

Vesuvius Bay Terminal Development Plan

ENGAGEMENT SUMMARY

DECEMBER 2019

YOUR INPUT IS IMPORTANT TO US AND WILL HELP SHAPE OUR FUTURE PLANS.



ENGAGEMENT HIGHLIGHTS

In February 2019, our Terminal Development team, along with key staff from various departments at BC Ferries, began the process of creating a Terminal Development Plan (TDP) for the Vesuvius Bay ferry terminal. The TDP is a long-term plan and vision for the terminal. It involves identification of key issues and opportunities, conceptual options, identification of preferred concepts, and the development of an implementation schedule for future terminal upgrades. Engagement with the community and key stakeholders plays an important role in the process.

On June 26, 2019 we met with key stakeholders including Ministry of Transportation, Salt Spring Island Harbour Authority, Islands Trust, Ministry of Forests, Land and Natural Resources and the Ferry Advisory Committee (FAC) to hear their comments/concerns about key issues and opportunities for the future of Vesuvius Bay terminal and to present some early draft terminal concepts for input.



The input from community stakeholders and the FAC helped us refine the concepts to incorporate some of the feedback we heard in June, while also addressing improvements for our operational requirements. On November 7 we presented two refined concepts to stakeholders and the FAC. Discussions involved a number of topics including overspill parking on roads near the terminal and a desire to have two enclosed waiting areas — one on the trestle and one closer to the vehicle holding area for school and transit users.

The two concepts were presented to the public via an online engagement between November 8 to 22 along with a survey to provide feedback. Key themes from the online engagement include community support for increasing the size of the vehicle holding area and parking, and enhancing the experience of ferry customers with more terminal amenities such as a café or food truck for beverages and snacks.

Following review of your input and feedback from key stakeholders, we are now developing a preferred option that will form part of the TDP.

WHAT WE DID



The events focused on:

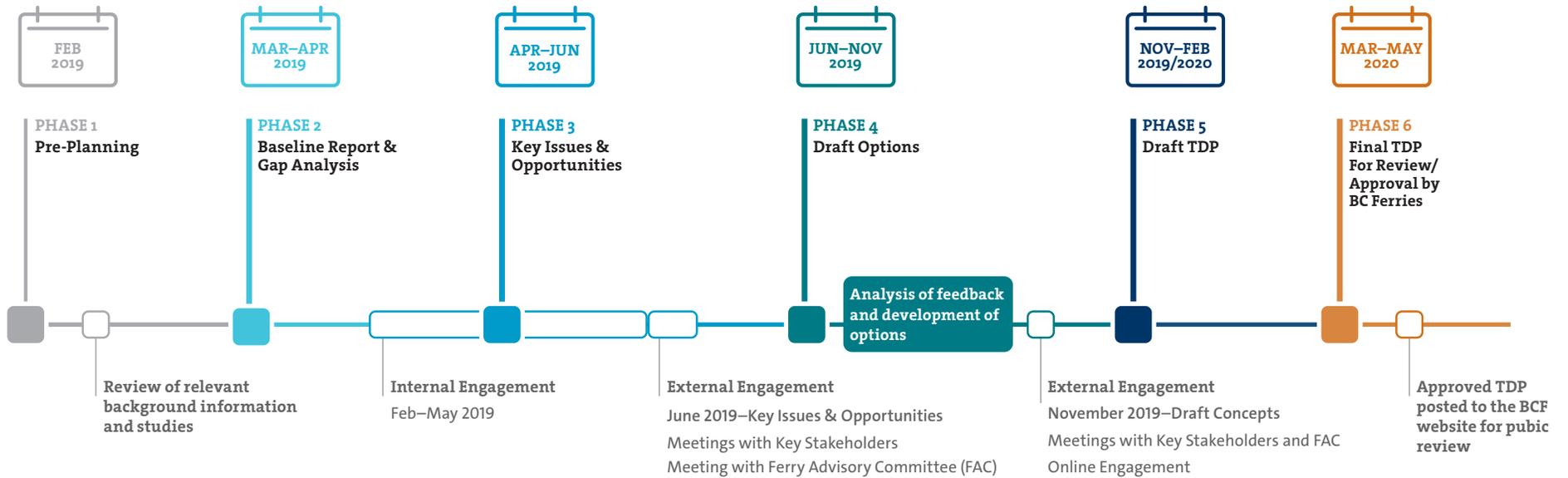
HOW the community gets to and from the terminal

WHY the terminal is important to the community

WHAT challenges the community faces today when using the terminal

WHAT opportunities exist to improve the terminal

ENGAGEMENT TIMELINE



WHAT WE HEARD

– KEY ISSUES AND OPPORTUNITIES

The following is a summary of the key issues and opportunities engagement that took place to help inform the Terminal Development planning process for the Vesuvius Bay terminal.

