Determining the location of the crosswalk was determined through various criteria, including:

- Satisfactory sight lines on all approaches
- Presence of existing sidewalks to tie-into
- Pedestrian desire lines on either side of the crosswalk
- Number of vehicles turning over a certain intersection leg

4.1 Lower Ganges at Wildwood / Sharp

The intersection of Lower Ganges / Wildwood-Sharp, as shown in **Figure 41**, has been identified as a potential location for a new crosswalk, which was supported through public feedback. Currently, a separated trail pathway that connects east to west along Lower Ganges, jumps from the northeast corner to the southwest corner through this intersection, creating a significant desire line and pedestrian connectivity requirement for the network.



Figure 41: Lower Ganges at Wildwood / Sharp Intersection

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Manual (1994)

With an hourly pedestrian volume of 17 EAUs, 860 peak hour vehicles, and the corresponding crossing opportunities of ~115 per hour, a signed and marked crosswalk is warranted at this location, as shown in **Figure 42**.

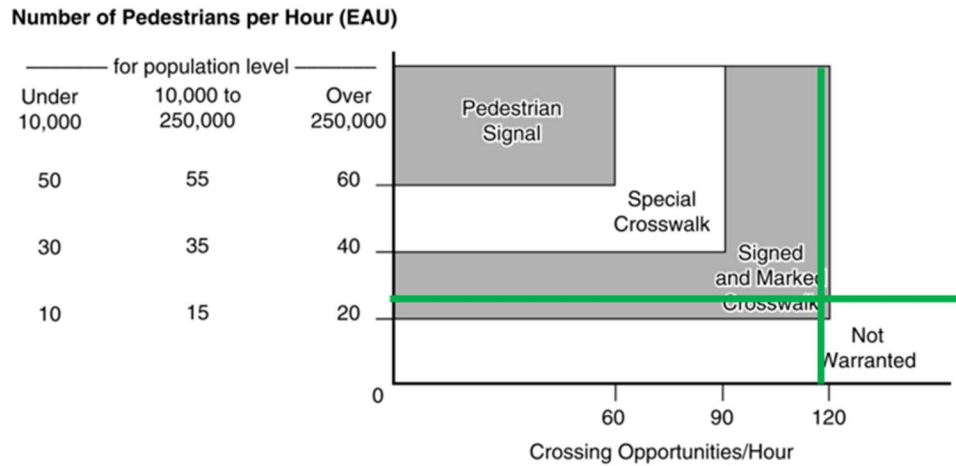


Figure 42: Lower Ganges / Wildwood-Sharp Pedestrian Crossing Control Warrant Chart

Pedestrian Crossing Control Guide (2018)

With an hourly pedestrian volume of 17 EAUs and an ADT of 8,600 vehicles per day (based on the turning movement count and a k-factor of 10), a distance of 1.0 km to the nearest marked crossing (at Crofton) and being located on a significant pedestrian desire line between the trails, a **new crosswalk is warranted at this location.**

The assumed vehicle speed at this location is 60 km/h, as indicated by the 95th percentile speed measured by the tube counters to the east, since the more rural context of this area is comparable to that of the tube counter location. As shown in **Figure 43**, the warranted treatment at this location is an enhanced crosswalk with side-mounted signs (“GM+”).

An RRFB could be considered at this crosswalk, given the observed ADT observed is close to the 9,000 ADT threshold and there is a potential for high speeds in both directions.



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 43: Lower Ganges / Wildwood-Sharp Treatment Selection Matrix

Sight Distance and Crosswalk Location

Using a design speed of 60 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 85m. Adjusting the required SSD for an eastbound uphill grade of 3.8% (as measured by CRD Regional Map Contours), 80m is required for a vehicle to come to a full stop. The westbound downhill grade of approximately -3.0% results in a required stopping distance of 88m.

The sight distance is met in both directions, as shown in **Figure 44**. The horizontal curve to the west of the intersection impacts the available sight distance, and therefore a longer sight distance is available if the crosswalk is located over the east leg. In contrast, 43 vehicles turned across the east leg whereas 19 vehicles turned across the west leg during the observed afternoon peak hour, potentially resulting in more conflicts between turning vehicles and pedestrians and vehicles. However, this is a small difference and the increased visibility for vehicles traveling east-west along Lower Ganges should be prioritized in determining the crosswalk location.

Vegetation along the south side of Lower Ganges should be trimmed such that adequate sightlines can be maintained for pedestrians waiting to cross at this location. Pedestrian perspective sight lines on the south side of the proposed crosswalk looking west is provided in **Figure 45**.

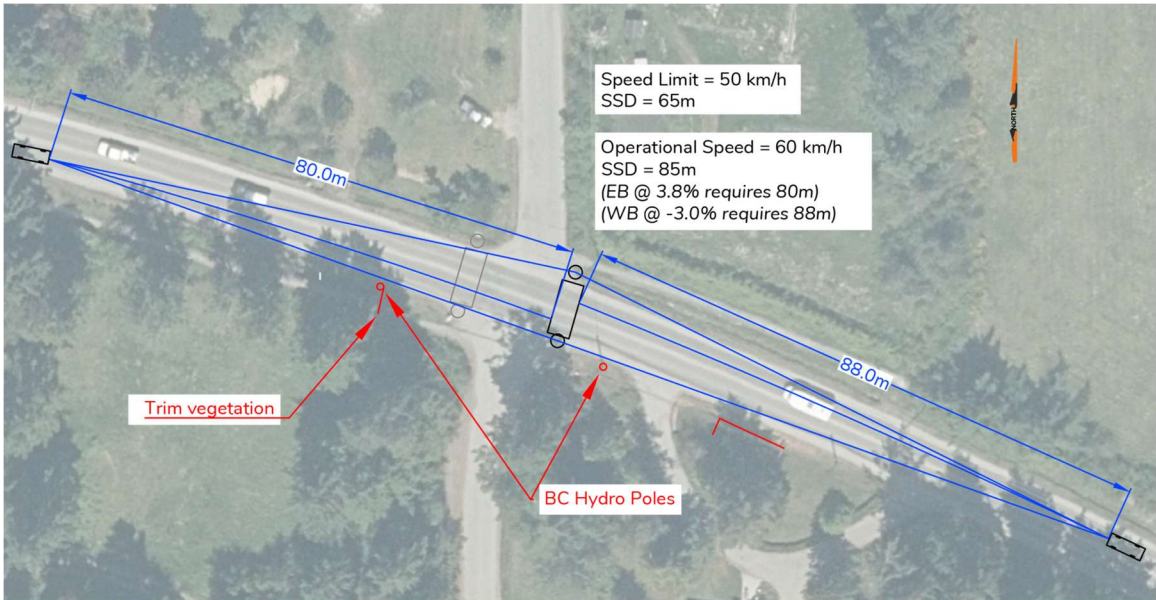


Figure 44: Lower Ganges / Wildwood-Sharp Sight Distance



Figure 45: Lower Ganges / Wildwood-Sharp Southeast Corner Looking West



4.2 Lower Ganges at Atkins

The intersection of Lower Ganges / Atkins, as shown in **Figure 46**, has been identified as a potential location for a new crosswalk, which was supported through public feedback. A separated trail runs east–west along the north side of Lower Ganges, and another trail runs north–south along Atkins Road, connecting to the southeast corner of the intersection. However, pedestrians must cross the intersection without a signed or marked crosswalk, which can make the crossing unsafe and uncomfortable for some users.



Figure 46: Lower Ganges at Atkins Intersection

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Manual (1994)

An hourly pedestrian volume was not measured at this intersection, however, the peak hour traffic over the potential crossing is 817 vehicles per hour, which corresponds to approximately 120 crossing opportunities per hour. Assuming the latent crossing demand is over 15 EAUs, which is realistic given the Atkins trail to the south and the Lower Ganges trail to the north, a signed and marked crosswalk is warranted at this location, as shown in **Figure 53**.



Number of Pedestrians per Hour (EAU)

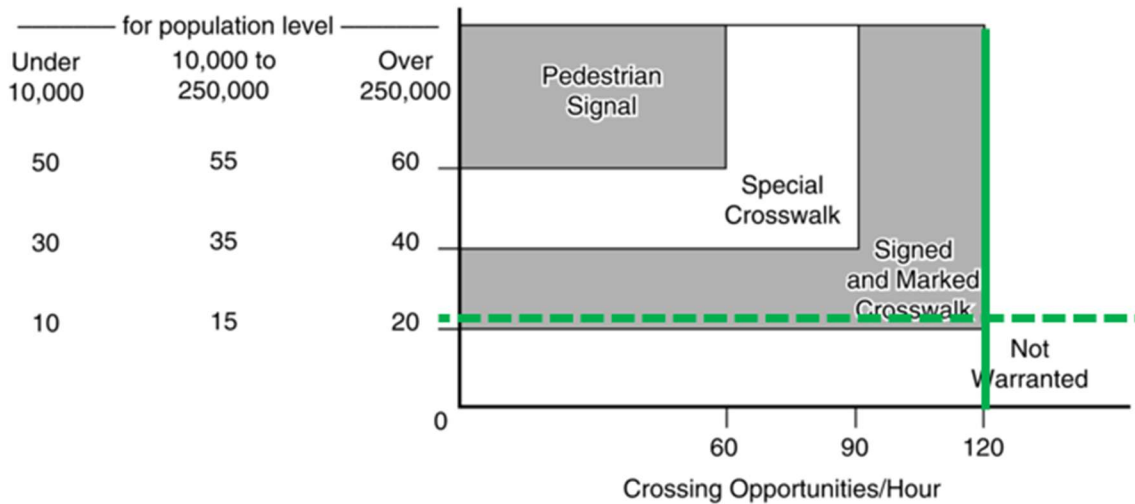


Figure 47: Lower Ganges / Atkins Pedestrian Crossing Control Warrant Chart

Pedestrian Crossing Control Guide (2018)

With an ADT of 8,170 vehicles per day (based on the turning movement count at Wildwood-Sharp and a k-factor of 10), a distance of 430m to the nearest signed and marked crossing (at Crofton), and the need for system connectivity between the two trails, **a new crosswalk is warranted at this location.**

The assumed vehicle speed at this location is 60 km/h, as indicated by the 95th percentile speed measured by the tube counters to the east, since the more rural context of this area is comparable to that of the tube counter location. As shown in **Figure 48**, the warranted treatment at this location is an enhanced crosswalk with side-mounted signs (“GM+”). However, the ADT observed at this location is close to the 9,000 ADT threshold for a Rectangular Rapid Flashing Beacon (RRFB). Given that sightlines for westbound vehicles are limited, as discussed in the following section, an RRFB crosswalk is recommended to help with crosswalk visibility.

Alternatively, overhead flashers (OF) may be considered if the RRFB design is determined to be unsuitable for improving sightlines to the crosswalk for approaching westbound vehicles. This should be confirmed during the detailed design stage, when elevation data for the proposed sites is available.



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500	≤ 50	GM	GM	GM	GM	GM+
< ADT ≤ 4,500	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500	≤ 50	GM	GM	GM	GM	RRFB
< ADT ≤ 9,000	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 12,000	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 15,000	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 48: Lower Ganges / Atkins Treatment Selection Matrix

Sight Distance and Crosswalk Location

The proposed crosswalk location is across the east side of the intersection, which aligns with the existing trail on the south-east side of Atkins Road.

Using a design speed of 60 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 85m. Adjusting the required SSD for an eastbound downhill grade of -4.8% (as measured by CRD Regional Map Contours), 90m is required for a vehicle to come to a full stop. The westbound downhill grade of approximately -5.6% results in a required stopping distance of 92m.

The sight distance appears to be met in both directions, as shown in **Figure 49**. The vertical curve to the east of the intersection has the potential to impact the available sight distance at this intersection. An on-site photo, provided in **Figure 50**, reveals that the available sight distance reaches back approximately to Norton Road, which is located over 100m to the east. However, given the potential for speeding and the potentially limited sightlines, rectangular rapid flashing beacons are recommended at this location, since the added height and flashing lights will provide better visibility of pedestrians to oncoming vehicles.

The vegetation on the northeast corner of the intersection should be trimmed to improve sightlines for westbound vehicles approaching the potential crosswalk, as shown in



Figure 51. To the west, a BC Hydro pole and an existing construction fence can impact sightlines, as shown in **Figure 52**.

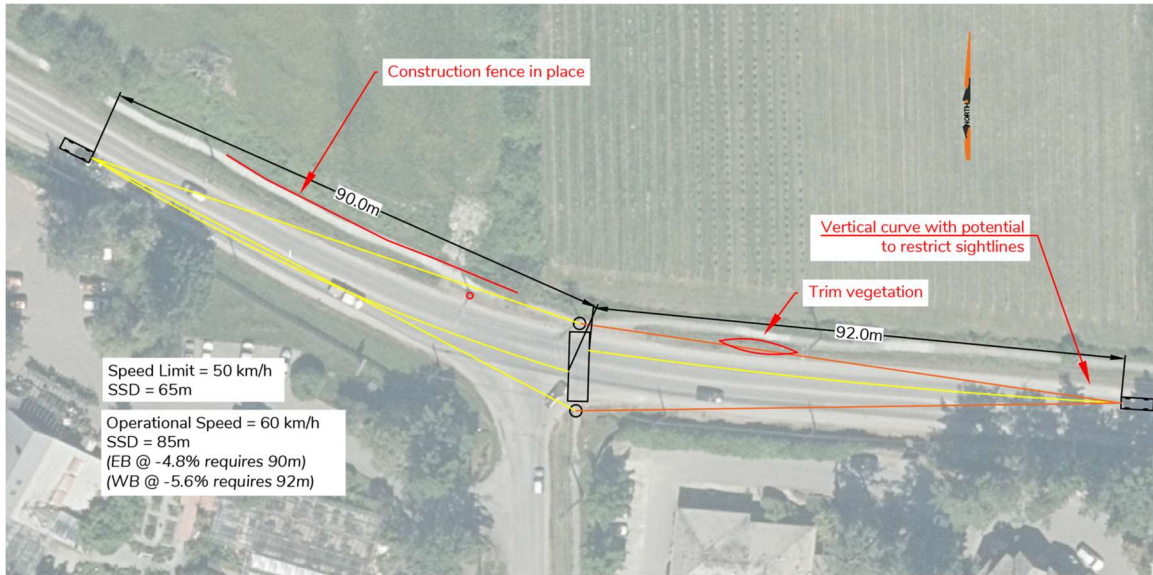


Figure 49: Lower Ganges / Atkins Sight Distance



Figure 50: Lower Ganges / Atkins Southeast Corner Looking East



Figure 51: Lower Ganges / Atkins Northeast Corner Looking East



Figure 52: Lower Ganges / Atkins Northeast Corner Looking West



Further, it is recommended that the gravel path on the north side of the crosswalk be extended up to the road surface, and that vegetation be installed to deter pedestrians from crossing outside of the marked crosswalk. On the south side, the corner radius of the southeast corner should be reduced and the northbound stop bar and sign should be moved closer to the Lower Ganges intersection, to improve sightlines for vehicles turning from Atkins onto Lower Ganges.

4.3 Lower Ganges at Blain

The intersection of Lower Ganges / Blain, as shown in **Figure 53**, has been identified as a potential location for a new crosswalk, which was supported through public feedback. A separated trail runs east-west along the north side of Lower Ganges. To the north on Blain Road are connections to the Lady Minto Hospital, the Legion, and residential homes. To the south is the local Country Grocer among other commercial stores, which is a key destination in the community.



Figure 53: Lower Ganges at Blain Intersection



Crosswalk Warrant & Treatment

Pedestrian Crossing Control Manual (1994)

An hourly pedestrian volume was not measured at this intersection, however, the peak hour traffic over the potential crossing is 817 vehicles per hour, which corresponds to approximately 120 crossing opportunities per hour. It is assumed that the latent crossing demand is under 15 EAUs, given the crossing at Crofton Road to the west. While the manual does not recommend that a crosswalk be installed at this location, as indicated in **Figure 54**, due to requests from the public, and the significant detour of approximately 190m west before the next crosswalk, a crosswalk may be warranted at this location.

