WELCOME

GuuohlGa Llnagaay Skidegate,
Haida Gwaii
Terminal Development Plan
(TDP)

September 2018
Introduction

Purpose of this Information Session

- **INFORM** you about the Terminal Development Planning process and how to get involved
- **EDUCATE** you about the Terminal Development Plan
- **BUILD INTEREST** in the planning process
- **SHARE** information on the key issues and opportunities facing the terminal study area
- **GAIN FEEDBACK** on the draft TDP concepts
- **COLLABORATE** on creating a Terminal Development Plan

Format of the Event

- The purpose of the event is to gain feedback on the draft Terminal Development Plan concepts that have been developed to address the key issues and opportunities that were presented to the community in November 2017.
- A number of posters have been made to explain the process for producing a Terminal Development Plan.
- Provide/Educate about the background information which will be used to help inform the Terminal Development Plan.
What is a Terminal Development Plan?

A Terminal Development Plan (TDP) is a document that will set out a long term vision of how a terminal should develop over time. TDPs will provide the framework for the phased implementation of strategies, actions and projects over the next 25 years.

Why Prepare the Plan?

BC Ferries is preparing a TDP to help better inform its capital spending and to ensure that BC Ferries develops its terminals in a sustainable, cost effective, organized, phased and efficient way. Over the next 25 years passenger volumes are likely to increase at the majority of our terminals. This growth in passenger traffic will need to be planned for to ensure the terminal can accommodate functional needs and future growth.

Our Strategic Goals

Our strategic goals focus on the broad outcomes we will pursue to achieve our vision and mission.
Key issues identified so far

In April 2017, a Working Group comprised of staff from key departments at BC Ferries along with the Ferry Advisory Committee (FAC) came together to begin the process of creating a Terminal Development Plan. Through a series of meetings and workshops the working group has identified a number of key issues and opportunities which the TDP should address.

Skidegate Key Issues & Opportunities

- Terminal building is often mistaken as a ticketing booth. Customers cannot see vessels from waiting area. Customer experience should be enhanced as terminal is a gateway to Haida Gwaii.
- Traffic lining up backs up onto Oceanview Drive at peak times when waiting for ticketing.
- Cross traffic and lack of safe walking route potentially creates conflicts between vehicular and foot passenger traffic during departures & arrivals.
- Public dock is unused and creates safety, security and terminal accessibility issues.
- Lack of sight lines can affect operational efficiencies. Vessel staff and customers can have trouble seeing each other.
- Undefined pick up/ drop off and short term parking creates accessibility and potential safety issues.
- Dedicated commercial/oversize traffic lanes and weigh scales to ensure loads are within limits. Pick up / drop off and bus access an issue.

Have we missed anything?
Public input: comments we heard so far

How can we make Skidegate terminal better?

1. Foot Passenger Accessibility
   - Safe Walking Route
   - Walking access to the water and/or pier
   - Make it tourist friendly via foot

2. Traffic and Holding Compound
   - Move parking off the street and into a designated area
   - better pre-entrance parking
   - Walk-on parking
   - Lane 13 drop-off

3. Terminal Building & Customer Amenities
   - Viewing gallery so guests get better view of in-coming ferry
   - Nicer washrooms. Drinkable water.
   - First time foot passenger sit in waiting room thinking that tickets available here… A sign would be nice!
   - Wi-Fi at the terminal

4. Customer Experience
   - Integrated into the landscape/culture
   - Local vendors providing food, art and tourism advice
   - Like it belongs here – not just plunked onto the shoreline
NOTES:
1 Required AEQ = 1.0 X Sum of Route 11 and 26 largest vessels
   TSV (Northern Expedition) + 16 (Kwuna) = 131
2 AEQ = 7 m for terminal vehicle holding
3 Interaction of holding compound traffic to transient traffic
   (pick-up/drop-off)
4 Capacity of pre-ticket area does not include highway shoulder,
   estimate based on AEQ = 7 m
<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Draft Concept 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal Entrance</td>
<td>All traffic thru toll booth</td>
<td>All traffic thru ticket booth</td>
</tr>
<tr>
<td>Route 11 and 26 Holding Configuration</td>
<td>Combined holding</td>
<td>Combined holding</td>
</tr>
<tr>
<td>Route 11 Storage</td>
<td>144 AEQ</td>
<td>134 AEQ</td>
</tr>
<tr>
<td>Route 26 Storage</td>
<td>3 AEQ</td>
<td>15 AEQ</td>
</tr>
<tr>
<td>Pre-Ticket Approach Storage</td>
<td>7 + 8 Informal</td>
<td>19 + 12 (Auxiliary lot)</td>
</tr>
</tbody>
</table>

**Notes:**
1. Required AEQ = 1.0 X Sum of Route 11 and 26 largest vessels
   T15 (Northern Expedition) + 16 (Kwuna) = 131
2. AEQ = 7 m for terminal vehicle holding
3. Interaction of holding compound traffic to transient traffic (pick-up/drop-off)
4. Capacity of pre-ticket area does not include highway shoulder, estimate based on AEQ = 7 m
### Terminal Entrance
- Existing: All traffic thru toll booth
- Draft Concept 2: All traffic thru ticket booth

### Route 11 and 26 Holding Configuration
- Existing: Combined holding
- Draft Concept 2: Combined holding

### Route 11 Storage
- Existing: 144 AEQ
- Draft Concept 2: 134 AEQ

### Route 26 Storage
- Existing: 3 AEQ
- Draft Concept 2: 15 AEQ

### Pre-Ticket Approach Storage
- Existing: 14 AEQ
- Draft Concept 2: 13 AEQ

### Total Parking Stalls
- Existing: 7 + ~8 Informal
- Draft Concept 2: 14 + 12 (Auxiliary lot)

### Short Term Parking
- Existing: ~8 Informal
- Draft Concept 2: 14 + 12 (Auxiliary lot)

### Long Term and Staff Parking
- Existing: 7
- Draft Concept 2: 14 + 12 (Auxiliary lot)

### Existing
<table>
<thead>
<tr>
<th>Curbside Pick-Up/Drop-Off</th>
<th>0 (Informal)</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Loading Bay</td>
<td>N/A</td>
<td>1</td>
</tr>
<tr>
<td>Drop Trailer Parking Stalls</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>Design Vehicle</td>
<td>N/A</td>
<td>Box truck (HSU) 14 m Bus (I-BUS) Semi tractor trailer (WB-20)</td>
</tr>
</tbody>
</table>

### Possible Ramp
**Head Concepts: 1, 2**

### NOTES:
1. Required AEQ = 1.0 X Sum of Route 11 and 26 largest vessels 115 (Northern Expedition) + 16 (Kawun) = 131
2. AEQ = 7 m for terminal vehicle holding
3. Interaction of holding compound traffic to transient traffic (pick-up/drop-off)
4. Capacity of pre-ticket area does not include highway shoulder, estimate based on AEQ = 7 m
Ramp Head Concept 1
Public space

Ramp Head Concept 2
Service building/public space

Ramp Head Concept 3
Service Building
Next steps and timelines

We Need Your Help

Get involved!

Over the next few months, we need your help to refine the draft TDP concepts in order to draft the TDP and to get employees, key stakeholders and other groups involved.

- More information at bcferries.com/publicconsultation
- Provide feedback to terminal development staff
- The timeline below shows you where in the process you will be able to provide your input

THANK YOU FOR YOUR TIME AND INPUT