- Insufficient size of vehicle holding area for peak demand, with vehicles queueing along Vesuvius Bay Road. There are no shoulders along the road so vehicles queue in the travel lane (creating a safety conflict with westbound through traffic having to travel in the eastbound lane)
- Inadequate and/or basic pedestrian and cyclists facilities for those customers arriving and departing the terminal; the waiting shelter is an open bus-stop style waiting shelter at the end of the trestle and a portable toilet
- No amenities (e.g. waiting room, shelter, or washrooms) near the upland holding area
- No formalized pick-up / drop-off areas resulting in a congested and haphazard area around the terminal when the vessel arrives
- Terminal vehicle holding area to accommodate future vessel vehicle capacity
- BC Transit is not well accommodated; no formal stall, and the bus must undertake a reverse manoeuvre to get into the informal stall
- School buses have no dedicated space, for those students either travelling to Vancouver Island or to Salt Spring Island (there are students travelling to schools each way)
- Insufficient parking cited as a concern, in particular commuters who park a vehicle on each side of the route to avoid vehicle costs (but taking up limited parking area much of the time)

Top 3 Themes

- **Improve**  **DROP-OFF/PICK-UP**
(points of entry and exit, impacts of traffic back-ups on roadways, parking)
- **Improve**  **BC TRANSIT AND SCHOOL BUS PICK-UP/DROP-OFF**
(location and design of stops)
- **Improve**  **VEHICLE HOLDING CAPACITY**
(holding lanes, parking)

WHAT WE HEARD

– DRAFT CONCEPTS

Engagement on draft concepts was undertaken in November 2019. Two draft concepts were presented and the following is a summary of the engagement feedback. The comments and responses, as well as the online survey and emails are recorded in Appendix A of this report. The concepts can be viewed online on the Vesuvius webpage at www.bcferrries.com/about/terminal-development-planning.

Key Themes

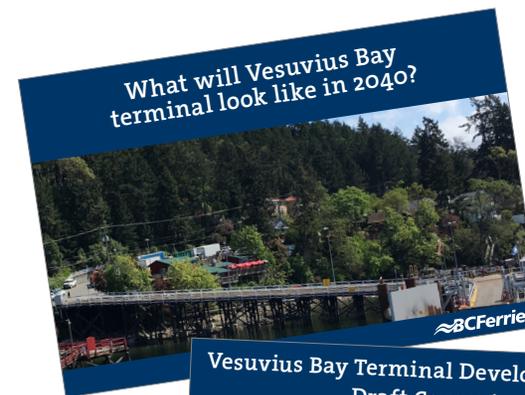
→ Expand

VEHICLE HOLDING AREA

to reduce congestion and overloads onto roadway

→ Increase

PARKING



SOME REPRESENTATIVE COMMENTS WE HEARD INCLUDE:

“ like the round about traffic flow, expanding footprint, too small for summer traffic”

“ if environment isn't damaged with Concept 2 I would choose it because of increased parking and vehicle holding”

“ push holding area into road so there's a one way ring around terminal and parking area”

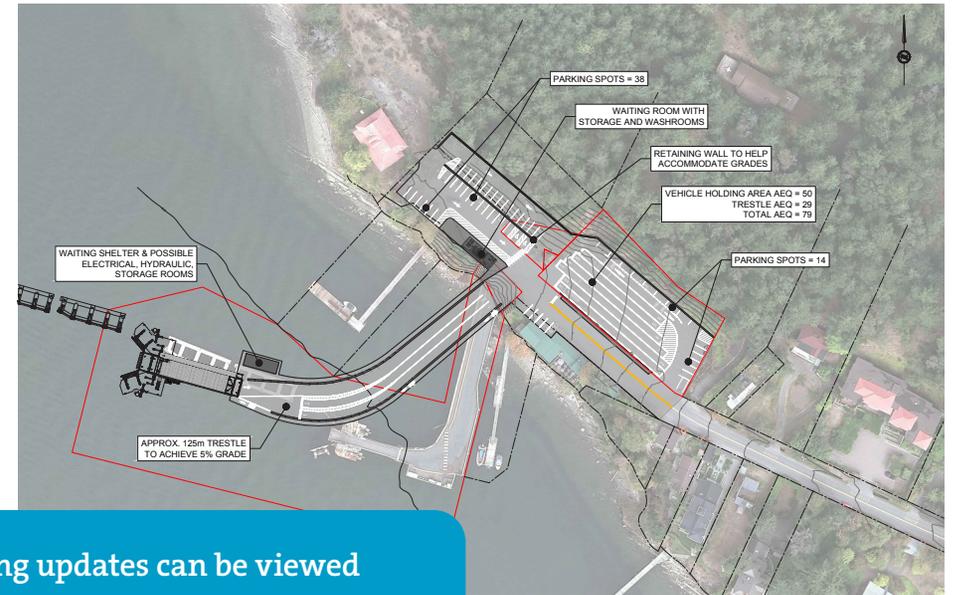
“ larger parking area might encourage long-term parking for foot passengers or cyclists parking their car and taking their bikes by ferry, more parking but only if it isn't paid parking, parking area increases favored by consumers and neighboring property owners”

“ the shortage of parking at the terminal makes it difficult for people who wish to park and ride, so any increase in parking spots is essential. more pick-up drop-off”

“ more parking, dedicated spot for buses”



Concept 1



Concept 2

Terminal Development planning updates can be viewed online by clicking on the Vesuvius Bay webpage at www.bcferrries.com/about/terminal-development-planning

→ **New**
WAITING ROOM & WASHROOMS

→ **Enhance**
CUSTOMER EXPERIENCE
with more terminal amenities such as coffee, food trucks, and ability to reserve travel on this route

SOME REPRESENTATIVE COMMENTS WE HEARD INCLUDE:

- “ like the larger waiting room, like waiting room with toilets, waiting room on water side is safer”
- “ we need a warm dry place to wait for ferries”
- “ larger waiting room, accessible washrooms”

- “ provide space for a small private cafe or food truck”
- “ a place to get coffee while waiting”

Appendix A

Vesuvius Bay Terminal Development Plan
Draft Concepts Survey Feedback
November 2019

Vesuvius Bay
TERMINAL DEVELOPMENT PLAN
DRAFT CONCEPTS SURVEY
November 8–22/2019

Are there any other key issues and opportunities that should be considered?