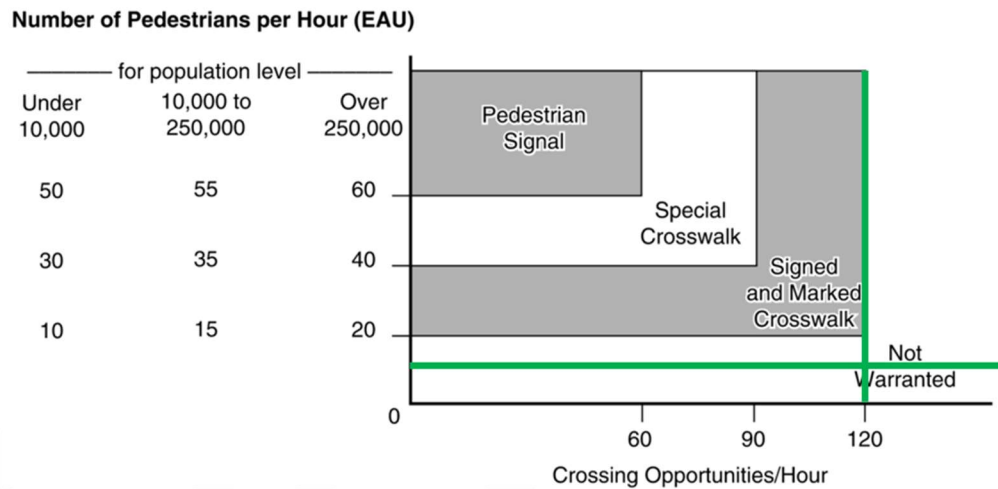


Figure 54: Lower Ganges / Blain Pedestrian Crossing Control Warrant Chart

Pedestrian Crossing Control Guide (2018)

With an ADT of 8,170 vehicles per day (based on the turning movement count at Wildwood-Sharp and a k-factor of 10), a distance of 190m to the nearest signed and marked crossing (at Crofton), and the multiple requests for connectivity improvements from Blain Road, **a new crosswalk is warranted at this location.**

The assumed vehicle speed at this location is closer to 60 km/h than the speed limit of 50 km/h. This speed has been assumed since Blain Road is the first intersection with noticeable commercial activity to the south when heading eastbound, and therefore higher speeds could be expected for eastbound vehicles, comparable to the 95th percentile speed measured by the tube counters. As shown in **Figure 55**, the warranted



treatment at this location is an enhanced crosswalk with side-mounted signs (“GM+”). Given that sightlines for vehicles eastbound are limited due to the horizontal curvature, as discussed in the following section, in addition to potentially high speeds eastbound, an RRFB crosswalk is recommended to help with visibility.

Speed management strategies should be considered to help reduce vehicle speeds in this area, particularly due to the adjacent driveways serving the Country Grocer. Additional posted speed limit signs are recommended, along with the installation of a speed reader board to remind drivers of the limit as they enter the developed area.

Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 55: Lower Ganges / Blain Treatment Selection Matrix

Sight Distance and Crosswalk Location

The proposed crosswalk location is across the east side of the intersection, which aligns with the existing pedestrian pathway to the north along Blain Road.

Using a design speed of 60 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 85m. Adjusting the required SSD for an eastbound downhill grade of -3.2% (as measured by CRD Regional Map Contours), 88m is required for a vehicle to come to a full stop.

The sight distance for eastbound vehicles is restricted around the horizontal curvature and blocked by adjacent vegetation, as shown in **Figure 56**. In order to implement this crosswalk, the trees and overhanging vegetation in the planting strip in front of the



Country Grocer must be removed. Further, the speed limit of 50 km/h should be re-stated with an additional posted speed limit sign heading eastbound prior to Blain Road. A speed reader board could also be considered to manage speeds in the area.

An on-site photo, provided in **Figure 57**, illustrates the blocked sightlines from adjacent vegetation. Rectangular rapid flashing beacons are recommended at this location, since the flashing lights on the north side of the roadway will provide better visibility of pedestrians to oncoming vehicles.

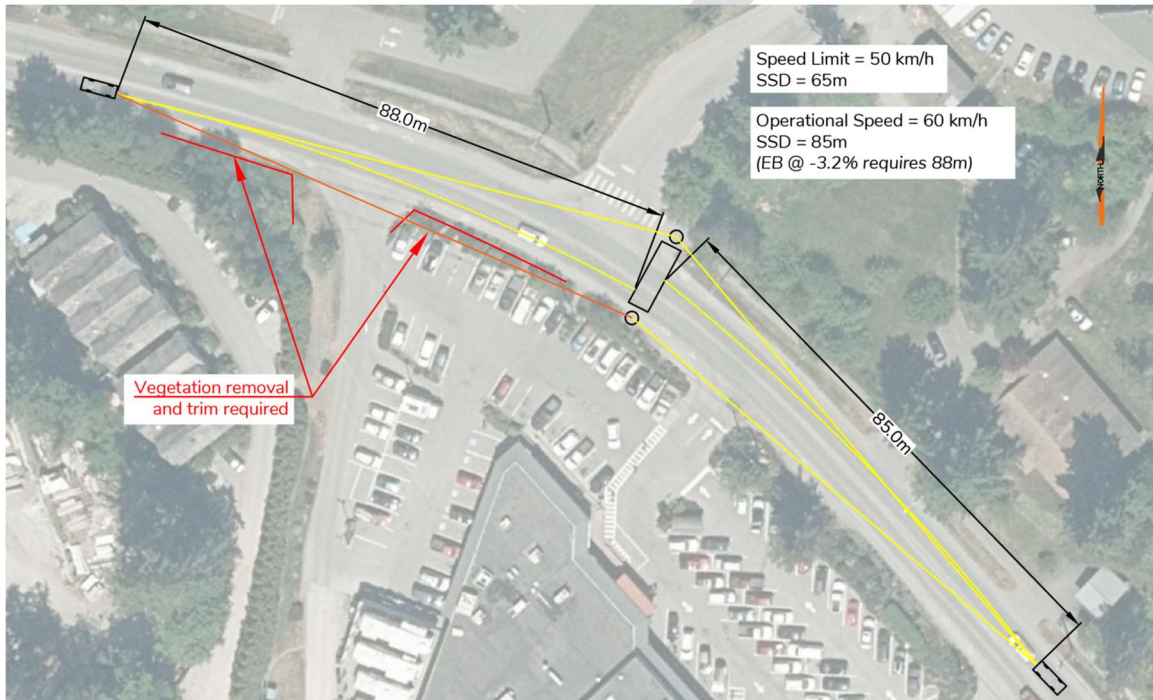


Figure 56: Lower Ganges / Blain Sight Distance



Figure 57: Lower Ganges / Blain Southeast Corner Looking West

4.4 Upper Ganges at Marina / Hotel

Upper Ganges Road at the Marina, Hotel, and Pub has been identified as a potential location for a new crosswalk connecting these key destinations for residents and visitors, as shown in **Figure 58**. Currently, there is no crosswalk on Upper Ganges, aside from the crosswalk located at the Lower Ganges / Upper Ganges intersection. On the west side of Upper Ganges Road at this location is the primary driveway access for the Harbour House Hotel. On the east side is a paved walking surface protected by delineators and concrete barriers, in addition to the Salt Spring Marina and Moby's Pub.



Figure 58: Upper Ganges at Marina / Hotel Access

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Manual (1994)

An hourly pedestrian volume was not measured at this intersection, however, the peak hour traffic over the potential crossing is 535 vehicles per hour, which corresponds to approximately 190 crossing opportunities per hour. At this rate of crossing opportunities per hour, a crosswalk is not warranted at this location regardless of pedestrian crossing activity, as shown in **Figure 53**.



Number of Pedestrians per Hour (EAU)



Figure 59: Upper Ganges at the Marina Pedestrian Crossing Control Warrant Chart

Pedestrian Crossing Control Guide (2018)

With an ADT of 5,350 vehicles per day (based on the turning movement count at Lower Ganges / Upper Ganges and a k-factor of 10), a distance of 150m to the nearest signed and marked crossing (at Lower Ganges), and the potential need for system connectivity between the hotel and the Marina / Pub, **a new crosswalk may be warranted at this location.**

The assumed vehicle speed at this location is the speed limit of 50 km/h. As shown in **Figure 60**, the warranted treatment at this location is a basic crosswalk with side-mounted signs (“GM”).



Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500	≤ 50	GM	GM	GM	GM	GM+
< ADT ≤ 4,500	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500	≤ 50	GM	GM	GM	GM	RRFB
< ADT ≤ 9,000	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 12,000	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 60: Upper Ganges at the Marina Treatment Selection Matrix

Sight Distance and Crosswalk Location

The proposed crosswalk location aligns with the north side of the hotel driveway on the west side of Upper Ganges Road.

Using a design speed of 50 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 65m. Adjusting the required SSD for a northbound downhill grade of -6.7% (as measured by CRD Regional Map Contours), 70m is required for a vehicle to come to a full stop. The southbound downhill grade is relatively flat within the 65m approaching the proposed crosswalk location, however, a stopping distance of 70m was also checked to be conservative.

The sight distance is met in both directions, as shown in **Figure 61**. Pedestrian perspectives on the west side of the proposed crosswalk looking north and south showcasing the available sight distance are provided in **Figure 62** and **Figure 63**.

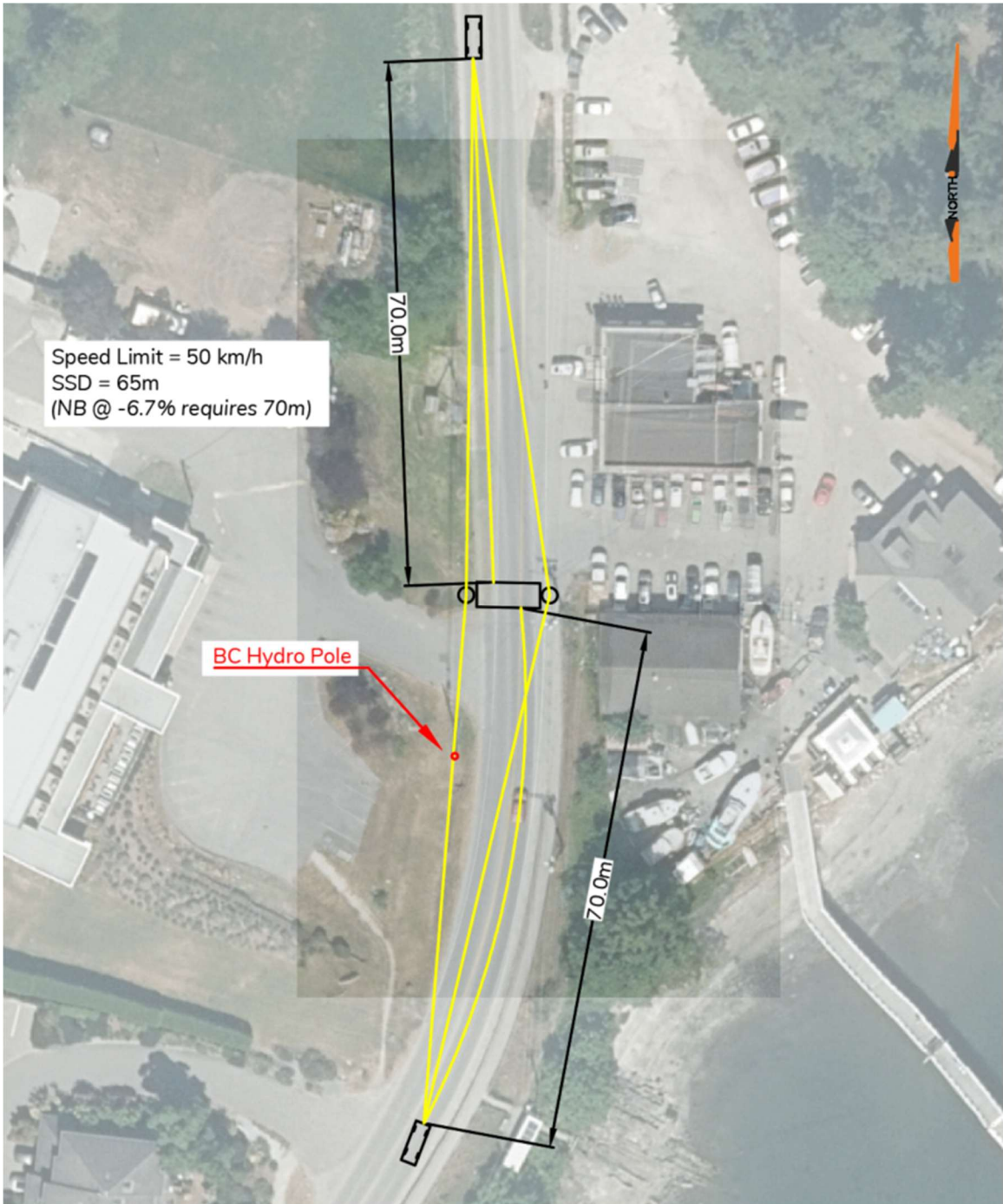


Figure 61: Upper Ganges at Marina Sight Distance



Figure 62: Upper Ganges at Marina West Side Looking South



Figure 63: Upper Ganges at Marina West Side Looking North



4.5 Fulford-Ganges at Salt Spring Coffee Parking Lot / Gas Station

Fulford-Ganges Road at the Salt Spring Coffee Parking Lot access, as shown in **Figure 64**, located immediately west of the Fulford-Ganges / Lower Ganges intersection, is a major hotspot for pedestrians crossing outside of the marked crosswalks, which demonstrates a significant desire line for pedestrians to and from the Saturday Market.

The nearest crosswalks on Fulford-Ganges Road are about 45 m southwest at Ganges Alley and 40 m northeast at Lower Ganges. To reach the Salt Spring Coffee parking lot, pedestrians must detour more than 100 m in either direction. In addition, the Ganges Alley crosswalk does not provide a dedicated pedestrian connection to the Saturday Market along the south side, requiring pedestrians to navigate the road shoulder and cross the gas station driveways.

The demand for a crosswalk at this location is prominent. It was observed in video footage from 10:00AM to 1:00PM on one of the data collection Saturdays that 49% of pedestrians crossing Fulford-Ganges chose to cross at this location instead of detouring down to the Ganges Alley crosswalk.



Figure 64: Fulford-Ganges at Salt Spring Coffee Parking Access

This crosswalk was previously identified by Gary Lehman in an accessibility presentation given to the Salt Spring LCC, as shown in **Figure 65**.

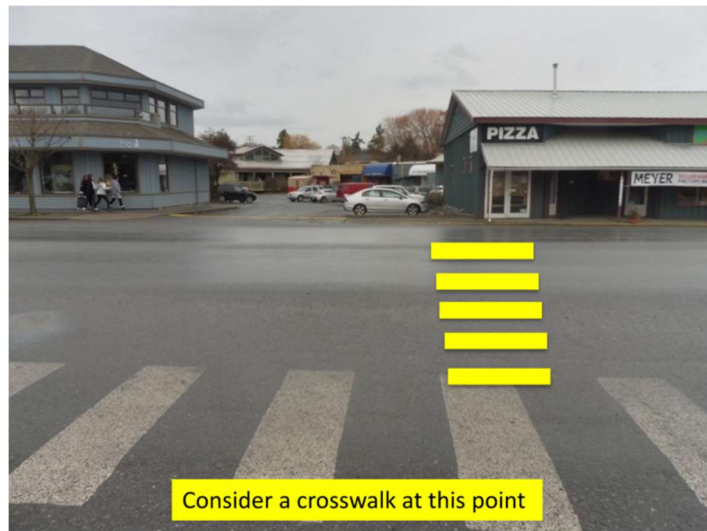


Figure 65: Fulford-Ganges / Salt Spring Coffee Parking Lot Potential Crosswalk (Credit: Gary Lehman)

Crosswalk Warrant & Treatment

Pedestrian Crossing Control Manual (1994)

With an hourly pedestrian volume of 184 (not accounting for EAUs), 762 peak hour vehicles, and a corresponding crossing opportunities of ~130 per hour, a signed and marked crosswalk is **not warranted at this location**, as shown in **Figure 66**. However, given the amount of pedestrian activity at this location, a crosswalk is still recommended.

