

BOWEN ISLAND MUNICIPALITY

Minutes of the **Bowen Island Municipality Ferry Advisory Committee Meeting** held on Wednesday, August 3, 2005 at 7:15 p.m. in the Council Chambers of the Bowen Island Municipal Hall, 981 Artisan Lane, Bowen Island, British Columbia.

COMMITTEE IN ATTENDANCE

Doug Sinkinson – Chair
Anne Ayre
Doug Elliott
Bruce Howlett
Andrew Stone

REGRETS

Gil Yaron

COUNCIL IN ATTENDANCE

Councillor Alison Morse

OTHERS IN ATTENDANCE

Ivan Guevara – Rideshare Coordinator, Jack Bell Foundation
David Hocking – Chair, Sustainable Community Advisory Committee
Isabell Hadford – Chief Administrative Officer
Mayor Lisa Barrett
Councillor David Wrinch
4 members of the public
Gayle Ferguson – Minute Taker

CALL TO ORDER

The chair called the meeting to order at 7:25 p.m.

DELEGATION

Presentation by the Jack Bell Foundation Rideshare Program

Bruce Howlett provided a brief review of some of the statistics resulting from the Fall 2004 Ferry Survey. He noted the following:

- 71 percent of vehicles had one person;
- Destinations – majority were traveling to West Vancouver, North Vancouver and Downtown Vancouver;
- 37 percent used the ferry five times a week or more;
- 55 percent were going to work ;
- 1,000 drove to a destination, which would be enough potential for a rideshare program.

Ivan Guevara, Jack Bell Foundation Rideshare Coordinator provided a visual presentation on the following topics:

- History – established in 1987
- Vanpool's carpools and ride sharing since 1992;

- 130 vehicles throughout Lower Mainland;
- Vanpool/Carpool – 6-8 commuters in a van or 4 for a car;
- Riders pay a monthly fee based on distance the vehicle travels;
- Fare covers operational cost;
- Personal use was allowed at a per km basis up to 300km;
- Offers reliable alternative to transit system;
- Best suited for travel for more than a 25km roundtrip;
- Primary use must be to travel to work/school and return.

Online Ride-Share Database

- Rationale for use;
- Launched three months ago and have 1700 users;
- Effective, low-cost contribution towards Canada's Kyoto commitment;
- Database was free of charge;
- Uses postal codes to find where you live and work;
- E-mail addresses are hidden;
- A website user could create up to five trips at a time.

The following issues were raised:

1. Need to educate the Community regarding Jack Bell Foundation services:
 - a) First step is to find out barriers to using the service;
 - b) Need to change people's attitudes and behaviours;
 - c) Create a questionnaire'
 - d) \$5,000 for a transportation study could be used to look at transportation behaviours on the Island;
 - e) Suggestion – if using the Vanpool, have a free on-Island bus service to the Cove with one pass to cover both;
 - f) Jack Bell Foundation could assist with costs associated with advertising and brochures.
2. Rideshare Program – suggestion to spend Municipal Funds on the program. Mr. Guevara to provide information on rideshare program for Bowen. Presently 12 people were registered.
3. New Transit Tax could be an incentive for people to use the rideshare program;
4. Parking in Horseshoe Bay – new rate for Monday-Friday at approximately \$4.50 per day.

**ADOPTION OF THE
AGENDA****It was Moved and Seconded**

That the agenda be approved as circulated.

CARRIED

**ADOPTION OF THE
MINUTES****It was Moved and Seconded**

That the minutes of the regular Bowen Island Municipality Ferry Advisory Committee meeting held July 6, 2005 be adopted.

CARRIED

**BUSINESS ARISING FROM
MINUTES**

Joint Meeting with Sustainable
Community Advisory
Committee

David Hocking, Chair of the Sustainable Community Advisory Committee responded to a query regarding the mandate of the Committee as follows:

- The Committee was mandated to look at issues on the Island and make recommendations to Council;
- The Committee developed a list of strategic goals, which were used as a screen to make decisions on referrals or issues presented or on issues developed by the Committee;
- Transportation – the Committee’s goals were:
 - a. Minimize impacts of the transportation system on local ecosystems,
 - b. Minimize energy consumption and greenhouse gas and other emissions from transportation on and off the Island;
 - c. Develop a transportation system that encourages social capital.
- Kyoto Agreement – an energy study to look at how Bowen could meet its commitment to the Kyoto Agreement, had indicated that most of the Island’s emissions came from:
 1. Off-island travel to mainland destinations;
 2. Emissions from the Ferry itself;
 3. On-island transportation.

Mr. Hocking suggested that the Sustainable Community Advisory Committee could work with the Ferry Advisory Committee to put together a proposal regarding Vanpooling.

Discussion followed.

It was agreed that a follow up, joint meeting of the two committees would take place in September, 2005 to discuss the following transportation issues that fall under the purview of both committees:

1. Develop an action plan regarding the Jack Bell Foundation opportunity;
2. Jointly prepare a rationale to support the Sustainable Community Advisory Committee's recommendation for a direct downtown bus service as a higher priority than a passenger ferry pilot;
3. Review and agree upon terms of reference for a transportation study.

CAO Hadford suggested that there should be a session to identify barriers to rideshare or vanpooling.

David Hocking noted that a focus group of drivers and van pool users could be brought in and asked questions, which would provide information to present to the community at large. Another opportunity would be to accept Wolfgang Duntz's offer to pay for a transportation study for the whole island.

Report from Council

Councillor Morse reported on the following:

- Results of the recommendation from the Sustainable; Community Advisory Committee for a direct bus service to downtown Vancouver. Council believed that as TransLink was looking at using the waterways for transportation, it would not be advisable to recommend the bus service as a first priority;
- Recommendation for a refit vessel had been passed;
- Recommendation for engaging a person to manage the Ferry Marshalling Process had been deferred to the August 29, 2005 Council meeting.

David Hocking agreed to prepare a draft rationale for direct bus service for the September 2005 Joint meeting. He believed that a direct bus service would be an easier option, cheaper, probably faster, more convenient, and cause less pollution.

Regarding the recommendation to block Wednesdays as a preferred travelling day for visitors, the Chair noted that Captain Wallace had agreed to see if he could have a block placed on Wednesdays.

Chair re: Cons pet pf Coastal marine Highway

The Chair believed that efforts should be made to have BC Ferries recognized by the government as an extension of the highways.

CAO Hadford suggested that, as there were many stakeholders around the Province who had struggled with the same issue, the Committee e-mail each of the stakeholder committees to affirm what issues they were looking at.

Councillor Morse noted that the Island's Trust were getting together and sharing common issues. Also the Trust Executive was working with BC Ferries to push the idea that routes are a part of the Highway Systems and should be funded by the Government to the same equivalency that roads were funded. Also at the annual Union of British Columbia Municipalities Convention the Municipality had made and continues to make the same point in meetings with the Ministry of Transportation.

Snug Cove Marshalling

Councillor Morse noted that the required engineering work had been allocated to the 2006 Public Works budget. The next step, once a ferry marshalling option had been chosen, would be to hire engineers. She suggested that the drawings made by the Public Works Superintendent working with David Carroll, BC Ferries could be reformatted to coincide with the McElhanney drawings.

The Committee reviewed a draft plan of Ferry Marshalling options created by the Public Works Superintendent in consultation with David Carroll, BC Ferries.

ADJOURNEMENT

The meeting adjourned at 9:55 p.m.