Open-Ended Response

- waiting room and washroom
- no
- Some place to get coffee. Wait time for this ferry can be hours.
- Day Parking for foot passengers
- Better shelter at terminals. Warmer
- More capacity on ferry
- better turning options. better and cleaner bathrooms
- there should be more waiting rooms cause of the school kids and more of a planned out dock that accommodates and is logical (so a bigger dock) and vending machines!
- a better ferry with vending machines and a bigger shelter well your waiting for the ferry
- vending machines in terminal, and a larger and better shelter
- Is there adequate turn-around space for buses? And is the angle at the top of the ramp adequate for long trucks to make the turn with ease and safely?
- A&Ws
- maybe put more bathrooms ?
- Rider comfort
- there is no A&W on the ferries
- Bc ferries is known for being late, try to fix this please. also add a washroom in the parking lot
- community integration
- Public bus service schedule and ferry schedule to be coordinated
- The bus system should be linked to the ferry schedule on both sides. Walk-ones should be considered (less distance)
- Safety and comfort and growing traffic
- Staying on schedule during Peak travel times
- Environmental impact. Have a way to charge any potential future electric ferries at the terminal Also make more alternative-transport options available.
- After reviewing the images I'm wondering if the road coming into the area should be routed through the terminal like in diagram three so it is a ring road to reduce traffic confusion.
- Bicycles - covered area out of the weather. Dedicated bicycle parking aboard the vessel. Bicycle priority loading and unloading.
- Parking, running on time so you don't miss doctor's appointments.
- 1. Cyclists - Area for bike racks, 100 V ebike charging plug, public bike tool stand and ebike rental haven near waiting room.
- Ferry wash affecting the nearby docks for visiting pleasure boats.
- I would say each of the three factors are associated, however I would like to highlight that the overall experience from start to finish (arriving at one

terminal and the leaving the next) is critically important. This encompasses safety, ferry traffic, and terminal improvements, but should also include ease, costs, wait-times, available amenities, logistics, etc.

- Parking
- Keeping free parking for short term. If there's some guaranteed monthly parking rates that aren't super expensive - that would be appropriate as well.
- We just want a bigger boat
- Designated parking spot for bus and shelter for bus passengers
- The ferry is too small and not enough runs in a day
- there is a need to be able to handle bigger trucks carrying more weight.
- please keep your electronic signage showing information, ferry ETA, etc., as well as road sign showing estimated overload point.
- No the main issues were already covered in the agenda shown
- Size of ferry needs to change to load all vehicles!
- overloads. we should not have to wait to leave salt spring island. parking is a big issue. I.E. there is no place to park. Ferry should start earlier and run later.
- Bigger ferry restored to Crofton route
- Shade shelters for in the summer when the ferry is overloaded. -A way to handle medical TAP forms to get priority loading as it states on the form you will receive. Many islanders rely on making it to off island medical appointments.
- Safe transfer of ambulance patients
- Not that I can think of
- Improvements to drop off and pick up areas needed
- Key Issue the Quintsam is still not going to improve the ferry service in peak times
- Size of Ferries used on this route - need larger capacity all year round
- Pick up and drop off at bottom of trestle for mobility challenged pax. I can't tell by pictures if there is any.
- Room for a food/coffee truck!
- A vessel capable of carrying the traffic at every sailing
- Yes
- max ferry capacity to demand instead of investing in terminal rebuilds
- modification of how this ferry is booked so that reservations can be made to get on and off the island.
- More parking space for cars to walk on / off. Better bathroom facilities Safer walkway passage for walk on passengers. Slippery and also not enough room for on and off traffic to walk through on both sides of the terminal
- If a driving loop is created around the holding area (a great idea for drop off and pick up), the stop sign should have a light/more emphasis. People now drive through it regularly assuming if the ferry is not loading, people will not be crossing in front of them from the right of the sign.
- The size of the ferry that will be transporting the increased number of cars!!
- No