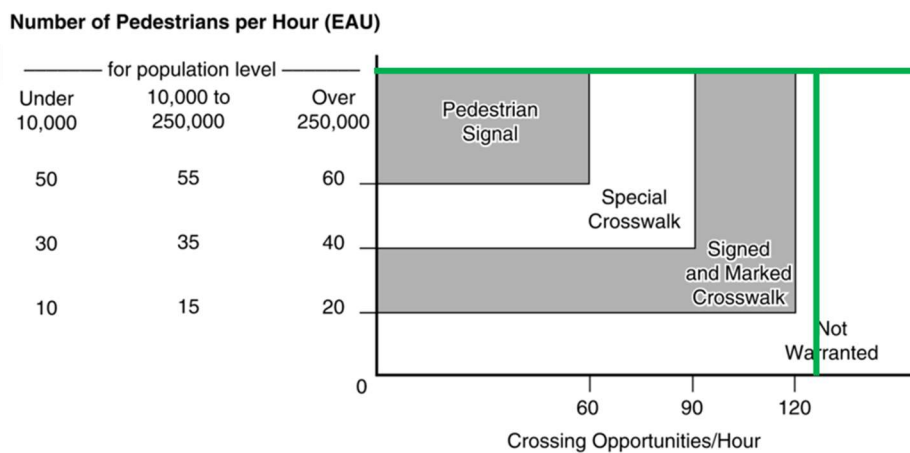


Figure 66: Fulford-Ganges at Salt Spring Coffee Parking Lot Crossing Control Warrant Chart



Pedestrian Crossing Control Guide (2018)

With an ADT of 7,620 vehicles per day (based on the turning movement count at Fulford-Ganges / Lower Ganges and a k-factor of 10), 184 pedestrians crossing in the peak hour, and being located on a significant pedestrian desire line between Saturday Market and the Salt Spring Coffee parking lot, a **new crosswalk is warranted at this location**.

The assumed vehicle speed at this location is the speed limit of 30 km/h, given the amount of pedestrian activity and low vehicle speeds observed in the Ganges Village area. As shown in **Figure 60**, the warranted treatment at this location is a basic crosswalk with side-mounted signs (“GM”). The presence of on-street parking on both sides of Fulford-Ganges Road indicates a longer crossing distance than a traditional two-lane cross section, therefore, a “3 lane (two-way)” number of lanes was selected, as indicated in the Pedestrian Crossing Control Guide. Concrete curb extensions (bulb-outs), as well as upgraded sidewalks on both sides of the crosswalk, are recommended at this location to prioritize pedestrian safety to and from the Saturday Market.

Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Figure 67: Fulford-Ganges at Salt Spring Coffee Parking Lot Treatment Selection Matrix

Sight Distance and Crosswalk Location

The location of this crosswalk is subject to various constraints in the area, including the adjacent driveway access into the Salt Spring Coffee Parking Lot, the 15m driveway access into the ‘Gasoline Alley’ stores and Centennial Park parking lot, and the proximity to the intersection of Fulford-Ganges Road and Lower Ganges Road. There is an existing



easement on the north side driveway access at the Gas station; therefore, the potential crosswalk must be located such that a two-way driveway access can be provided.

Using a design speed of 30 km/h, the required stopping sight distance (SSD) for a driver to safely come to a stop is 35m. The sight distance is restricted for southbound vehicles turning from Lower Ganges onto Fulford-Ganges, as shown in **Figure 68**, as a result of on-street parking and the adjacent building frontage overhanging the sidewalk. Concrete curb extensions, in addition to on-street parking restrictions, are recommended to provide adequate pedestrian visibility and a shorter crossing distance. An observed example of pedestrians waiting to cross at this location is provided in **Figure 69**.

Pedestrian perspectives on the north side sidewalk of the proposed crosswalk (not including the proposed curb extension) looking east and west showcasing the available sight distance are provided in **Figure 70** and **Figure 71**. There are no concerns for sight lines from or to the south side of the crosswalk.

As a future-proofing measure, when the Fulford-Ganges / Lower Ganges intersection is eventually upgraded, there is an opportunity for this crosswalk to be incorporated as the southwest leg crosswalk of the Fulford-Ganges / Lower Ganges intersection. This would result in retained access to the Salt Spring Coffee Parking Lot, and the gas station / Centennial Park, while providing improved access between the Saturday market and the rest of Ganges.

Spacing is an important consideration for the installation of this crosswalk. Along Fulford-Ganges Road, a new crosswalk has been proposed at Seaview Avenue (115m south), and existing crosswalks exist at Ganges Alley (45m south), and at Lower Ganges (40m north). While this spacing is relatively tight, the area experiences significant pedestrian and vehicle traffic during the Saturday market; therefore, safe and direct pedestrian routes to and from the market should be prioritized.

Currently, without a sidewalk along the south-east side of Fulford-Ganges, the two crosswalks to the south are disconnected from the Centennial Park market. If a sidewalk were installed connecting Seaview Avenue to Centennial Park, there would be an opportunity for crosswalk consolidation. In that scenario, it is recommended that the Ganges Alley crosswalk be removed, as it does not align with a significant pedestrian desire line across Fulford-Ganges Road.

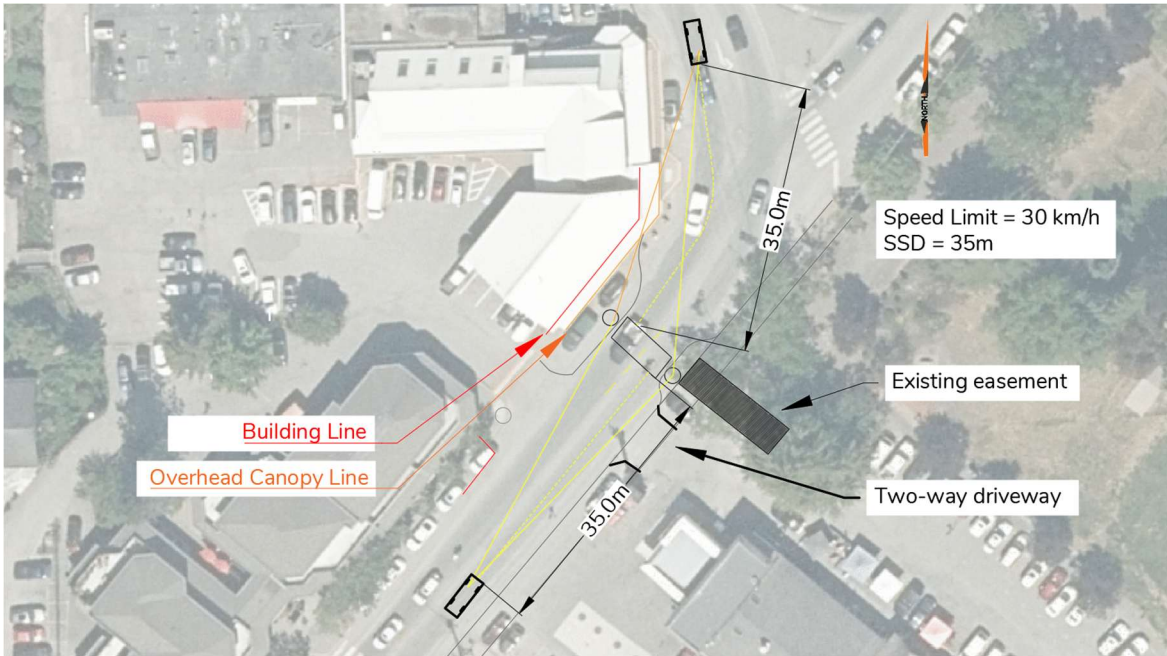


Figure 68: Fulford-Ganges at Salt Spring Coffee Parking Lot Sight Distance



Figure 69: Pedestrians Waiting to Cross to the Saturday Market at the Salt Spring Coffee Parking Lot Access



Figure 70: Fulford-Ganges at Salt Spring Coffee Parking Lot North Looking West



Figure 71: Fulford-Ganges at Salt Spring Coffee Parking Lot North Looking East



4.6 Additional Locations

Other locations, identified through the public engagement process, are described in this section.

Lower Ganges at Thrift Store Access

Lower Ganges at the Thrift Store Access, as shown in **Figure 72**, was requested through public engagement as a potential site for a future crosswalk. Residents and seniors in the area frequently walk up the sidewalk along the north side of Lower Ganges and cross at this location to access the Thrift Store, Diner, and other shops on the south side of the roadway.

With a crosswalk located 110 metres to the west at Crofton and poor sightlines for westbound vehicles as a result of a vertical crest posing a potential safety concern (as shown in **Figure 73**), a crosswalk is not recommended at this time.



Figure 72: Lower Ganges at Thrift Shop Access



Figure 73: Lower Ganges at Thrift Shop Access South Looking East

DRAFT



5.0 PUBLIC ENGAGEMENT OVERVIEW

This section summarizes all comments received through public engagement, including in-person meetings, online crosswalk comment form responses, and the open house.

5.1 In-Person Meeting Comments

The following comments were collected from residents through in-person meetings during the data collection period in July. While the majority of comments have been included as received, some have been paraphrased for clarity or to remove potentially identifying information.

Comment
Requests for educational program(s) for pedestrians using crosswalks (including eye contact, putting cellphones away, and “STOP, LOOK, LISTEN” or “Point your way to safety”). Drivers and bicyclists approaching crosswalks to yield until the crosswalk is clear.
Many requests for crosswalk paint that is more reflective or illuminated at night, and that the re-painting schedule be upgraded to at least twice a year for crosswalks in the area that fade after heavy use in the summer
Many concerns that speeds are too high along Lower Ganges, resulting in crossing conditions that are “never safe” – cars attempt to beat pedestrians to the crosswalk. Requests for more enforcement, discussions with the trucking community, traffic calming measures (raised speedbumps, etc.). Various concerns expressed for children crossing the roadway
A desired speed limit of 30 km/h was discussed by several residents on Lower Ganges from Fulford-Ganges all the way to Country Grocer (west of Blain Road). There are multiple driveways and crosswalks with limited sightlines, exacerbated by the presence of vulnerable road users such as kids attending school, seniors, and tourists in the area. Others expressed interest in a reduction of the speed limit to 40 km/h if 30 km/h is a hard sell.
Requests for flashing lights at all crosswalks. Other expressed interest in “advanced warning lights” prior to crosswalks.



<p>There are noticeable traffic jams along Upper Ganges Road when the ferry from Long Harbour comes in</p>
<p>Request that the CRD consider crosswalks on all legs of intersections, which aligns with typical intersection design in cities</p>
<p>Crosswalks along Jackson Avenue should be considered for future review, including at Hereford Ave, McPhillips Ave, and at 'Artspring' (Seaview Ave).</p>
<p>Curious why raised crosswalks aren't considered around the Ganges Area – emergency vehicles may not be impacted.</p>
<p>Better wayfinding is needed within Ganges; visitors don't know where to go, and they could use better direction.</p>
<p>Requested that Gary Lehman's Accessibility Study be considered and re-reviewed when planning improvements to crosswalks and sidewalks in the Ganges Village area</p>
<p>Solar panels for powering Rectangular Rapid Flashing Beacons may not be feasible, given the lack of sun in the winter. Recommend hard-wiring any new lights</p>
<p>At the intersection of Lower Ganges / Upper Ganges, illumination is better on the east side where there is currently no crosswalk</p>
<p>Concerns about a truck hub with large trucks and transports down Lower Ganges and Fulford-Ganges Road, which is a very heavy pedestrian environment</p>
<p>Requests for "LOOK UP" pavement markings at crosswalks</p>
<p>On-street parking is too close to the crosswalks which impacts sightlines of and for the pedestrians crossing</p>



5.2 Crosswalk Comment Form Responses

An online form was made available on the project webpage from August 11th to September 21st, 2025. The form generated 92 responses from 75 unique contributors. The table below lists all responses along with the corresponding comment locations.

LG = Lower Ganges Road

FG = Fulford-Ganges Road

Location	Comment
All Existing	I am handicapped/special needs and on a daily basis I am almost hit by bikes, e-bikes, and motorized vehicles. Existing crosswalks needs to be painted for visibility, have better signage (more visibility and more warnings), have flashing lights. Would be helpful to do a walking tour of areas used by pedestrians, [investigating] the wear and tear of the areas and using line counters in/on those areas.
Atkins / LG Blain / LG	Many people cross at these crossings unsafely taking their lives and putting themselves in danger
Blain / LG	Many slow/handicapped people crossing here from Greenwood and more. So dangerous. Too far to walk to Crofton Road. The whole set-up is dangerous. I have witnessed many close calls. Not at all pedestrian friendly. Needs a proper crosswalk & sidewalk on the west side of the road. This area feeds many people.
Sharp / LG	Pathway crosses the road but there is no crosswalk. Very long stretch with no crossing.
Atkins, Blain / LG	Very busy for pedestrians Requested.
N/A Atkins / LG	WALKERS DO NOT KNOW WHEN LIGHT TURNS ORGANGE Requested.
McPhillips, Hereford/Purvis,	Drivers not stopping.



Rainbow, Ganges Alley / LG	Request: A button activating flashing lights to alert drivers that someone wishes to cross. Alternatively, redirect traffic around Ganges when market is open Tuesday/Saturday.
Ganges Alley / LG	<p>Lots of crossing happening in the middle of Fulford-Ganges at all times of day. Existing crosswalks are too far apart and not convenient for walkers.</p> <p>Request: add a crosswalk at the curve between Centennial Park and Hansen's Gelato / Love MY Kitchen</p>
N/A	<p>Pedestrians and bicyclist not understanding their responsibility when using crosswalks.</p> <p>Post clear and basic laws of crosswalk use at pedestrian entrance to crosswalk. There is no licensing process or test required to become a pedestrian or cyclist.</p>
Hereford-Purvis / LG General	<p>The crosswalk near Thrifty's is the most dangerous because cars need to pull out on a hill, on Lower Ganges Rd, and block the crossing.</p> <p>Big safety issue is that the wrong paint is used and the crossings soon fade. Each crossing needs a warning sign on the road. Paint "No Parking" lines either side of the crossing (in the UK they use zig-zag lines) to restrict on-street parking next to crossings. Do not put crossings at the stop line/edge of the junction because cars pulling out have to lock the crossing to see traffic. Crossings should be 10ft from stop line.</p>
General	Issue is seeing pedestrian behinds parked cars
General	As underscored by the recent and current construction on Ganges Hill, it is long past time to construct a road by-passing Ganges so the masses that descend, particularly in the summer, can navigate more safely through town while those travelling with purpose and destination can do so with significantly less obstruction.
Ganges Alley / LG	Most people cross at the gas station / parking lot entrance. Crosswalk just down the street isn't close enough.



	A new crosswalk with a light connecting to the market crosswalk to the opposite side (towards pizza place/pharmasave)
All Existing	Cars don't stop Request: Flashing crosswalk lights to stop traffic or traffic lights.
All Existing Atkins / LG	Cars paying no attention to pedestrians in the crosswalk areas ALL CROSSWALKS need to have highly visible flashing lights activated by pedestrians - solar would work - it is criminal not to mention highly irresponsible not to have this feature given all the tourists that come here and an increasingly aging distractible population
Blain / LG	People coming from residences trying to get to Country Grocer have to dodge traffic all the time Minimum a crosswalk sign and street paint, maximum install another signal light. Even though there is a crosswalk with signal light a block away [Crofton] people still cross from Blain instead of walking the block.
Blain, McPhillips, Village Terrace / LG	The drivers go too fast through the area and pedestrians dash across the street. The whole area along from the RCMP office all the way through Ganges should be reduced to a consistent 30 km zone. Should be signs and flashing lights at each cross walk in town.
McPhillips / LG	The site lines for cars turning left or right out of McPhillips require the driver to pull into the McPhillips crosswalk in order to see oncoming traffic and turn safely, forcing pedestrians to either walk behind or into the traffic in front of the cars waiting to turn thereby risking their own safety. Further, when pedestrians use the crosswalk from McPhillips to the fire hall, drivers turning left out of McPhillips take advantage of the stopped vehicles on Fulford Ganges Rd and turn left, a very risky manoeuvre, threatening their own, other drivers and pedestrian safety. Potential solutions; traffic stop light with the typical walk-stoplights for pedestrian/ banning left turns out of McPhillips/ elevated



	<p>peninsula for crosswalk to improve pedestrian safety. I suggest that you take a tour of Sidney which historically had multiple safety issues for drivers and pedestrians and now is very pedestrian friendly as well as accesible for those with mobility issues. Ganges is a nightmare for anyone pushing a stroller, walking with small children and those using walkers or wheel chairs. I challenge your staff to do a walk thru on a busy day (or any day) using a stroller and a wheelchair and see for yourself...</p>
<p>All Existing</p>	<p>Lower Ganges at rainbow road - is correctly located on the wrong side of the road</p> <p>The crosswalk at Lower Ganges and upper Ganges should be across upper Ganges- not across lower Ganges road</p> <p>Many revisions regarding proper flashing lights which face the drivers (not the walkers) to be installed since it's the vehicles that need to stop!</p> <p>Anticipating new fire hall traffic a crosswalk with lights should be installed at the crest of hill in front of the hydro office across lower Ganges road so pedestrians can be seen by vehicles travelling in booth directions</p> <p>Crosswalks also need To have street lights above them - this safety device has been absent far too long as there is too little light for pedestrians to be seen in winter months</p>
<p>McPhillips, Hereford- Purvis, Rainbow / LG</p>	<p>I always park in the Mouat's lot behind the Wellness Centre and walk around town, either going to work or doing errands. It doesn't seem to matter what time of day it is, how good or bad the weather is, and what day of the week it is... I find it consistently dangerous to use any of the crosswalks I've ticked as there is always a vehicle or two that ignores the flashing lights (at Rainbow) or a pedestrian who is already in the crosswalk and blasts right through. I can't tell you how many times I have had too close an encounter trying to cross the street in Ganges! I am a senior but able to move very quickly, so I am highly aware of those who might think they have time to go through the crosswalk before I get to the other side.</p>



