

# SNUG COVE ACTION PLAN

## RESHAPING SNUG COVE: A FRAMEWORK FOR TAKING ACTION

June 2006

### TRANSPORTATION WORKING GROUP

#### Terms of Reference

##### Overview

In developing its Strategic Plan, Bowen Island Municipal Council has identified the need to develop a practical, sustainable transportation strategy for Bowen Island. Over the next three years, Council needs to take decisions on transportation issues that hinge around ferry marshalling and the size of the ferry that will serve Bowen.

Council has recently adopted a framework document for Snug Cove, entitled *Reshaping Snug Cove: A Framework for Taking Action*, that identifies three separate but interconnected elements of a Snug Cove strategy: ferry marshalling, the delivery of civic facilities and the allocation and cost recovery related to the surplus lands. The decision-making framework for the Action Plan involves establishing three Working Groups to undertake various work programs, the **Transportation Working Group (TWG)** being one of the groups.

##### Sustainable Framework

Council's objective is to optimize transportation choices for Bowen residents and visitors, minimize the full costs and environmental impacts of our transportation systems, and live within the objectives and principles of Bowen Island's Official Community Plan (OCP), the Policy Statement of the Islands' Trust, and the GVRD's Livable Region Strategic Plan (LRSP), and Sustainable Region Initiative (SRI). To do this, Bowen Island needs to make transportation decisions in an integrated manner, with their full consequences in mind.

In addition, several factors indicate that it would be wise to design a transportation system that facilitates low energy consumption and low pollution.

- The Municipality of Burnaby's report (2005) on peak oil warned against building an infrastructure that relied on low energy costs.
- Recent energy research (e.g. Jaccard, 2005, p. 84) shows that municipal decisions on transportation systems and infrastructure have high impacts on energy consumption and pollution levels, and are extremely long lasting, and limit the introduction of more efficient alternatives.
- The Municipality committed in 2001 to limit its emissions of greenhouse gases according to the FCM's Partners for Climate Protection program, and has completed the first three milestones. The process included energy baseline research by the Pembina Institute (2001), which showed that transportation on and off the island is Bowen Island's greatest source of greenhouse gas emissions.
- Recent research on global warming indicates a higher probability that impacts (for Bowen summer drought, sea level rise, and the impacts of global destabilization) will be negative and considerable, and governments across Canada are beginning to develop a consensus on the need to reduce emissions. Therefore, over the medium term the municipality and its residents and visitors can expect to face additional costs on carbon dioxide emissions, so that transportation systems that rely on high energy use could become increasingly expensive.

For these reasons, there may be significant risks in committing to a built infrastructure that relies on the high consumption of fossil fuels and the attendant emissions.

There are considerable resources that can be brought to bear on transportation strategy decisions:

- The OCP and the LRSP have objectives, principles and policies which relate specifically to transportation, and need to frame transportation decisions;
- There have been many studies and reports relating to transportation issues on Bowen that could be brought forward to assist in strategic decisions. In particular, the recent study by Hamilton and Associates will shortly become public and should be an invaluable resource of recent data; and
- The Sustainable Community Advisory Committee and the Ferry Advisory Committee have both been involved in research and generated reports with respect to ferry and other transportation issues.

### General Approach and Mandate of the Transportation Working Group

The TWG will be asked to undertake a 2 phased program.

**Phase 1** will specifically address the ferry marshalling issue, and the TWG's mandate is to.

- Provide information to Council on the three ferry marshalling options, information that can then be used to make a decision on which ferry option to pursue.

**Phase 2** will cover related issues but from an Island perspective. The TWG's mandate is to:

- Provide information to Council on the preferred size of ferry capacity options, improvements to the transit system, and transportation demand management alternatives.

Consultation with the community will NOT be an integral component of this work, however the TWG may invite stakeholder groups to attend their meetings. Council will conduct community consultation following receipt of the final report.

Once its work is completed, this Working Group shall be disbanded, unless Council decides to extend its role.

### Specific Deliverables - Phase 1

The specific deliverables are as follows:

- Identify and list the objectives and principles of Bowen Island's governing documents (OCP, Islands' Trust Act and Policy Statement, and GVRD Master Plan for Crippen Park and the LRSP) and Council's prior commitments to reduce greenhouse gas emissions, as they relate to transportation and the Snug Cove areas that include the land for ferry marshalling options;
- Identify, list and summarize key elements of existing studies and other literature that pertain to transportation planning on Bowen Island within the principles of the governing documents.
- Prepare an assessment matrix, using existing studies and literature, for each of the three ferry marshalling options according to the following types of criteria, not necessarily in order of priority:
  - Ability to meet ferry operating criteria for existing and potential capacities, such as on time performance and maintaining schedule
  - Commuter needs
  - Consistency with the principle of encouraging transportation alternatives
  - Cost
  - Effect on meeting the Community Energy Plan
  - Environmental impact
  - Impact on Crippen Park
  - Impact (economic and social) on Snug Cove as a village as described in the Snug Cove Village Plan
  - Opportunity for flexible, phased implementation in response to demand growth
  - Any other guiding principles

While Council has not required the TWG to provide a recommendation on which option to pursue, the TWG may provide such a recommendation, if it chooses to do so.

## Specific Deliverables - Phase 2

The specific deliverables are as follows:

- Prepare an assessment matrix, using existing studies and literature, for the following three ferry-size scenarios for Bowen Island:
  - The current ferry, 85 AEQ and 400-450 passengers;
  - Ferry expansion, new ferry with about 125 AEQ and 600 passengers, or
  - The new larger ferry with gallery decks, about 170 AEQ,according to the following criteria, not necessarily in order of priority:
  - Transportation alternatives and TDM measures needed to support each ferry option
  - Effect on community uniqueness, serenity and other OCP objectives
  - Environmental impact, including greenhouse gas emissions
  - Effect on traffic and pedestrian safety
  - Ferry marshalling area needed
  - Commuter needs
  - Housing affordability
  - Any other guiding principles drawn from Phase 1 above.
- Provide recommendations to Council on improvements to the transit system both on and off Island, and proposed measures to manage transportation demand.

## Composition of the Transportation Working Group

The Transportation Working Group will consist of two members from each of the Ferry Advisory Committee and the Sustainable Community Advisory Committee, two members of Council as liaison members, the Public Works Superintendent, and the Municipality's Planning Consultant. The three members from each advisory committee will select its own representatives to sit on the Working Group. The Council will select a chair amongst its members.

## Working Group Resources

The Municipality's Public Works Superintendent and the Planning Consultant will provide technical assistance to the TWG. The Planning Consultant will also assist in the compilation of the final report, and in participating on other Working Groups, will provide perspective on the activities of the other Groups. A transportation planner will be available to provide technical expertise to the Working Group.

## Schedule

There is some urgency to resolving the issue of ferry marshalling, so Council is requesting that the TWG complete Phase 1 by September 30, 2006. As is indicated in the framework document, Council is intending to make a decision on which of ferry marshalling options to pursue in January 2007.

Regarding Phase 2, a report shall be submitted by March 31, 2007.

## Budget

The Working Group has a budget of \$6,000.00, to be expended on clerical support, photocopying, and professional transportation consulting if required.