- Screen showing real time location of the ferry. Camera with online real time viewing of the terminal and up Vesuvius Bay road. Parking availability shown real time via the Ferries App
- Traffic management
- reduce ferry wait times on both sides by maximizing the number of ferry trips in a day, provide an early morning ferry on Saturdays
- Bus turn around area and waiting/parking area.
- Parking
- Vessel must be large enough to accommodate increasing demand. Quinitsa is too small.
- Parking for walk ons. Traffic control up the rd. Bigger boat.
- Larger capacity vessel required. Customers should not have to arrive a whole sailing ahead.
- Having a warm, safe place for walk on passengers to wait as well as a bathroom on site. Many children come and go daily for school they need to know there is a warm, safe place to wait.
- Capacity, capacity & capacity. Ferry, preload parking and Wifi
- fixed link options
- make sure people parking aren't going to fowl up a large semi-truck trying to make a right hand turn after coming off the trestle
- Depending on the vessel used for the terminal, you should accommodate the greatest amount of commerical traffic, and consider the traffic flow of commercial vechiles
- There should be a second slip to use in case the primary is disabled
- Build a bridge across Samsung Narrows. Pay for it with a toll that is the same amount as the ferry, but never allow the toll to increase. Have an automated gate for people with Experience cards so islanders can use it 24 hours, but a booth for others to pay that is only open on posted hours. Once the bridge is paid for, ask the Saltspring community if they want to keep the toll in place and use the money for community development, or do away with it.
- Washrooms, possible food vendor
- Location for a coffee truck
- No
- ferry capacity and being on-schedule
- Handicap drop-off? Currently you can drive down the trestle and pick-up or drop-off someone who cannot walk that distance. Costs? Our fares were increased because of things like the wing wall replacement and lit sign (that you can't see from most of the parking lot). Our roads are narrow and in bad condition. Making it easier for larger trucks is not a good thing unless MOTI is going to spend money.
- None that I know of
- the only way to really improve traffic flow and safety for drop-off/pick-up is to have a pull through lane that enables drivers to circle through the parking lot to a safe drop off area. This is especially important during school travel times. Students should not have to cross in front of unloading traffic to reach waiting cars. Cars should not be attempting to turn around in the small space at the top of the ramp where there are usually buses and pedestrians.

- Sufficient boat and trailer parking
- Access to toilet facilities that are not portable...waiting for hours at a time this is a necessity...
- Drop off and pick up for handicapped or seniors
- Foot passenger pick-up/ drop-off closer to the dock.
- Yes! Remember when all the logging trucks and gravel trucks came and went by barge? Now they travel free to Crofton? and keep dozens of cars from boarding on many runs????
- The main concern for me is having enough parking space to leave my vehicle and walk on the ferry. I work daily off island and it is very frustrating not being able to know for sure that I can find a secure parking space. There are simply not enough spots year round to accommodate those of us that must show up to work on time. Creating more parking space would be a priority for our family.
- None I can think of
- Timeliness of Ferries
- Managing the parking situation in the MOTI parking area.BC Ferries employees park there when they can park in designated crew areas.
- 1) Charging station(s) for electric vehicles. 2) A place for a coffee bar/truck.

What aspect(s) of Concept 1 are you more likely to support?

Open-Ended Response

- trestle
- Except for the ramp which will be more gradual in its turn so as to facilitate large trucks, I really can't see any changes or improvements to this terminal.
- i like the more s[pace for parking idea but thene its going to be more crowded
- more parking and a bigger waiting areas
- less sharp turns for parking
- the bigger ramp bigger shelter more parking spaces
- waiting shelter
- Painted parking lines. Additional parking spots near residences. changes to trestle location and geometry. Waiting room as well as waiting shelter. Vehicle waiting on trestle.
- more parking
- more parking
- more parking
- more parking spots and shelter
- good
- The new trestle and washrooms
- holding area on ramp. 30 parking spots noted on plan would be great if they were secured for long term parking versus the whatever it is now
- Larger parking lot
- Looks fine -I like the angle and the grade and the use of the tressle for waiting vehicles.
- Waiting rooms, walk on safety measures
- Waiting room with toilets.
- Washroom.

- I support the creation of a better trestle as well as a waiting room with a public washroom.
- Covered waiting area is good
- Washrooms and more parking spots when you leave your vehicle and go as a walk on.
- Expanded waiting areas Much better trestle design Bigger parking lots
- Waiting room appears to be higher than #2, better views?
- Improved on-off ramp and a waiting room for foot passengers.
- n/a
- Holding Area increase and Trestle improvement.
- Parking
- The waiting room with washrooms. Our current waiting room is a small shelter which isn't adequate for the 30+ students 20+ walk on commuters. Especially during rainy season.
- I like maintaining foot print and adding parking spots on the trestle. As well I'm thrilled that there will be proper waiting rooms and washrooms.
- More parking spots so less cars on road
- New trestle
- Most aspects aside from waiting room
- Extra parking, waiting area with toilet
- Washrooms + expanded parking
- parking
- Washrooms and waiting area. Added vehicle holding area, though most importantly a larger ferry!
- Waiting room and bathrooms!
- Parking and indoor waiting
- Parking Spots = 30
- -Waiting room near top parking lot for hot days / washrooms for people who have difficulty walking down the trestle. -Expanded trestle to get traffic off the road that causes dangerous situations of trying to drop off foot passengers.
- IDK
- Appears to be one vehicle load of parking contained in this proposal
- All
- All
- Washrooms
- Less change so shorter development time. Minimal changes to existing parking. Adequate shelters.
- waiting shelter on water and 125 m trestle
- I like that the
- If the existing footprint is kept, I like most of these solutions including: better angle for trestle bridge, widening for extra holding capacity on trestle, a waiting room/bathroom addition to existing shed (and moved).
- Layout of parking at west end, waiting areas, general geometry of trestle.
- More parking for walk on
- The use of the trestle for vehicle parking.
- The waiting room