	<p>Given that safety features are already in place at the Lower Ganges & Rainbow crosswalk, I have no idea what it will take to get drivers to stop or slow down. The lower speed limits exist (a lot of drivers ignore those too) and it's great to have the flashing pedestrian lights. Perhaps flashing lights throughout town that are on continuously during business hours? Better enforcement?</p>
<p>SS Coffee Parking Lot / FG</p>	<p>There are constantly people crossing at this spot with no crosswalk. The one further down by Beachside seems inconvenient and rather than walk down to it to safely cross, tourists (and locals) will just cross right near the Love My a kitchen store, Pizza Cavern store or SS Chocolate. As a driver it feels like a miracle that more people haven't been struck running and dodging (or just slowly sauntering) across this area, mostly to get to and from the Tuesday and Saturday markets. Because tourists are in holiday mode they are not really paying attention and will just find the most convenient place to cross, which seems to be this area.</p> <p>Put an actual crossing in this area and warning signage because of the corner. Something with flashing lights.</p>
<p>Ganges Alley / FG McPhillips / LG</p>	<p>People cross between these two crosswalks (from pharماسave to the park). A better way to stop this from happening would be ideal - it is incredibly unsafe for pedestrians to meander across a main road in a curve where vehicles may not be expecting them. This is WHY there is no crosswalk there. Better signage or barricades would be appreciated.</p> <p>McPhillips crossroad could be highlighted more....not sure how - perhaps crosswalk ahead sign as you come into town from Ganges hill?</p>
<p>Wildwood / LG</p>	<p>Yes, as a driver, I experienced a pedestrian trying to cross, and lots of traffic passing her by, since there was no crosswalk and no flashing light or sign to slow down. Drivers need to be warned of potential foot traffic at this location, and pedestrians need help to get across the street, especially since it is a bit away from the commerce district so drivers expect to be able to go faster.</p> <p>Needs to be a crosswalk where the Island Pathways trail ends</p>



Rainbow / LG	<p>during the market and summer weekends, there is a lot of people crossing thru the downtown area, the people keep crossing and the cars are not sure when to go, I think we need a cross light for pedestrians when to walk and when to let the cars go.</p> <p>flashing lights for cars to go and red to stop cars for people to go.</p>
McPhillips / LG General	<p>People rarely look both directions before using any of our crosswalks. When in school we were taught to "stop, look and listen..." No one does that here and there have been times when I have been given no choice but to continue driving and get yelled at by pedestrians. Common sense if you step out in front of a car/truck and give the driver no time to react to their using the crosswalk.</p>
McPhillips, Rainbow, Upper, Village Terrace / LG	<p>No comment – assumed flagged for safety concerns.</p>
Rainbow / LG	<p>The crosswalk is used by students before and after school and coming and going to water taxi. People driving on lower Ganges wanting to turn left onto Rainbow have to wait and wait while endless streams of students cross. The crossing was put on the wrong side of the rd. Obvious from day one. It's not even the side the schools are on. So the kids are crossing both streets.</p> <p>Move the crosswalk to the north side of the road. Solves all the problems.</p>
Atkins / LG	<p>Because there is no crosswalk very few cars seem to think it's necessary to stop for people crossing there and the pedestrian often has to pick small gaps in traffic to try to run across.</p> <p>A crosswalk would be a great start. A flashing light for the crosswalk would be nice, but if there are budget concerns, just a normal crosswalk would be a big improvement.</p>
Seaview / LG	<p>This is a proposed new crosswalk. This is a very BAD location for vehicular traffic, even if a good one for pedestrians, because: 1. Larger vehicles would have to start from a dead stop to ascend the</p>



	<p>long hill southbound (if they had to stop for a pedestrian), setting up a long slow crawl for all following vehicles. 2. There are already 3 roadways coming together there, if you include the Embe bakery forecourt entry - it's confusing enough for drivers to observe it all, so adding pedestrians to the mix, is asking for trouble. 3. Heading northbound, descending a long hill, a crosswalk located right at the base of the hill is very dangerous, potentially causing skidding/sliding/ bumping, or worse - inability to stop for the pedestrian. The pedestrian crossing of the main road presently at Creekside is located perfectly, and doesn't need moving.</p>
<p>McPhillips / Jackson</p>	<p>I almost got run over several times when crossing at the top of McPhillips or at the Jackson Avenue and corner with McPhillips. Traffic is often over 30km hour in this area.</p> <p>Clear indication of 30km speed limit on Jackson Avenue, and at least two clear crossings on the above mentioned corner.</p>
<p>Rainbow Road Crosswalks General</p>	<p>You have not included in the study crosswalks on Rainbow Road. Important because they serve school crossings. As well the crosswalk at GVM has not been studied.</p> <p>The students using the crosswalks on Rainbow Road and at the junction od Rainbow Road and LGR do not stop before using the crosswalk. They walk toward the crosswalk in large groups and turn without looking into the crosswalks.</p> <ol style="list-style-type: none"> 1. Paint the crosswalks 2. Make signage consistent at all crosswalks 3. Place crosswalk signs back a distance from the crosswalk so vehicles are alerted before they reach the crosswalk 4. There should be "No Parking Here To Crossing", so as not to obstruct the view of pedestrians about to use the crosswalk 5. All crosswalks should have flashing lights with pushbuttons to be activated by pedestrians using the crosswalk 6. The elementary students should be given a course by the local police on how to use a crosswalk: . Stop and look both ways . Point your way to safety . Make eye contact with the driver of any



	<p>approaching vehicle . Then cross Another crosswalk should be considered on the north side of Rainbow Road at Lower Ganges Road as the students tend to walk to the intersection on the north side. The hedges at the existing crosswalk need to be trimmed back to see pedestrians approaching down Rainbow Road. .</p>
Atkins / LG	<p>Many seniors cross from Meadowbrook Seniors Residence cross there to access the footpath on the opposite side of the road which also leads to Brinkworthy Seniors Mobile Home Park.</p> <p>There need to be a push button for flashing lights to alert drivers of pedestrian at a cross walk at this intersection.</p>
McPhillips / Jackson ArtSpring / Jackson	<p>That intersection should be a four-way stop, as it has heavy traffic, pedestrians, and confusion about right of way</p> <p>With regards to ArtSpring, we are the largest Arts Centre on all the Gulf Islands. If we have a sold-out show -- which are increasing -- we have 260+ people spilling onto Jackson and trying to get out of parking lots where there are no streetlights or crosswalks into darkness during our fall and winter seasons -- October-through spring. We have had many audience and customer complaints, including people who have almost been hit by cars. We have suffered business loss as patrons express they don't feel safe. I have brought this public safety issue up to the CRD multiple times. While we can make efforts to enhance lights our building, Jackson and Seaview are dark and dangerous.</p> <p>Streetlights. And make the cross walks "glow in the dark" A four-way crossing at Jackson and McPhillips would help slow traffic (people careen around the corners, right of way is disputed.)</p>
Rainbow, Upper / LG Wildwood / LG	<p>Lower Ganges @ Shapr: this is very tricky where the pathway changes sides of Lower Ganges . Have also seen children crossing for the school bus here and cars driving right through, a crosswalk would certainly help.</p> <p>Both directions: Lower Ganges at Rainbow: cars ignore the flashing light and as a pedestrian you can't see if it is flashing; Rainbow @</p>



	<p>Lower Ganges: cars pull out to be able to see and totally block this crosswalk on a regular basis</p> <p>Upper and Lower Ganges intersection: crosswalk paint on the new part (crossing Lower Ganges) is almost invisible, cars are terrible at stopping. Needs paint and flashing light, it would also be better on the other side of the intersection and lower speed limit would help.</p>
Purvis Lane @ Parking Lots	<p>from Thrifty's parking lot, crossing the street (Purvis) to the parking lot in front of the Post Office--it's most dangerous place on SS!</p> <p>Have nearly been hit twice crossing [Purvis]. It's the first or second-busiest crossing in town. I've been here 28 years, served as an Island Trustee etc. etc. And this area is a nightmare to avoid in the summer, with the ballooned population and constant car and pedestrian traffic in this area!</p> <p>There should be a marked crossing on the pavement, with signs before the crossing and on either side of the road that say "CAUTION: Pedestrian Crossing."</p>
Upper / LG	<p>Regular poor interactions between pedestrians, cyclists and vehicles. It is particularly bad when tourists arrive from Long Harbour ferry.</p> <p>This intersection should have been converted to a 3 way stop a long time ago (Forget plans for lights or roundabouts). Cars come down Lower Ganges Rd too fast and cars turning left from Upper Ganges make poor decisions that impact safety of all other users of intersection.</p>
SS Coffee Parking Lot / FG	<p>From the chocolate shop across to the market (north of the gas station) is where a lot of people cross regardless of there being a crosswalk 100 feet away. I would suggest adding another here.</p>
SS Coffee Parking Lot / FG	<p>I would propose moving two of the crossings downtown and adding another, from the 'Love my kitchen' shop to the market (either that or railings to stop people crossing) ... the current two crossings either side are not safe.</p>



	<p>people heading to the market do not have a continuous safe path as the crosswalks do not lead to sidewalks. One leads to a busy gas station and car park, with no sidewalk. The other, if people are heading to the market, also leads to the entrance of the firehall and car park with no sidewalk. We need a third crossing that specifically leads from sidewalk to a sidewalk to get people to the market. people repeatedly cross there anyway, dodging cars !</p> <p>Make a specific crosswalk to get from the market/park across to the Pharmasave side without having to dodge vehicles entering or exiting car parks, gas stations or the firehall !</p>
Lower / FG	<p>Many pedestrians ignore crosswalk and cross to the southeast in order to get to/from the Saturday Market and Tuesday Market.</p> <p>Relocate crosswalk; add pedestrain-activated flashing lights.</p>
Atkins / LG	<p>Difficult to see vehicles going from town towards central because of the rise in the road.</p> <p>A crosswalk with a flashing light would be ideal.</p>
McPhillips / LG	<p>Yes, cars flying through not noticing pedestrians, myself included. You have to watch as you walk all the way across as cars are going round the corner and don't seem to look for pedestrians.</p> <p>Straighten the crosswalk - make it go from the other side of McPhillips, by the bookshop/coffee shop, over to the bench by the firehall, so it's not diagonal but goes straight across the road, at a right angle to the side walk. It's such a mess by the Cassette restaurant with parked cars all over the place and there is nowhere visible to wait before crossing. It's better to wait on a raised sidewalk than a puddle by the side of the road. The existing sidewalks would lead you to the crossing quite well, I think. Also, remove all the sandwich boards from near all the crossings and intersections. They get in the way of pedestrians, strollers, wheelchairs as well as drivers. Such a mess to navigate and no-one looks at them, do they? - they are so close together no-one can read them. Thank you!</p>
Atkins / LG	<p>Difficult to cross the road there to get to Atkins from the pathway on the other side. It would make it much easier to get to Country Grocer</p>



	<p>from the pathway as well. The only crossing to CG is down near the hospitalneed one on the north end too.</p> <p>The pathway is on the wrong side of the road if you're going to the supermarket or into town via Atkins, so a crossing there would make sense</p>
Crofton / LG	<p>In the 10 years that I have lived in this area, I have been almost hit 4 times. I'm very careful. When the sun is low, drivers simply do not see the flashing light, or a person on the road.</p> <p>Duncan has lights that are much more attention-getting. Perhaps one of those would work here. [reference to RRFB units?]</p>
<p>McPhillips / LG</p> <p>Atkins, Wildwood / LG</p> <p>SS Coffee Parking Lot / FG</p>	<p>Jaywalking occurs at all locations without a crosswalk.</p> <p>Improve safety by creating a left-hand turn lane into GVM from Lower Ganges.</p> <p>Either place speed cushions on the down hill side of Lower Ganges as it goes to Upper Ganges intersection or build a round about at the intersection of Upper and Lower Ganges.</p> <p>Extend the 30KM speed limit to Village Terrace. Max speed on the entire Island reduced from 80KM to 60 km. Since the Province owns the roads, the Province should enter into a contract with the LCC to paint the lines each year. LCC knows the roads far better. Plus more painting needs to be completed as we are a 50% senior population with a lot of bikes and big trucks. The CRD could match the Province line painting budget. Create a citizens advisory committee to the LCC & Province on SSI traffic safety.</p>
Upper / LG	<p>it's hard to see for tourists</p> <p>Make the crossing visible on the road...i.e.paint the crossing. Locals know it's there, tourists might miss it as the paint has worn off. All the signs in town mean they could miss the crossing sign on the pole at the side of the road.</p>
All Existing Blain / LG	<p>Lots of experienced safety issues, especially during the summer with tourists not stopping before they cross.</p>



	Overhead crosswalk signage.
Fulford-Ganges, McPhillips, Hereford-Purvis / LG	<p>Habitual jaywalking at the tri corner of Fulford Ganges and Lower Ganges (Pharmacy to the Park) Inconvenience for disabled and elderly to get the corner of their destination at Hereford/Purvis.</p> <p>Invest in some sort of crosswalk signals at either or both to facilitate a pedestrian scramble or all-way crossing (a type of signalized intersection where all vehicular traffic stops simultaneously, allowing pedestrians to cross in any direction, including diagonally, at the same time). Why? The jaywalking at the first site has always been out of control- particularly on Tuesdays and Saturdays. The Inconvenience at [Hereford-Purvis] is compounded by left turns onto Hereford. Signalized crossings at one or both would also reinforce a 30 KPH limit in the village.</p>
Atkins / LG	<p>Yes, when trying to cross Lower Ganges vehicles are travelling west too fast and have to hit the brakes hard to miss a slow person crossing there.</p> <p>A traffic light system that can be activated by a pedestrian wanting to cross the road.</p>
Beddis – Charlesworth / FG	<p>Numerous turn directions for vehicles are compounded with pedestrian use. Bus drop off (both school and public), and cyclists merge generally switching from Beddis to Fulford Ganges northbound or the reverse southbound.</p> <p>Anything is better than nothing. Concerned that this will get worse now that all left turns onto Beddis will be required at mid intersection rather than the old "triangle split" that allowed left turns onto Beddis in advance of the intersection southbound.</p>
N/A	<p>I have not witnessed nor heard of any incidents on the Ganges crosswalks.</p> <p>Before I support any changes to existing crosswalks I would like to see a comprehensive cost analysis that also includes statistical review on injury and vehicle damages.</p>



<p>General</p>	<p>I think emphasizing crosswalks in the traditional sense is a mistake; Ganges roads are safe (check your stats) because pedestrians tend to wander at will (mainly on Saturdays) - cars give way to pedestrians. If you emphasize crosswalks then cars will feel they have the right of way and drivers will think pedestrians belong only in crosswalks. I recommend emphasizing/marketing up broad crossing areas along Fulford-Ganges: from (at minimum) Beachside to Whiskers with the exception of the turning left lane at Centennial Park.. Make it like a woonerf [shared street]- mark the roads like bricks, place planters, benches, etc - make pedestrians MORE in the street versus confined to crosswalks. It's a public space! Outside these areas I'd emphasize roundabouts - at minimum - at lower ganges and Fulford Ganges, and with more resources, at F-G and Rainbow and even at Seaview.</p>
<p>McPhillips / LG</p>	<p>I was sitting at TJ Beans coffee shop Tuesday August 26th and witnessed two vehicles, a car and a truck come to a sudden, emergency stop right at the crosswalk because they had neglected to see pedestrians had entered the crosswalk on the Fire Hall side. These two incidents happened in a five minute period.</p> <p>I suggest a pedestrian triggered amber flashing light, the same as the one at Rainbow Road, be installed at the intersection of Lower Ganges and McPhillips. This crosswalk gets more use than any on the Island, notably on Saturday and Tuesday Market days.</p>
<p>Fulford-Ganges, McPhillips / LG</p>	<p>Have to make 3 crossings to get from McPhillips to centennial park (3 marked crosswalks) McPhillips to firehall, firehall to island, island to centennial park. Unsafe.</p> <p>We need SIDEWALKS! Designing crosswalks without sidewalks is putting the cart before the horse, isn't it? Existing partial sidewalks always forcing pedestrians out into traffic (Rainbow at Ganges), McPhillips Hereford. We only have 3 streets in town, why are there no sidewalks? WE NEED SIDEWALKS ! ALL are presently unsafe, covered with gravel, incomplete, obstructed with concrete curbs (across from Switchboard), dirty, unkempt. Shameful condition, showing no pride in our town.</p>