- Additional traffic capacity on the trestle. I like the additional parking spots in the terminal. X2 waiting rooms/shelters.
- None. Inadequate space for parked cars (walk on passengers) and vehicles waiting for the ferry are not addressed in Concept 1.
- trestle waiting lanes on the righthand side of the road makes sense
- Using the trestle to expand holding area.
- Increased parking and waiting lanes. Washrooms Realigned less steep ramp
- improved waiting capacity for vehicle waiting
- Trestle
- The waiting area if indoors and warm with the washroom.
- Allowing 2 lanes on the trestle
- Electrical and hydraulic storage room
- everything except waiting room and bus area
- Less grade, easy curve.
- all
- None of it, build a bridge across Samsung Narrows.
- Washrooms, trestle waiting area
- Proper waiting room, formalized parking spots
- Clear lines in the parking lot to avoid cars squeezing in small spaces and ding other car doors. Having a waiting room.
- I like number two. It has the most parking in the waiting area, which we may not need at the moment, but it will surely be needed in the future.
- waiting room with washrooms near vehicle holding area
- New ramp looks much better. A waiting room with bathrooms is a good idea but better at the bottom of the ramp where people want to wait.
- None, it doesn't move the traffic problem off of Chaplin street
- Waiting room..
- Trestle and parking spots
- This is the best option, formalised parking is better and more room for busses, without intruding onto natural lands.
- I like that there is a waiting room and washroom up above.
- Parking spots of 30; waiting room [for bad weather]
- The trestle
- Parking
- Waiting shelter, waiting room
- Waiting shelter, upper washrooms, double lane holding on tressel.
- I like that there are the two waiting areas, including washrooms in the upper area. I like that the vehicle holding area and the parking area are increased.

What aspect(s) of Concept 1 are you less likely to support?

Open-Ended Response

- placement of the waiting room - puts pedestrians having to cross the parking lot - hazard the placement in concept 2 is better for that reason
- Hard to say. From the picture its much the same as we have now. It would seem you've made it easier for large trucks to load and unload, but everything else remains pretty much the same.
- the turns and how there are no vending machines on the ferry its dangers

- safe places for the school kids to wait and get picked up for the bus
- less parking
- cutting down trees
- n/a
- Buses on far side of holding area. Might not be safe for students and other passengers.
- trestle is easier to use
- nothing
- higher chance to get on the ferry
- i don't know what you would need storage for
- bd
- removing parking space
- location of waiting room and washrooms
- Lack of parking
- Not enough lanes or parking. Is the waiting area large enough?
- Parking spots in vehicle holding area not necessary
- The continued congestion at the end of the road with the parking spots and vehicle holding area.
- Parking - too many spots
- Not sure you need 2 waiting rooms.
- 2nd waiting area too far from trestle entrance for foot passengers
- Does not look like there is room for covered bike racks near the waiting room.
- The increase to the vehicle holding area does not seem sufficient to deal with the traffic loads during the busy season
- n/a
- Parking Spots = 8
- Waiting room
- N/A
- I am uncertain if this will provide enough parking coverage to keep less traffic off Vesuvius bay road. I'm not sure on the benefit of the thru lane.
- Waiting room at top of ramp
- If doing renovation, commit and do the entire project.
- Waiting room location would be safer on the other side of the parking lot.
- holding area is too small
- 5% grade achieved by added trestle
- The additional 30 parking spaces
- Not enough parking.
- -The amount of parking is too low in this, there currently are 6-15 cars parked down Langly road daily due to lack of space at the terminal for the daily commuters who walk on the ferry. -
- Placement of waiting room means pedestrians will need to cross access to parking area, where drivers may be rushing in late to park
- IDK
- Lack of improvement to parking
- None
- none

- Any changes that might include paid parking.
- smaller wait area than proposed in concept 2
- Not enough parking spots for waiting or travelling
- The 30 space parking lot is often full, so I do not like that this design still has nowhere to do a 3-point turn to leave - a real nightmare now if you discover it is full and someone pulls in behind you.
- Geometry of trestle at road: tight corner for trucks. Layout of vehicle holding area (small).
- I prefer Concept 2
- None
- Location of the waiting room. Foot traffic would interfere with vehicle access to parking lot.
- none
- The fact that there is no increase in parking.
- fewer parking spots, fewer holding area spots
- So much space for parking.
- Does not solve the current problem of turn area for the bus and waiting area without blocking the parking spot. No clear area to drop off walk on passenger. Everyone ends up in the parking area trying to park and turn around. Same problem we currently have
- Not enough holding capacity
- The parking spots are on the far end of the holding area are not ideal for picking up walk on passengers.
- Lower AEQ
- Not expanding parking to 38 cars
- S-turn on trestle, entrance to holding area. Lack of parking.
- waiting room customers having to cross vehicle access to parking area, not clear where bus waits
- Why is it so long
- It's not a bridge across Samsung Narrows.
- Overflow will still impact Vesuvius Bay Road
- parking on the trestle
- Having to cross the parking lot to get to the waiting room. There are people and kids milling all around the parking lot during peak times.
- parking spots in the holding area taking up space for cars actually waiting for the ferry
- Putting parking in the entry to the holding area makes it more likely that cars can't pull through which is important for safety and flow.
- Nothing
- The reduction of lanes to 5...
- Waiting room and washrooms would be better down where the waiting shelter is.
- Waiting room and storage area requires passengers to walk across traffic area.
- There are just not enough parking spaces for people leaving their cars and walking on the ferry.
- additional parking spots in the holding area -- keep it all for holding
- The parking lot

- None
- Parking and holding areas still too small
- The angle of the trestle, the thru bus drop off around the holding area
- I think the vehicle holding area and parking area should be maximized as much as possible when considering cost and space, as in concept 2. I think we need to anticipate future needs, and although concept 2 may cost more, it is likely worth the investment now, compared to not meeting needs, and having to make modifications sooner.

Are there any other ideas or suggestions you have about Concept 1?

Open-Ended Response

- A place to get coffee. Waits at this terminal can be long, especially in the summer. It's not unusual to have to wait hours. And then again you're allowing overflow traffic to work its way up the main road, which is very difficult for residence who just want to move in and out of their homes.
- add more space
- bigger waiting area
- vending machines on the ferry
- n/a
- there should be a A&Ws
- no not really
- bd
- maybe adding a second trestle for two ferries, which would remove the work load of only having one ferry in one of the most congested areas of salt spring
- motorcycle parking at head of line ~ 3-4 spots. formal trail development
- Larger wait room, more parking and lanes
-
- Garbage/Recycling/Compost area Cycling infrastructure (protected areas, shelter, lock up, repair stand.)
- I'm curious what happens to current operations while the new trestle is being built.
- Make it a walk and bike on ferry only.
- no
- Trestle design at a different angle to supporting flow of traffic, loading/unloading, and turning radius
- Free parking for commuters
- I would recommend a dedicated bus parking spot integrated into the plan. There's a municipal bus that has to do a 3 point turn and back up into the parking lot to pickup passengers.. this is all while passengers and vehicles are also unloading. A dedicated spot would make this much safer.
- no
- More parking
- -Put the waiting room with storage where the 8 parking stalls are on the east side of the lot to go ahead with the idea in Concept 2 to expand the lower parking lot onto MOTI land.
- A place is needed for ambulance patient transfer
- Seems kinda boring, maybe add some food trucks

- accommodation for a small privately run cafe or food truck
- The ramp areas for walk on traffic look very narrow. This can be hazardous to pedestrians that have to walk next to big trucks that are moving.
- put in a manned booth so a reservation system can be implemented.
- Add 3 "pick-up /drop-off only" spots. Many people (especially student's parents) need a place to park for 15 minutes for pick-up/drop-off. Though I see a drive-through lane (great), where do parents wait for the 15 kids who get off the ferry every day at 4pm? At 7 am they all use the restaurant as "10 min parking" because it is fortunately closed. The parking lot seems to be permanently full making it hard to find anywhere to use as a pick-up spot without getting in the way of the bus. Current staff parking spots are ideal, when they are not in use.
- No
- Doesn't maximize available space for parking. Doesn't take into account when the overloads are out onto the Vesuvius Bay road.
- Eliminate parking, more area for holding, to ensure no back-up onto road.
- There needs to be a "short term" or quick pickup spot for walk on passenger pickups. Many students come and go and having them walk through the holding area is not safe.
- Expand parking. Change angle of Trestle. Determine which vessel will be sailing to allow for commercial traffic
- use Concept 2
- Missing a duplicate slip
- Build a bridge across Samsung Narrows. Pay for it with a toll that is the same amount as the ferry, but never allow the toll to increase. Have an automated gate for people with Experience cards so islanders can use it 24 hours, but a booth for others to pay that is only open on posted hours. Once the bridge is paid for, ask the Saltspring community if they want to keep the toll in place and use the money for community development, or do away with it.
- It doesn't address the issue of traffic flow for people who are picking up or dropping off passengers who have nowhere to go and end up stuck behind the bus or in the restaurant parking.
- Rather than having 8 parking spots, have a dedicated lane for cars to pull through so they can safely pick up and drop off passengers...without having to do a multi-point turn at the top of the ramp area where the bus is usually parked and pedestrians (including children) are walking.
- No
- A pick-up/ drop-off zone at the end of the trestle near the dock
- Vehicle holding area should be expanded.
- concept 1 and 2 are so similar, though concept 2 I prefer
- Create more parking spaces than what you have here.
- no
- Concept 1 trestle with concept 2 parking lot.
- Add more parking
- Universal washroom access
- Buy the old Vesuvius Pub property and redesign concepts.

- I support what is the most environmentally friendly, including erosion of the bank, and protecting of the ocean floor. If concept two is more damaging because the foot print is increased, then I choose concept one. I would rather people inconvenienced compared to damaging the shoreline and ocean.

What aspect(s) of Concept 2 are you more likely to support?