Blain / LG	<p>There's no crosswalk so I cross the road to head up to Greenwoods whenever traffic allows.</p> <p>Create a crosswalk.</p>
Churchill / UG	<p>No safety issues.</p> <p>Don't put crosswalks in locations with limited visibility like Churchill.</p>
Ganges Alley / FG	<p>Enforce no parking within the recommended distance so pedestrians are not jumping past parked cars into traffic. Remove sandwich boards so pedestrians don't have to walk on the road. Keep crosswalks properly painted. CRD should know that the park in town is named Centennial Park, not Saturday Market. The other six days of the week matter to residents too and we pay taxes for a seven days a week park even if we can't use it on Saturdays because of the tourist trade.</p>
Atkins / LG	<p>Many seniors cross here and are lucky if any cars stop for them.</p> <p>Add a crosswalk here.</p>
Park / LG	<p>Common place for pedestrians to cross, including many high schoolers. Crosswalk would make it far safer.</p>
Blain / LG	<p>Yes, this is a route from Braehaven, the senior's centre and the Legion to Country Grocer. The medical clinic, and the coming Kings Lane housing both feed into Blain road. This is a busy area, especially for seniors who may find it challenging to walk all the way to Crofton Road and back to get to the store, and then repeat the same walk to get home. Many people just try to walk across the road fast and dodge the traffic.</p> <p>The sidewalk on the Country Grocer side could be improved to allow foot traffic access directly across the road from Blain Road and then feeding into the main entrance to the centre.</p>
Purvis Lane @ Parking Lots	<p>There are tow parking areas - one out front of the store and the other across a road. People cross the road in several locations to go to</p>



	<p>thriftys, home hardware and other stores and restaurants on the other side. It needs cross walks!</p> <p>Painted and signed crossing areas</p>
Blain / LG	<p>I cross this intersection at least twice a week. It is busy and dangerous. You must watch for traffic both directions on Lower Ganges plus traffic from Blain Rd turning left onto Lower Ganges. It has staff and visitors from Greenwoods, Brahaven and the legion crossing to Country Grocer so a lot of foot traffic. It also has a slight blind curve in the road from Atkins so hard to see oncoming traffic until very close.</p> <p>Crosswalk with signage and lights.</p>
Wildwood / LG	<p>When on pathway you must cross busy Lower Ganges</p> <p>Atleast a marked crosswalk</p>
All Existing McPhillips / LG	<p>In any of these locations Sometimes drivers are going too fast. Sometimes pedestrians step out when it is unsafe.</p> <p>At McPhillips add a stop line for vehicles at the TJ beans to firehall to improve sight lines for drivers. It may be unwise to add more marked crosswalks. Rather, increased awareness is needed for both drivers and pedestrians that generally all intersections, marked or unmarked are legal crosswalks. Does the adding of a marked crosswalk mean that crossing on the other side of the intersection, parallel to the marked crosswalk is illegal? This questionnaire and the public meeting should include a review of BC crosswalk regulations and driver and pedestrian responsibilities.</p>
Crofton / LG	<p>Nearly every time I try to cross here, drivers speed through the crosswalk, even when the lights are flashing. People just do not seem to want to stop here. I have seen people nearly be hit in this crosswalk and I am always very concerned when I know my elderly mother will be crossing here.</p> <p>Traffic here in general goes way too fast along the straight stretch. With four entrances and exits to and from GVM, there are just too many oppourtunities for accidents, and it puts the pedestrians in</p>



	<p>harms way because drivers leaving GVM rush to get ahead of speeders going by, and half the time they don't seem to see the crosswalk flashing lights. My suggestions would be: reduced speed limit; overall traffic calming measures; close off one of the middle GVM entrances and relocate the crosswalk to there as it's a more natural spot, better for seniors, and gets pedestrians to an area where they might be seen that is also away from the tricky Crofton-F/G intersection. At some point, that intersection might need a light.</p>
<p>General Upper / LG</p>	<p>Yes - the traffic/pedestrian mix can be challenging in town. Im very happy to hear that this is being looked at. But, as I see it, the solution isn't as simple as just adding more crosswalks. One has to look at how vehicle traffic moves through town. It's truly unfortunate that the only secondary vehicle route is currently Atkins/Rainbow. I wish there was a solid secondary route for those vehicle commuters who are simply trying to get to the other end of the island. If those cars could be redirected the remaining traffic would be reduced to those actually heading to town as a destination. In my experience, the worst intersection is where Upper Ganges meets Lower Ganges up close to Mobys. Cars get backed up along that stretch and can't enter the flow traffic flying down the hill or accelerating out of town. It's a stressful place to drive and that makes it a VERY stressful place to be a pedestrian. I've often thought that a [roundabout] would force cars from all directions to substantially slow and merge in a more sane way. Especially the cars driving down that hill entering town -they fly down that hill. A roundabout would force vehicles to slow way down, provide a more fluid merging point, and the reduction in speed heading into and out of the round about would ultimately make things safer for pedestrians. Make the traffic slower, more fluid, and predictable. I realize this might be a little beyond the scope of the crosswalk conversation. But if the true goal is pedestrian safety one has to look at how the flow of traffic can be eased and made more sane. Sane equals safe. Im not so sure that crosswalks fully satisfy that. OK - Since Im here writing all this - Im going to go for a far-fetched wish list vision. I know its especially hard to imaging when a town simply evolves as Ganges has and isn't planned ahead of time. BUT... Ideally - I would love it if town could be pedestrians only. Enough parking just inland a block or two so</p>



	<p>people could leave their cars and walk or bike around the central zones knowing they are safe. Thank you for taking the time to read all this. Im really happy to hear that pedestrian safety is being considered. Lots of seniors out there. PS - The funny little back road that goes past Artspring needs help. Every time I want to walk up to Artspring from the library I feel like Im taking my life in my hands. Poor visibility at that funny little bend and fast traffic. No crosswalk in sight. I know I know - first world problems. All the best</p>
Upper / LG	<p>Fast cars and cars not stopping at crosswalk</p> <p>Crosswalk lights and speed bumps are needed</p>
Blain / LG	<p>Yes. I have tried to cross Lower Ganges Road at Blain Road to access the Country Grocer development from the residential area of Blain Road and Kings Lane, which has an increasing number of seniors. If the proposed multifamily development at Kings Lane proceeds (50 units), there will be a significant increase in the number of residents trying to make this crossing to access groceries, drug store, etc. In addition, residents of that area (including children) will likely be crossing here to access schools, the swimming pool, playing fields and other amenities that lie on the other side of Lower Ganges Road from the Blain Road/Kings Lane area.</p> <p>A crosswalk on the east side of the intersection. Ideally the crosswalk would have a signal that be activated by pedestrians, similar to Crofton Road.</p>
Rainbow / LG	<p>The crosswalk at Rainbow Road and LGR needs to be looked at. The hedge at the lot on the corner prevents you from seeing people approaching the crosswalk until the last minute and when they are students they just barge right into the crosswalk. In my opinion there should be another crosswalk added crossing LGR on the north side of the intersection. The off-island students tend to walk down the north side of Rainbow Road and continue to cross LGR to the water taxi without using the southern crosswalk.</p>
General	<p>Students need to be instructed how to safely use a crosswalk at Elementary School level. Stop Look and Listen. An added safety</p>



	<p>action would be to point your way to safety and make eye contact with the driver so you know that he sees you.</p>
All Existing	<p>All crosswalks need to be standardized. Signage should be a standard distance before the crosswalk. There should be no parking a standard distance before the crosswalk to allow pedestrians to be seen entering the crosswalk. Crosswalks should have flashing lights activated by the pedestrian about to use the crosswalk. All crosswalks should have standardized road markings that are kept painted.</p>
All Existing	<p>Why are only these crosswalks being studied? There are some very important crosswalks on Rainbow Road that are used by School Students that need reviewing. And There are other crosswalks throughout the island that need reviewing.</p>
Fulford-Ganges, McPhillips, Upper / LG	<p>Can't count how many times I've almost seen [collisions] Request: Flashing lights and better marked crosswalks</p>
Upper / LG	<p>Cars are exceeding the speed limit coming down hill towards this crosswalk. Therefore, it's a reaction time issue within a short distance. If a pedestrian intending to cross is not seen by driver may not have sufficient time to stop. There is a greater risk of an accident if the pedestrian is elderly. Flashing amber lights, obvious safety improvement.</p>
Upper / LG	<p>Yes - many times!! The crosswalk painting has almost completely faded out and almost impossible for drivers to detect - even worse when they are not from Salt Spring. Many times we (and many others) have had to make a run for it. First and foremost - repainting the crosswalk and also because of the amount of traffic on that strip, install flashing lights on each side. Also the speed limit should be reduced to match what is in town. Thank you!!</p>
Upper / LG	<p>This is a dangerous crosswalk to use and in our family the rule is to not step into it until cars are stopped. On countless occasions cars</p>



	<p>have blown through this crosswalk - even when we have started to cross. Kids cross here to walk to school. Cars don't stop and they don't seem to really be aware that there is a crosswalk in place. This is a place connection the walking path from Country Grocer to town and in order to use the path you have to cross - it must be made safer for pedestrians.</p> <p>First of all some new paint to actually indicate that there is a crosswalk would be a good start. Lights would be appropriate for pedestrians to indicate intention to cross. Maybe a raised crosswalk or some speed bumps to slow traffic. This is a heavily travelled stretch of road connecting the island.</p>
Upper / LG	<p>This is a terrifying crosswalk as cars and trucks heading into Ganges seem to head down the hill at a high rate of speed. There is little to no consideration for pedestrians, especially in the evening hours.</p> <p>I would strongly recommend a pedestrian driven flashing light to alert vehicles that someone needs to use the crosswalk. It may also be beneficial for the crosswalk to be moved to the other side of the intersection.</p>
Upper / LG	<p>Yes. Several near misses involving vehicles and pedestrians in the crosswalk. Crosswalk paint is worn and partially obliterated.</p> <p>Repaint the crosswalk. Maintain it regularly. Consider a pedestrian controlled light.</p>
Upper, Village Terrace / LG	<p>Yes...The existing crossing at Lower and Upper Ganges is very dangerous., with cars speeding up to go up the hill, and those coming down the hill at speed as well. Firstly, the paint is completely worn off, so no crosswalk is even visible to drivers. This MUST be painted with more weather durable paint, as we have seen this problem all over the island, with new traffic lines becoming faint over the first winter after they are done. Secondly, I would recommend a pedestrian light be installed, which would make the crosswalk visible from both directions. Thirdly, I think consideration should be given to moving the crosswalk to the other side of Upper Ganges Road, as it would be more visible to traffic coming from town. We have spoken to many people who have experienced very frightening</p>



	<p>experiences at this intersection, where cars (trucks) have simply not slowed down, even if they are already in the crosswalk. We just went out this evening, and saw a young Mum with two preschoolers in a double stroller. She said she has been terrified on a number of occasions when traffic came too close, and she has on accession feared being hit.</p> <p>Regarding the crossing at Village Terrace and Lower Ganges.....this crossing is more visible, and feels somewhat safer, however I would still recommend pedestrian lights as an extra safety measure for the many seniors living in the area, and also as a way of slowing down traffic.</p>
Upper / LG	<p>Vehicles speeding both directions on Lower Ganges as they approach the crosswalk...also, vehicles turning right from Upper Ganges onto Lower Ganges can't see pedestrians waiting to cross Lower Ganges...</p> <p>Speed bumps on Lower Ganges...and repaint road markings...</p>
Upper / LG	<p>Have had close calls crossing the existing crosswalk because I'd a lack of light</p> <p>[install crosswalk on the east side of the intersection]: Flashing lights. Reflective paint that can last longer than 6 months –</p>
Upper / LG	<p>I've had cars speed past instead of stopping. I think people should learn to put out their arm at the crosswalk (like I do) so drivers know you want to cross. I don't think you need a flag. This busy intersection should have flashing lights down at driver's eye level. I would like a modified traffic circle too so vehicles keep moving.</p> <p>Visible crosswalk lines</p>
All Existing Upper / LG	<p>Cross walk near bayside ... witnessed a young child on bike having difficulty facing traffic stopping for him to cross</p> <p>Put in a flashing light for pedestrians</p>
Rainbow, Upper / LG	[no comment provided]



Blain / LG	<p>Yes, someone from one of the care facilities crossed there with a walker very slowly. Vehicles coming from the NW direction come around the corner fairly quickly and don't have that crossing in their sight until they're close to it. It's unfair to expect someone with severe mobility issues to walk down to the Crofton Rd. crosswalk and then double back half way to get to Country Grocer in order to have a safer crossing.</p> <p>Add a crosswalk with lights there, and add a sign for drivers coming from the NW that they're approaching a crosswalk. I think the 30 km/hr zone should be extended to Atkins, but that's another conversation.</p>
Atkins / LG	<p>Yes, in the summer months, this crossing is busy. With the hill to the SE of that crossing and cars doing 50 km/hr (sometimes more) along there, there is a blind spot that makes this cross especially dangerous. I witnessed groups of people running in spurts across that crosswalk because they could; they were able-bodied. But young people or people with mobility issues would be at greater risk.</p> <p>Crosswalk with lights and signage for people approaching from the SE.</p>
Wildwood / LG	<p>Yes, in the summer months, this is becoming a busier crossing because the footpath ends on one side of the road and resumes on the other side. Also, Salt Spring Cider attracts tourists on bicycles and on foot. Because at times there is a steady stream of cars that don't stop, I've seen people taking crazy risks to cross there. For example, this summer I saw a couple run to the yellow line, stop to wait until another car or two passed, and then crossed the final lane.</p> <p>A crosswalk at the very least.</p>
Upper / LG	<p>Yes. Cars not stopping even when pedestrians in middle of cross walk</p> <p>Lights similar to those at the Rainbow Rd crossing [flashing beacons]. Repaint crosswalk markings (this would be helpful on all crosswalks!)</p>



Atkins / LG	No, but I found it strange that the new crosswalk was placed across Atkins when the pathway was built, and not across Rainbow, as trail users need to cross Rainbow at this point. I do see many pedestrians not using the pathway at all – maybe this would help?
Rainbow, Upper / LG	<p>I use two crosswalks daily (often several times daily) - Lower Ganges @ Upper Ganges, and Lower Ganges @ Rainbow Road. Particularly at Lower Ganges @ Upper Ganges, which is not in the 30 km/hr zone, drivers do not consistently stop for pedestrians.</p> <p>Particularly at Lower Ganges @ Upper Ganges, I recommend several things. 1) Quick, easy and somewhat effective: repaint the pedestrian crossing. This effort should be considered an absolute minimum (although insufficient). 2) More involved, but more effective: install pedestrian crossing lights, as exists at Lower Ganges and Rainbow Road. 3) Most effective for pedestrian safety: raised crosswalk, much like a speed bump. Forcing drivers to slow their cars for the pedestrian crossing is the most effective way to ensure pedestrian safety. 4) Effective for both pedestrian safety and traffic (congestion) management: install a roundabout. Regularly, several times a day when a ferry arrives at Long Harbour, a long line of traffic forms on Upper Ganges Road, mostly to turn left onto Lower Ganges Road (there's a stop sign in this direction). Roundabouts effectively manage traffic, forcing vehicles to slow but not necessarily stop, enhance safety for pedestrians and vehicles, and improve traffic flow. This is one of several intersections on Salt Spring Island which would benefit from a roundabout.</p>
Upper / LG	<p>The Upper & Lower Ganges road intersection should receive another crosswalk. People wanting to walk from the north side to the marina currently need to cross the existing crosswalk and then cross over again to the seaside facing walkway.</p> <p>Other than the flashing lights at Rainbow Rd the crosswalks are poorly marked and barely visible. It surprises me the various crosswalk were not repainted this past summer when the road markings were redone. Why?</p> <p>Paint crosswalks yearly! The existing crosswalks are barely visible to drivers. Ensure crosswalks are on asphalt surface that is flat.</p>



	<p>There is one crosswalk near the Ganges fire station with a very uneven surface causing people to possibly fall. This needs to be remediated.</p>
<p>All Existing SS Coffee Parking Lot / FG</p>	<p>Cars turn the corner at Pharmasave at speed (or speeding), people rush out - sometimes cars are illegally parked and near misses happen.</p> <p>All crosswalks should have blinking lights. Maybe would motivate people to look up from their cellphones to push the button.</p>
<p>McPhillips, Rainbow, Upper, Atkins / LG</p>	<p>At the intersection of Upper Ganges and Atkins, right by Foxglove and the new firehall. Many seniors try to cross upper ganges there, and are in danger of being hit by drivers that tend to drive too fast in that area.</p> <p>Yes. Plenty. Many seniors try to cross (large senior residences area) and almost being hit, or having to wait long periods, and many have walkers, canes, a couple with seniors' scooters. And for the other crosswalks I am concerned about ---just the other day I saw a man crossing rainbow rd at lower ganges (not the crosswalk with the flashing lights), and was clipped by a driver turning right. Pedestrians crossing where lower and upper ganges meet are having to wait a long time or stop mid crossing due to people driving fast down the lower ganges hill who dont stop. The McPhillips/lower ganges intersection is dangerous. A driver has to literally be on the crosswalk in order to see oncoming traffic due to obstacles like tj's coffee's hedge. There is no way to see traffic coming from lower ganges (from the thriftys area). Pedestrians have to cross behind cars as the car is on the crosswalk. They get mad, the drivers get mad, it is a mess.</p> <p>The safest crosswalks I have seen are the one at the end of country grocer by crofton and the one by rainbow rd, crossing lower ganges. They have overhead flashing lights for pedestrians. All of them need flashing overhead lights. And the crosswalks need some kind of more long lasting paint. Paint disappears within a year of being painted. Every. Single. Year. What an expense to taxpayers. And dangerous once the paint fades.</p>



Upper, Village Terrace, Atkins, Brinkworthy / LG	Yes. Drivers ignore people in the crosswalk and force the pedestrians to stop and wait for them to blast through, especially drivers heading west and uphill. Someone is going to be killed. Paint the lines, install large flashing lights, do a public campaign about stopping in both directions when someone is in the crosswalk. Some people think it's ok to drive through if the person is only half way across.
--	--

5.3 Open House Results

The open house, held on Wednesday, September 17th, 2025 from 3:00 to 6:00 PM in Ganges, collected feedback from the public on various topics, including a mapping activity to collect resident concerns at existing crosswalks, ranking potential design treatments to improve safety at crosswalks, and feedback on conceptual designs for the intersections of Upper Ganges / Lower Ganges, Atkins / Lower Ganges, and at the Salt Spring Coffee Parking Lot / Fulford-Ganges. All feedback is summarized in this section.

Location Feedback

A mapping exercise was conducted to collect feedback on existing and potential future crosswalks around Ganges, similar to the content collected through the online Crosswalk Comment Form. The map laid out for attendees is provided in **Figure 74**, and the resulting responses are provided in the table below.

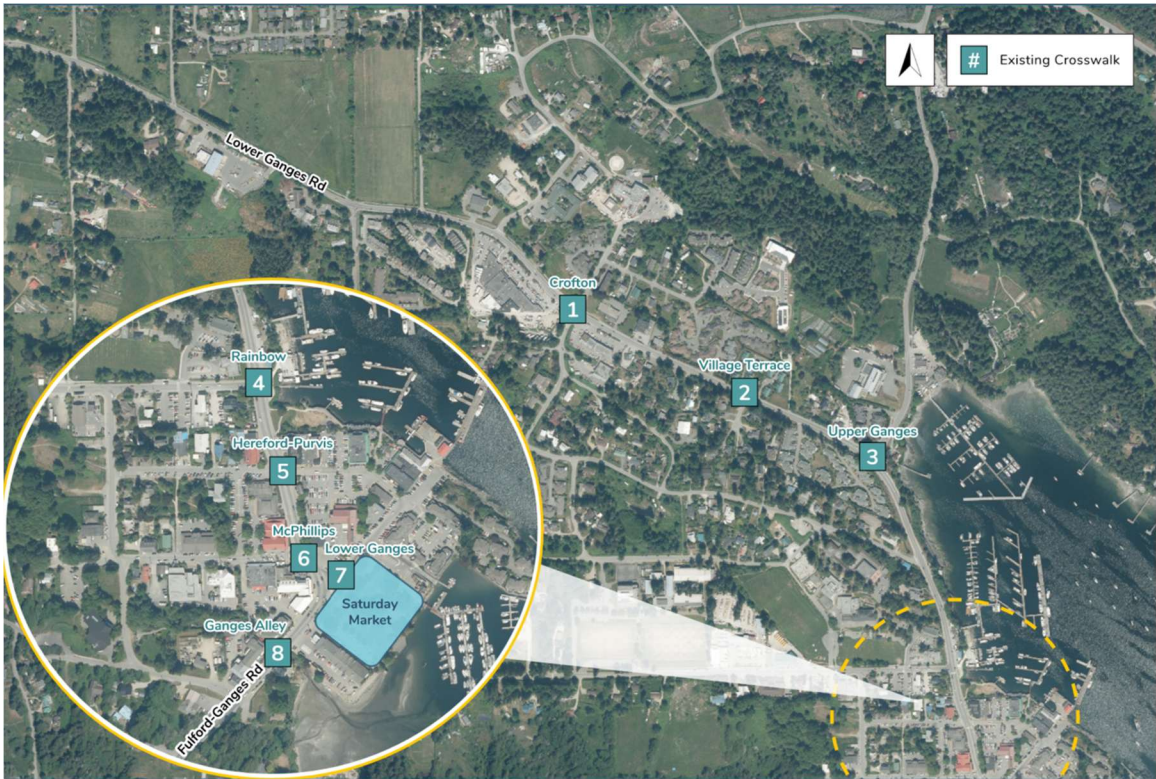


Figure 74: Open House Mapping Activity



Location	Comment
General Comment	Reduce speed limit from 30km/h up to the Country Grocer (x2)
1: Crofton/Lower Ganges	N/A
2: Village Terrace/Lower Ganges	Concern about speeding down hill
3: Upper Ganges/Lower Ganges	Concern about speeding down hill
	Roundabout + lots of speeding
	Roundabout: slow traffic down
	Raised pedestrian crossing
	Move crosswalk to other side of intersection + add pedestrian activated lights
	Poor sightlines here
4: Rainbow/Lower Ganges	Want flashing lights and pedestrian refuge
	Upgrade flashing beacon to RRFB
5: Hereford-Purvis/Lower Ganges	Recommend an all-way stop control
	N/A
6: McPhillips/Lower Ganges	Railing @ McPhillips along the west side to deter jaywalking through the Lower Ganges / Fulford-Ganges intersection
7: Lower Ganges/Fulford-Ganges	Railing @ McPhillips along the west side to deter jaywalking through the Lower Ganges / Fulford-Ganges intersection
8: Ganges Alley/Fulford-Ganges	Vehicles "turn the afterburners on" (increase speed) when leaving town
	No parking enforced...restrict sightlines
9: Blain/Lower Ganges	Request for a crossing
10: Atkins/Lower Ganges	Request for a crossing
11: Sharp/Lower Ganges	Request for a crossing
12: Fulford-Ganges/Seaview	Flashing lights for pedestrians (x2)
	No parking enforced...restrict sightlines
13: Salt Spring Coffee Parking Lot / Fulford-Ganges	Vehicles "turn the afterburners on" (increase speed) when leaving town Concerns on sightlines coming around the corner from Lower Ganges / Fulford-Ganges



Pedestrian Treatments

Attendees were asked “Which 2 treatments would make you feel most safe when crossing the road in Ganges?”, and were prompted to place a sticky dot on their top two categories, as shown in **Figure 75**. The primary purpose of this exercise was to illustrate trade-offs in the crosswalk design process, and to determine which treatments would be most well-received by the public.

34 responses were collected (corresponding to 17 respondents). The results, as shown in **Figure 76**, indicated that the most popular treatment is raised crosswalks at 38% of votes, followed by flashing beacons/RRFBs at 29%.

Open ended comments were collected adjacent to the voting section of the board, with the majority comments compiling into requests for lower speed limits (30km/h), choosing crosswalk paint that is more reflective and durable, adding reflective tape around the crosswalk sign poles for better visibility, and further requests for roundabouts as a comprehensive solution to multiple safety concerns.

The following are examples of street design features that improve safety for pedestrians at crosswalks.
Which 2 treatments would make you feel most safe when crossing the road in Ganges?

	<p>Curb Extensions (Bulb-outs)</p> <p>Curb bulb-outs extend the sidewalk into the street at intersections, shortening the crossing distance for pedestrians. By narrowing the roadway and improving sightlines between people walking and drivers, this treatment increases visibility, making crosswalks safer.</p>	
	<p>Raised Crossing</p> <p>Raised crossings are crosswalks built at the same height as the sidewalk, creating a flat, continuous surface for pedestrians. This treatment slows vehicle speeds by acting like a speed bump, while improving pedestrian visibility and establishing priority for people walking.</p>	
	<p>Flashing Beacons / RRFBs</p> <p>Flashing pedestrian beacons are button-activated lights that alert drivers when someone is crossing. By drawing attention to the crosswalk with flashing lights, this treatment increases driver yielding and makes it safer for pedestrians to cross busy roads.</p>	
	<p>Refreshed Pavement Markings</p> <p>Refreshed pavement markings make crosswalks and lane lines more visible, especially where older paint has faded. Clear, bright markings help drivers recognize crossing areas sooner, improving safety for pedestrians.</p>	
	<p>Pedestrian Refuge Island</p> <p>Pedestrian refuge islands are raised or curb-protected areas in the middle of the crosswalk that give pedestrians a safe place to pause while crossing. This treatment reduces exposure to traffic and allow pedestrians to focus on crossing one direction of traffic at a time.</p>	

Figure 75: Open House Pedestrian Treatments Voting Prompt

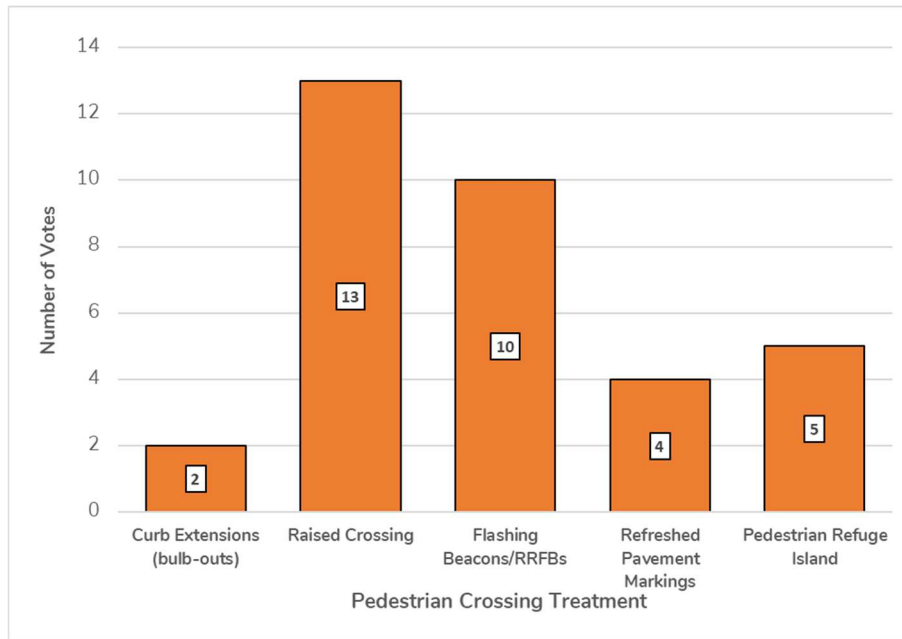


Figure 76: Pedestrian Crosswalk Treatment Voting Results

Conceptual Design Feedback

The conceptual design feedback, collected from the Open House, is provided below.

Location	Comment
Upper Ganges / Lower Ganges	<ul style="list-style-type: none"> • Please explore roundabouts! They are extremely efficient • Upper + Lower Ganges: install a roundabout! Slow the traffic [seconded by another attendee] • Roundabout • Upper Ganges + Lower Ganges - great idea to move crosswalk and have flashing lights! Only one lane of traffic in each direction - better visibility • Elevated crosswalk at Upper/Lower Ganges intersection • Concerns about moving the crosswalk to the east side from the west side: Westbound right turn onto Upper Ganges from Ganges - lots of traffic...but there is more crossers on this side



Atkins Road / Lower Ganges	[General support, no specific comments on the conceptual design were provided]
Salt Spring Coffee Parking Lot / Fulford-Ganges	<ul style="list-style-type: none">• Recommended fencing along the north side of Fulford-Ganges around the corner, to prevent jaywalking diagonally through the Lower Ganges / Fulford-Ganges intersection• Raised concerns for sightlines and speeds around the corner coming down Lower Ganges onto Fulford-Ganges southbound. Location of proposed crosswalk could cause risk.



6.0 MINISTRY OF TRANSPORTATION AND TRANSIT FEEDBACK

A draft version of this Crosswalk Analysis Report (dated November 6th, 2025) in addition to the draft functional design package were submitted to the Ministry of Transportation and Transit (MOTT) for their feedback. Comments were received in late March 2026 and are provided below for reference. These comments should be integrated and considered in the next step of the design process for the proposed crosswalks, as each proceeds to detailed design and construction.

Items highlighted in the table below have been updated and/or checked in the latest version of the functional design package, submitted **2026-04-06** to the Capital Regional District.

General Comments

1. Considering the number of crosswalk locations (new/upgrades), it is not sensible to accept the report in its entirety at this time. However, the Ministry acknowledges that such a study exists. Design & treatment for individual locations can be accepted as & when the permit applications are submitted.
2. The concentration of crosswalks (existing & proposed) within this area of SSI is noticeably high. Proper network spacing and opportunities for consolidations should be considered.
3. The report recommends upgrading some of the crosswalk treatments to a higher level than what is required per MoTT or TAC warrant requirements. Such exceptions are expected to be used infrequently backed by strong rationales.
4. A few design elements will require further details such as vehicle turning/tracking, tactile pads and lighting upgrades etc.
5. A speed limit reduction will not be considered at this time.



Individual Location Comments

Location	Comment
Upper Ganges / Lower Ganges	<ul style="list-style-type: none"> • Central median island on Lower Ganges Rd may create vehicle turning issues and maintenance hassles. Vehicle turning/tracking should be checked. • Upper Ganges Rd needs parallel bars as this approach is stop controlled. • One of the R-014-L seems to be shown incorrectly. • Will there be any need for lighting improvements? • What is the tie in to the existing sidewalk? Is it a similar sidewalk? • A short curb/gutter around the NE corner would be better than bullnose barriers. • Pedestrian activated flashers posts should be placed further away from the traffic lanes/wheel paths and should be protected by barrier curbs or concrete barriers.
Lower Ganges / Atkins	<ul style="list-style-type: none"> • Vehicle turning/tracking should be checked as the stop sign is relocated. • Overhead instead of side mounted flashers should be considered as there appears to be a sightline issue in the WB direction. • Will there be any need for lighting improvements? • Pedestrian activated flashers posts should be protected by a short barrier curbs or concrete barriers.



<p>Lower Ganges / Blain</p>	<ul style="list-style-type: none"> • Check if the existing pedestrian crossing signs across Blain Rd are necessary. • Blain Rd should have parallel bars as this approach is stop controlled. • A short curb/gutter around the NE corner would probably be better than bullnose barriers. • Will there be any need for lighting for new crosswalk? • The existing stop sign on Blain Rd seems too close to Lower Ganges Rd. It should be pushed back behind the trail.
<p>Fullford Ganges/SS Coffee Parking Lot</p>	<ul style="list-style-type: none"> • The curb extension seems too sharp. Vehicle turning/tracking should be checked. • Is it correct to assume that the existing access is going to be formalized with a single driveway? Will there be any curb/gutter along with the new sidewalk? • The gas station driveway should be checked for the delivery truck turning and maneuvering. • The proposed crosswalk is too close to the existing further south (or east) as well as north (west). Considering a new crosswalk installed recently at Seaview Ave, there would be four crosswalks within 200 m. So, crosswalk consolidation should be considered. • Will there be any need for lighting for new crosswalk?
<p>Lower Ganges / Purvis-Hereford</p>	<ul style="list-style-type: none"> • With the proposed lane shifting, curb extensions & traffic islands, vehicle turning/tracking needs to be checked. • Is it intended to provide on-street parking along the west side of Lower Ganges Rd? Even it is not, the proposed curb extensions encourage parking. • The flashers posts look too close to the curbs.