Open-Ended Response

- the larger vehicle parking/holding area will help get cars off the road. placement of the waiting room and washroom is safer.
- Again, pretty much the same plan, only there's another ramp for ferry access. This I would imagine you would find useful.
- Love the more parking spots.
- parking spots
- bigger dock
- more parking
- more parking and waiting areas
- parking spots and waiting room placement
- Increased vehicle holding capacity. Bus access at waiting room. parking lot configuration. Trestle reconfiguration.
- more parking spaces, bigger shelter, washrooms
- more parking
- even more parking
- again more parking spots is a great idea
- good
- nothing
- Larger Parking Space And a waiting room
- increased parking and location of waiting room.
- Parking spots = 38
- Great ideas for increased volume for waiting area and parking.
- Better layout, more parking, wait room in a better location
- Waiting room with toilets
- Waiting room
- I appreciate the round about traffic flow access to the parking area and the placement of the waiting room with storage and washroom.
- Covered space.
- More room for more vehicles. The island has been discovered. We have to have room for more tourists and ourselves.
- Same as concept one except even better More parking More holding area and parking spaces Make the maximum additions possible to plan for future needs
- Larger parking area might encourage long term parking for foot passengers or cyclists parking their car and taking their bikes by ferry.
- all aspects.
- n/a
- Parking area increases are to be favored by consumers and neighbouring property owners
- Parking

- More parking spots. But perhaps a low rate monthly rate for regular commuters. The current lot is way too small & many vehicles end up parking up the road and along Vesuvius road.
- Again, I like the use of the trestle for improved parking. I can see how concept 2 would help the parking off-road issue. Bathrooms and waiting room and important features also.
- More parking so that no cars on road
- Larger parking capacity and having the vehicles on the trestle with this layout so there is a better turning radius at the top
- Expanding the footprint, too small for summer traffic.
- more holding area, more parking, better position of waiting room/bus stop hopefully with ocean view
- Most aspects seem fine
- Extra parking, larger holding area to help free up roadway, waiting area with toilet
- Washrooms and expanded parking
- none
- Waiting room & washrooms. The extra parking.
- The larger waiting room
- More parking
- parking spots 38 and parking spots 14
- All of it.
- Safer placement of pedestrian waiting room. More parking places
- Looks much bigger, will better accommodate growth
- Great increase to parking
- More parking spots available.
- The new pax waiting area is in a very good spot, so that pax do not have to cross through parking area entrance to get to bus stop, to be picked up, or to get to their parked vehicles. The higher number of parking stalls is great, as are the larger number of crew spots in the holding lot.
- All. Sufficient crew parking More parking spots
- More parking. (But only if it isn't paid parking.)
- increased parking and vehicle holding area
- Expanded # of parking spots at both ends and real washrooms
- The trestle is an improved design over existing, allowing for faster loading and unloading.
- this seems to be well thought out in all aspects, though a larger investment. Compared to #1, this adds the versatility of an easier turn around in the main lot, with more parking, holding and bus capacity with an improved waiting area.
- Larger holding area, lane changes on trestle to assist large vehicle off loading.
- Waiting room with washrooms. This has long been needed. The increased number of parking spots, as well as an enlarged vehicle holding area, both on land and on the trestle area.
- More parking
- Location of the waiting room. Looks like there would be less foot traffic interference with vehicles accessing the parking lot.

- Like more parking capacity
- It has increased parking and vehicle holding area plus a larger waiting room and washrooms
- more parking & more holding spots. waiting room without a crosswalk needed to walk onto/off of trestle
- Expanded holding and trestle holding.
- One way traffic flow into the parking area allowing safer drop off and bus turning around. More space for overload before filling the road. This is important during summer period.
- Even more parking and waiting lanes than concept 1
- improved vehicle holding area
- Trestle
- More parking is great!
- Larger expansion
- Increased parking.
- placement of waiting room and bus area
- Good slope
- All. esp. increased holding area and parking. And for some reason, waiting room location in this concept seems better than the other concept.
- None of it, it's not a bridge across Samsung Narrows.
- It all looks good
- The location of the waiting room. The shelter on the trestle. The improved parking. This design for parking looks like a huge improvement and I think will ease traffic flow
- This one is better. It has more parking in the waiting area
- the waiting room on the water side of the parking lot makes more sense...safer and hopefully reduces people rushing across in front of traffic.
- Extra lane...although they are a lot shorter...better position if waiting room so people don't need to cross road..
- The widening of the existing lot is a great plan.
- Larger vehicle holding area, safer location for waiting room as pedestrians are less exposed to traffic.
- I would support that there are more parking spots available in this concept.
- additional parking spots in the lot
- The parking lot
- Increased parking.
- size of parking and holding areas are more appropriate, although still may not be large enough for the future; waiting shelter and waiting room are both good
- 38 multi level parking, double lane holding on trestle, location of the upper waiting area/washrooms
- I also like the two waiting areas, including washrooms. The fact that it has more parking and vehicle holding space.

What aspect(s) of Concept 2 are you less likely to support?