Lower Ganges / Village Terrace	<ul style="list-style-type: none">• The proposed waiting pad needs to be placed outside of the vehicle wheel path.
Lower Ganges / Wildwood-Sharp	<ul style="list-style-type: none">• Will there be any need for lighting improvements for new crosswalk?• Will flashers posts be protected?
Lower Ganges / Rainbow	<ul style="list-style-type: none">• Will there be an off-road pathway on Rainbow Rd requiring elephant feet marking across Lower Ganges Rd? In any case, the proposed marking layout is not what typically the Ministry accepts.
Fulford-Ganges / Lower Ganges	<ul style="list-style-type: none">• The Ministry is open to the idea of roundabout or other intersection modifications for this location.



7.0 CONCLUSION & RECOMMENDATIONS

This crosswalk analysis completed as a part of the Ganges Crosswalk Project has identified recommended crosswalk treatments at all existing crosswalks and potential future crosswalks within the study area.

It is recommended that the following six intersections be prioritized for upgrades, in line with the functional designs submitted with this report, and attached in **Appendix A**:

1. Lower Ganges and Upper Ganges (**Existing**)
2. Lower Ganges and Atkins Road (**New**)
3. Fulford-Ganges at the Salt Spring Coffee Parking Lot (**New**)
4. Lower Ganges and Blain Road (**New**)
5. Lower Ganges and Village Terrace (**Existing**)
6. Lower Ganges and Purvis/Hereford Road (**Existing**)

While a functional design was not within the scope of this project, a conceptual design was prepared (see **Appendix A**) for a new recommended crosswalk at the intersection of:

7. Lower Ganges and Wildwood/Sharp Road (**new**)

It is highly recommended that the intersection of Fulford-Ganges and Lower Ganges be upgraded to a roundabout to accommodate the challenging intersection geometry and lack of pedestrian connectivity adjacent to Centennial Park and the Saturday Market. Further, it is recommended that a feasibility study be explored for a future roundabout at the intersection of Lower Ganges and Upper Ganges, to accommodate the high traffic volumes arriving from the Long Harbour ferry, while reducing vehicle speeds entering Ganges Village.

Public engagement also identified several requests beyond traditional crosswalk improvements, including:

- Crosswalk improvements along Jackson Avenue and Rainbow Road.
- Implementation of a public education program on the proper use of crosswalks for both pedestrians and drivers.
- Extension of the reduced speed limit (30km/h) within the Ganges area; moving the existing speed limit south of Park Drive to Blain Road adjacent to Country Grocer.

The recommended crosswalk treatments are summarized in **Table 3** for all existing crosswalks, and in **Table 4** for all potential future crosswalks.



Table 3: Recommended Treatments for Existing Crosswalks

Existing Crosswalk Location	Crosswalk Treatment		
	Existing	Warranted (TAC, 2018)	Recommended
Lower Ganges at Crofton	Flashing Beacon	Basic - GM	Flashing Beacon (No Change)
Lower Ganges at Village Terrace	Basic - GM	Basic - GM+	RRFB
Lower Ganges at Upper Ganges	Basic - GM	Basic - GM+	Intersection Upgrade (RRFB)
Lower Ganges at Rainbow	Flashing Beacon	RRFB	Flashing Beacon (No Change)
Lower Ganges at Purvis/Hereford	Basic - GM	Basic - GM	RRFB
Lower Ganges at McPhillips	Basic - GM	Basic - GM	Intersection Upgrade (Basic)
Lower Ganges at Fulford-Ganges	Basic - GM	Basic - GM	
Fulford-Ganges at Ganges Alley	Basic - GM	Basic - GM	Basic - GM



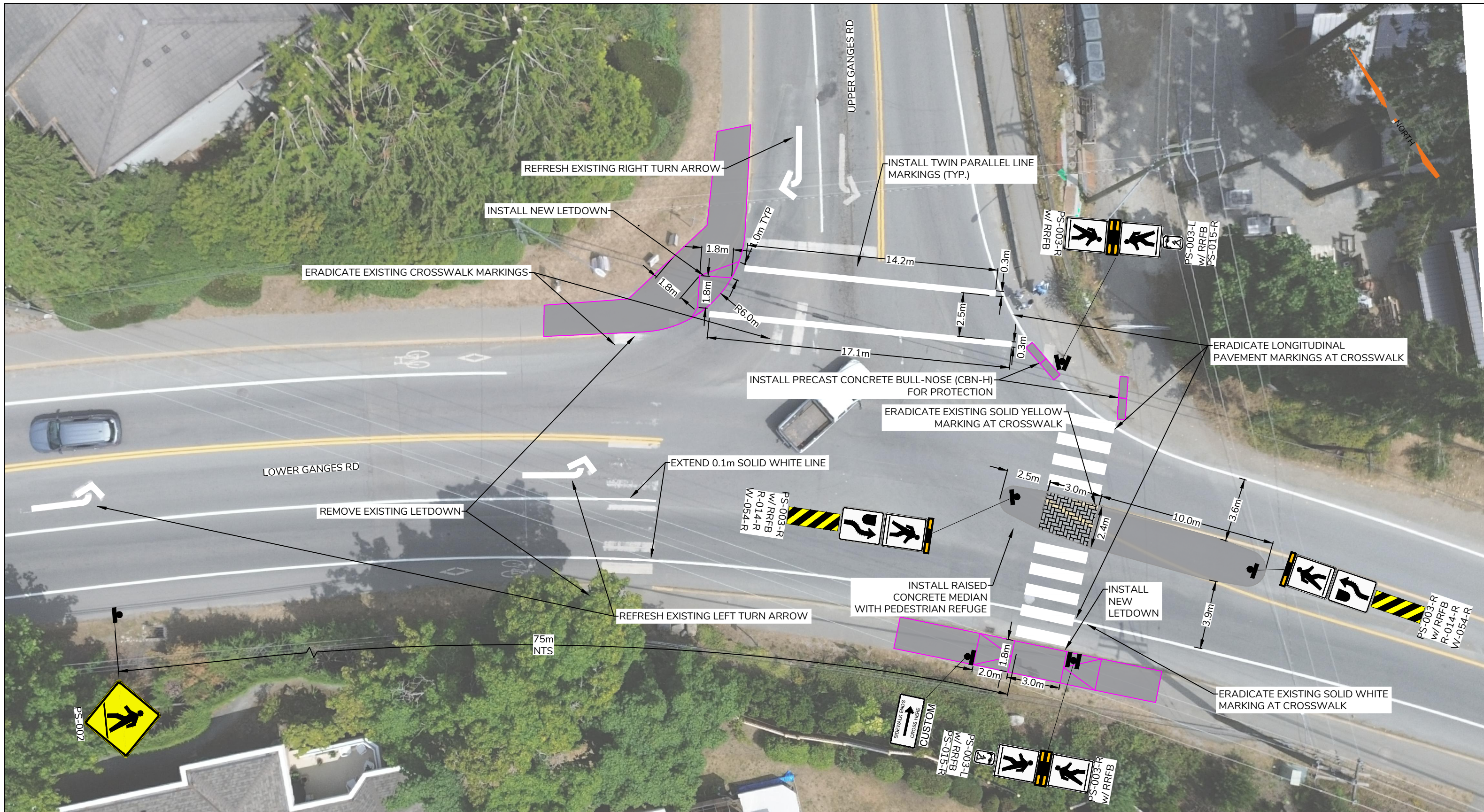
Table 4: Recommended Treatments for Potential Future Crosswalks

Potential Future Crosswalk Location	Crosswalk Treatment		
	Existing	Warranted (TAC, 2018)	Recommended
Lower Ganges at Wildwood / Sharp	N/A	Basic – GM+	Basic – GM+
Lower Ganges at Atkins	N/A	Basic – GM+	RRFB
Lower Ganges at Blain	N/A	Basic - GM	RRFB
Fulford-Ganges at Salt Spring Coffee Lot	N/A	Basic - GM	Basic - GM
Upper Ganges at Marina	N/A	Basic - GM	Basic - GM
Lower Ganges at Thrift Shop	N/A	Not Warranted	



APPENDIX A: FUNCTIONAL DESIGNS

DRAFT



LEGEND:

PERMIT TO PRACTICE:

SEAL:

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

REVISIONS	
0	ISSUED FOR REVIEW
1	REVISIONS FOR MOTT COMMENTS
2	
3	
4	
5	
6	
7	

REVISIONS	
0	ISSUED FOR REVIEW
1	REVISIONS FOR MOTT COMMENTS
2	
3	
4	
5	
6	
7	

<p>CROSSWALK ANALYSIS AND DESIGN - SSI FUNCTIONAL CROSSWALK DESIGN LOWER GANGES RD / UPPER GANGES RD</p>		
DRAWING NO: FD - LG / UG	SCALE: 1:200	DRAWN: KB
DESIGN SPEED: 60 km/h	DESIGN VEHICLE: -	CHECKED: SM

WATT
Consulting Group

WATTCONSULTINGGROUP.COM

PROJECT NO: 4039.B01



LEGEND:

PERMIT TO PRACTICE:
 THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

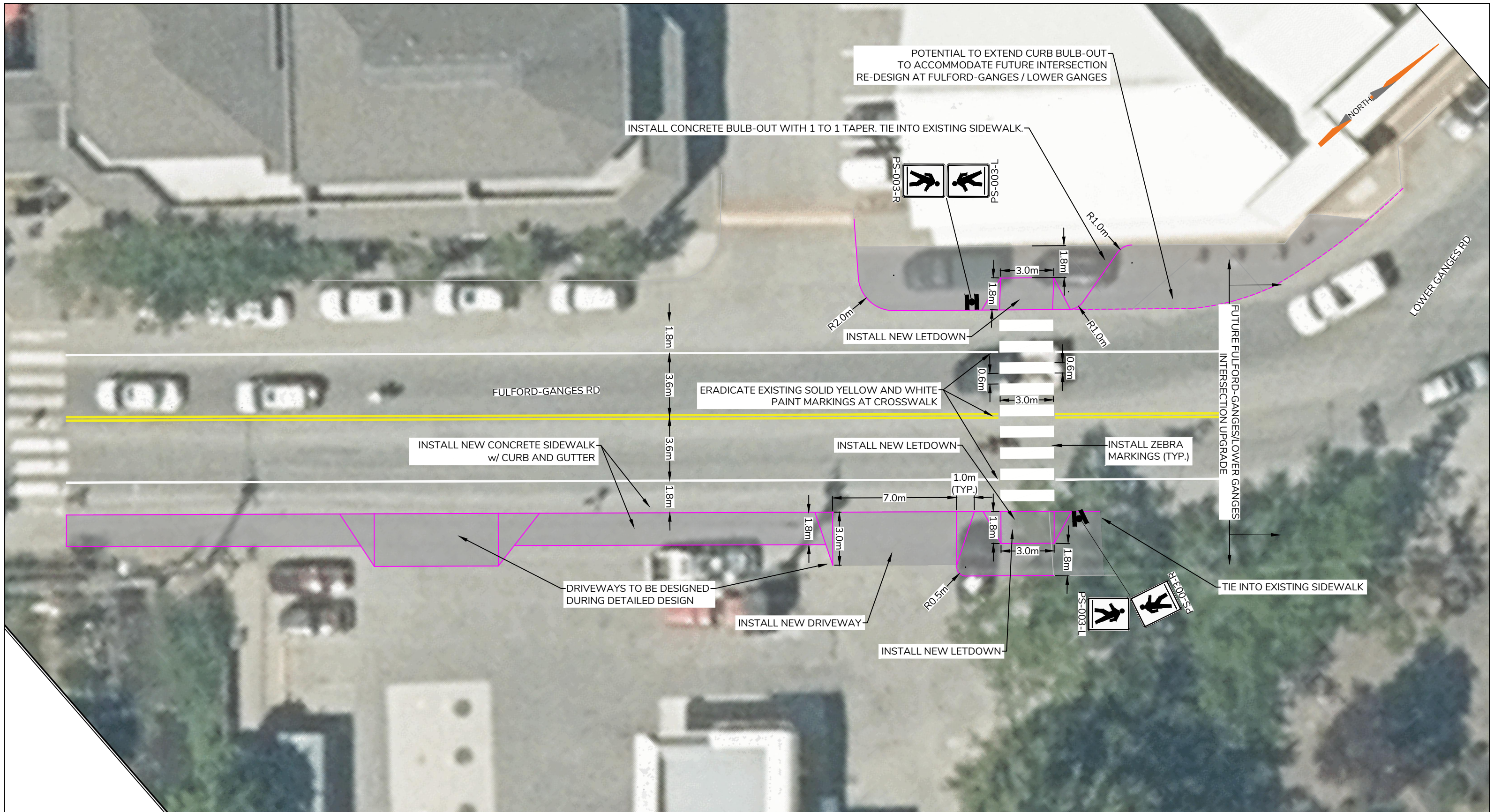
SEAL:

REVISIONS		
0	ISSUED FOR REVIEW	2025-11-05
1	REVISIONS FOR MOTT COMMENTS	2026-04-02
2		
3		
4		
5		
6		
7		

**CROSSWALK ANALYSIS AND DESIGN - SSI
 FUNCTIONAL CROSSWALK DESIGN
 LOWER GANGES RD / ATKINS RD**

DRAWING NO: FD - LG / ATK	SCALE: 1:200	DRAWN: KB
DESIGN SPEED: 60 km/h	DESIGN VEHICLE: -	CHECKED: SM

WATT
 Consulting Group
 WATTCONSULTINGGROUP.COM
 PROJECT NO: 4039.B01



LEGEND:

PERMIT TO PRACTICE:
 THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

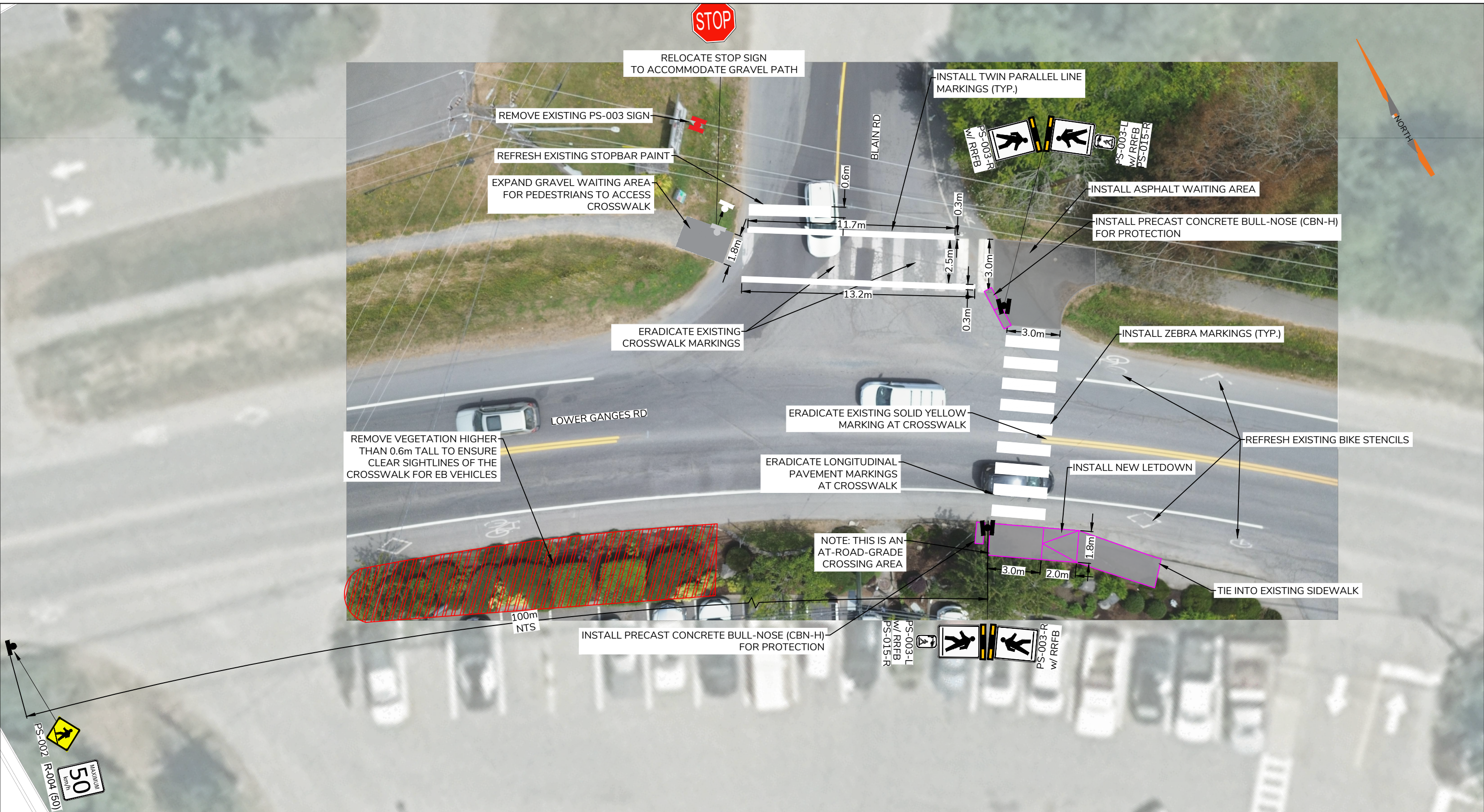
SEAL:

REVISIONS		
0	ISSUED FOR REVIEW	2025-11-05
1	REVISIONS FOR MOTT COMMENTS	2026-04-02
2		
3		
4		
5		
6		
7		

**CROSSWALK ANALYSIS AND DESIGN - SSI
 FUNCTIONAL CROSSWALK DESIGN
 FULFORD-GANGES RD / SS COFFEE PARKING LOT**

DRAWING NO: FD - FG/SSC	SCALE: 1:200	DRAWN: KB
DESIGN SPEED: -	DESIGN VEHICLE: -	CHECKED: SM

WATT
 Consulting Group
 WATTCONSULTINGGROUP.COM
 PROJECT NO: 4039.B01



LEGEND:

PERMIT TO PRACTICE:

SEAL:

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

REVISIONS		
0	ISSUED FOR REVIEW	2025-11-05
1	REVISIONS FOR MOTT COMMENTS	2026-04-02
2		
3		
4		
5		
6		
7		

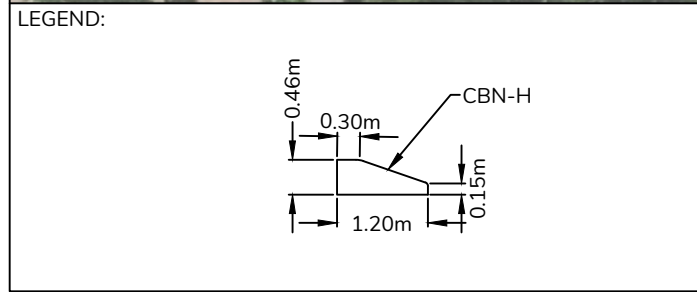
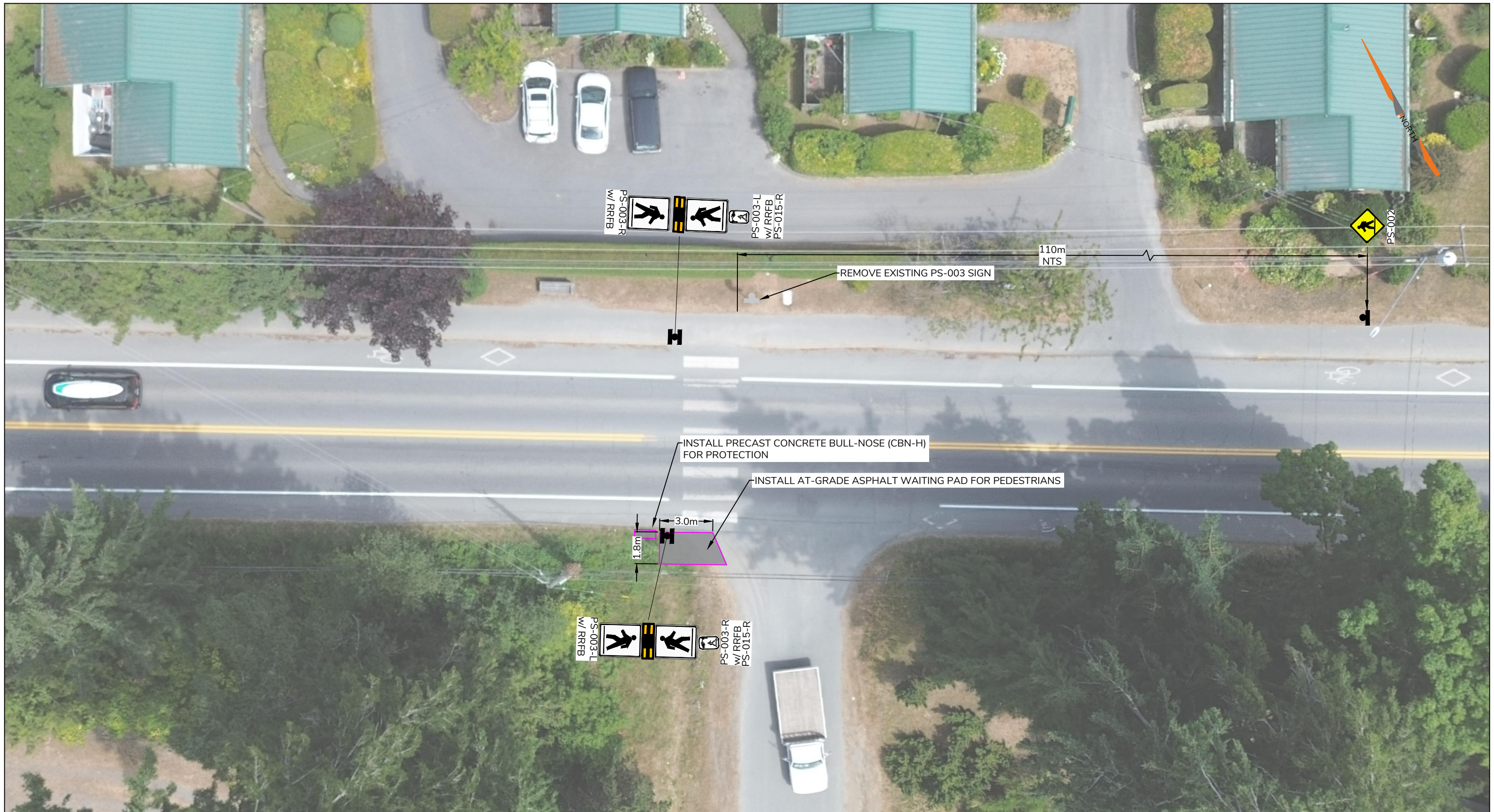
Page 164

CROSSWALK ANALYSIS AND DESIGN - SSI FUNCTIONAL CROSSWALK DESIGN LOWER GANGES RD / BLAIN RD		
DRAWING NO: FD - LG/B	SCALE: 1:200	DRAWN: KB
DESIGN SPEED: 50 km/h	DESIGN VEHICLE: -	CHECKED: SM

WATT
Consulting Group

WATTCONSULTINGGROUP.COM

PROJECT NO: 4039.B01



PERMIT TO PRACTICE:

SEAL:

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

REVISIONS		
0	ISSUED FOR REVIEW	2025-11-05
1	REVISIONS FOR MOTT COMMENTS	2026-04-02
2		
3		
4		
5		
6		
7		

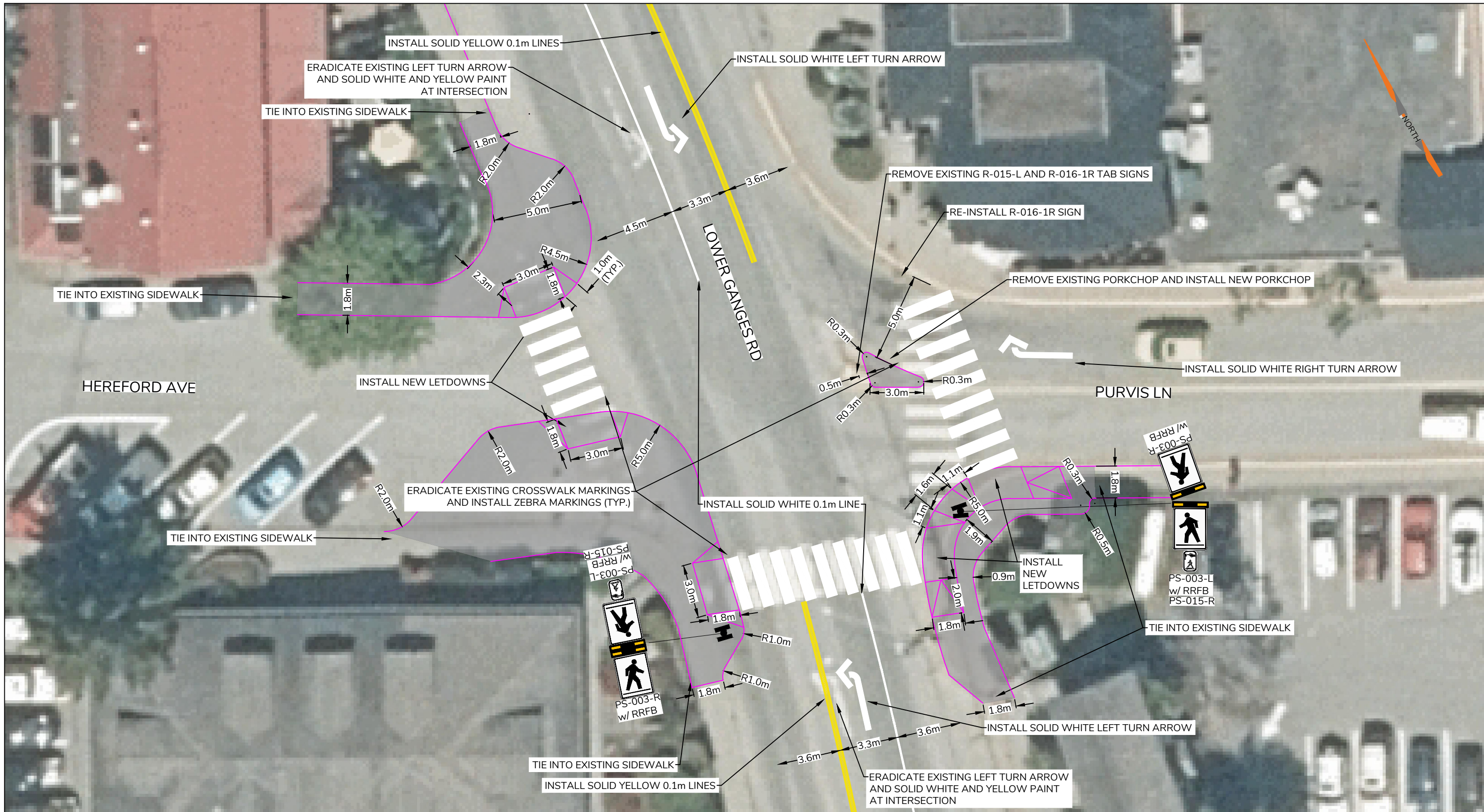
Page 165

CROSSWALK ANALYSIS AND DESIGN - SSI FUNCTIONAL CROSSWALK DESIGN LOWER GANGES RD / VILLAGE TERRACE		
DRAWING NO: FD - LG/VT	SCALE: 1:200	DRAWN: KB
DESIGN SPEED: 60 km/h	DESIGN VEHICLE: -	CHECKED: SM

WATT
Consulting Group

WATTCONSULTINGGROUP.COM

PROJECT NO: 4039.B01



LEGEND:

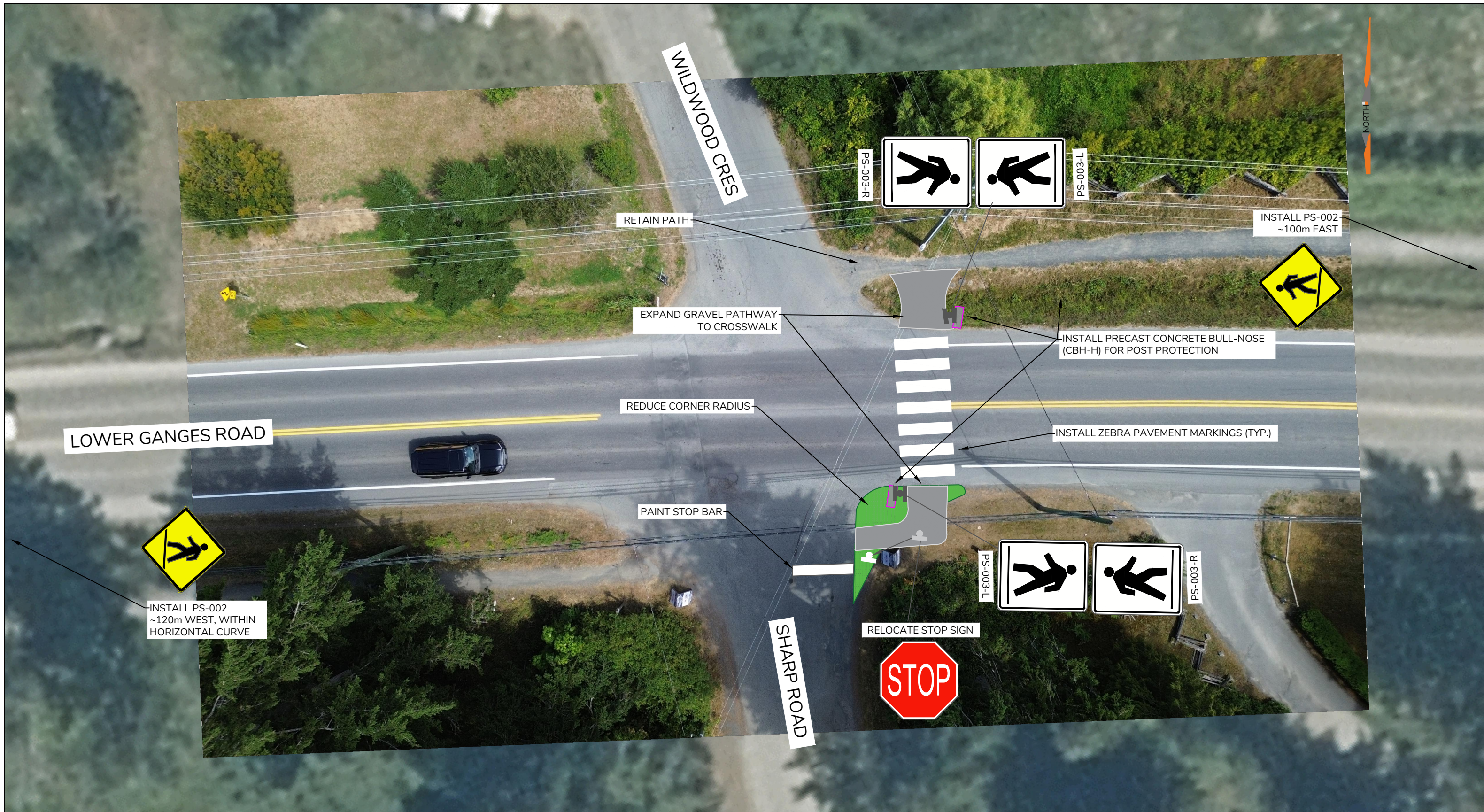
PERMIT TO PRACTICE:
 THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

SEAL:

REVISIONS	
0	ISSUED FOR REVIEW 2025-11-05
1	REVISIONS FOR MOTT COMMENTS 2026-04-02
2	
3	
4	
5	
6	
7	

CROSSWALK ANALYSIS AND DESIGN - SSI FUNCTIONAL CROSSWALK DESIGN LOWER GANGES RD / HEREFORD AVE / PURVIS LN		
DRAWING NO: FD - LG/H/P	SCALE: 1:200	DRAWN: KB
DESIGN SPEED: 30 km/h	DESIGN VEHICLE: -	CHECKED: SM

WATT
Consulting Group
WATTCONSULTINGGROUP.COM
PROJECT NO: 4039.B01



LEGEND:

PERMIT TO PRACTICE:
 SEAL:
 THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

REVISIONS		
0	ISSUED FOR REVIEW	2025-11-05
1	REVISIONS FOR MOTT COMMENTS	2026-04-02
2		
3		
4		
5		
6		
7		

CROSSWALK ANALYSIS AND DESIGN - SSI CONCEPTUAL CROSSWALK DESIGN LOWER GANGES RD / WILDWOOD-SHARP RD		
DRAWING NO: CD - LG / SHRP	SCALE: 1:200	DRAWN: SM
DESIGN SPEED: 60 km/h	DESIGN VEHICLE: -	CHECKED: -

WATT
 Consulting Group
 WATTCONSULTINGGROUP.COM
 PROJECT NO: 4039.B01