Open-Ended Response

- I feel this is a little bit of a shell game. The plans are very much the same, except for an additional ramp. The need for this I'm not qualified to speak to.
- cutting down trees
- cutting down any trees
- sharper turns for parking
- cutting down trees
- n/a
- nothing
- even higher chance to get on the ferry
- i don't think you need a wall
- good
- everything
- The Retaining wall
- parking on trestle seems to be on the wrong side...assume this is to accommodate a larger turning radius at road connections
- Get larger ferries in the route - too often there are one or two ferry waits in the busy season.
- Make the wait areas comfortable, drinks, snacks, washrooms, lockers
- Continued traffic confusion for vehicles on the road and in the holding area.
- Cars. Too much automobile infrastructure..
- Do we need 2 waiting rooms?
- none
- 14 parking spots for crew?
- n/a
- Trestle angle
- Waiting room
- N/A
- Not sure impact to steep slope.
- Retaining wall
- It actually hasn't been expanded enough.
- Not sure about parking at side of the loading area, especially if need to cut into the steep bank
- most of it
- The layout feels convoluted and confusing. I'm sure with an attendant there at all times it would be fine though.
- Still needs more parking.
- retaining wall
- The hydraulic room
- Bathroom and waiting area a bit removed from the vehicle holding area
- can't support cost of retaining wall for extra parking why unload on the left?
- In theory the traffic flow looks better by having a through lane going by where the waiting cars go but as soon as the cars start lining up the hill that lane will be inaccessible and it could actually make traffic flow worse. Also I'm concerned that this bigger, expanded lot would have paid parking and that would cause even more parking congestion for the residents in the area.

I also have concerns that this layout isn't even possible considering the slope of the hill that would have to be cut into to make the parking lot.

- A holding area designed to accommodate waiting vehicles without intrusion on to the roadway should be a higher priority than increased parking spots. Sufficient parking spaces can be accommodated in the western portion of the facility. A higher priority would be utilizing all of the holding area for holding lanes and not for parking.
- I imagine the 2 disabled spots (great idea) will get used constantly for pick-up drop off (unfortunately) unless there are 2-4 spaces designated as pick-up/drop-off, "10 min only" spots
- General layout of parking at west end, except for the proposed tree cutting to create additional eight spots.
- None
- It's hard to tell but the diagram makes it look like the extra parking is due to smaller parking stalls. Also don't take into account when the overloads are out onto the Vesuvius Bay road. At Vesuvius it's my understanding there has already been back to back overloads of over 100 vehicles. Who are the 14 parking stalls for? I don't support their use if they are for only the BC ferries workers instead of the public.
- decreased vehicle capacity for waiting traffic
- There is still not enough of an increase to parking and vehicle holding area
- trestle holding area on left side of trestle
- Expanded parking.
- Not enough holding capacity, though better than 1. Cars are backed up the street all day in summer. Safety hazard, and terrible for residents. Greater capacity on vessel needed to avoid overloads.
- Still would be better to have a "quick pickup" area for walk on passenger pick up.
- You should take over the government dock and rebuild it on the other side of the existing Trestle. Get rid of the S-turn going up and down. Build for appropriate vessel, consider increase commercial traffic with increased lengths and weights
- No second slip
- Don't keep the ferry, build a bridge across Samsung Narrows.
- Parking on the trestle in case of earthquake
- parking spots in holding area
- Instead of parking spots at the entry and side of the holding lot, there should be a dedicated pull-through lane for passenger pick-up/drop-off...including the bus...so that there is less congestion and dangerous reversing going on down at the top of the ramp where pedestrians are walking and people are trying to enter or exit the lower parking lot.
- None
- The waiting room and washrooms should be down where the shelter is. Put a shelter at the top for the bus.
- additional parking spots.
- Not necessary to have so much parking, too much landscaping and redesign into natural forest lands.

- I like them all
- holding area used for parking
- The trestle
- None
- Angle of the trestle.
- The potential of creating problems with the stability and erosion of the bank by changing the foot print.

Are there any other ideas or suggestions you have about Concept 2?

Open-Ended Response

More amenities. In both plans there really aren't any notable improvements.

- vending machine
- have vending machines on the ferry and in waiting rooms
- vending machines on ferry
- n/a
- Wondering about turning radii for school buses at end of parking area, as well as degree of slope -- especially in slippery and wet conditions. Wondering about access to parking from roadway. Crossed traffic patterns are a concern.
- not really. looks quite nice
- it still needs a A&Ws
- nope
- good
- Maybe add vending machines to a waiting room
- designated motorcycle parking at head of line - accommodate ~ 3-4 bikes
- Be sure to allow for larger Ferries to dock.
- Lockers for commuters, snacks. Bigger boat to accommodate 100 cars. Way past due
- Same as previous
- Push the vehicle holding area into the road so that there is a one way ring road around the terminal and parking area.
- Eliminate the cars. They can travel via Swartz bay.
- Waiting room with adjacent covered bike racks and ebike 100 V charging plugs. Possible area for an ebike rental company to have a "haven" where people can park those bikes. See <https://www.dropbike.co/> Bob MacKie RobertBMacKie@gmail.com Thanks
- no
- Retaining wall needs to consider environmental considerations and design needs to be as environmentally sound/appropriate as possible.
- Free parking for commuters
- Again, some specific dedicated parking spot for municipal/school busses.
- I worry about the cost of the expansion given the slope and constraints. Will it impact the steep bank and make that area unsafe?
- Power and proper washrooms for walk on passengers
- no
- More parking.

- Buy the old Vesuvius Inn that has been under ongoing renovation. This solution will only last for the short term, saltspring and the tourism is growing every year and we will be bottle necked again very soon.
- Safe transfer place for ambulance patients needed.
- Need food trucks
- Where is the TA office area? In the waiting room building? Is there pick up and drop off area at bottom of trestle for mobility challenged pax?
- provide space for a small private cafe or food truck
- Free parking. Some way to deal with traffic flow from vehicles that are lining up the hill.
- putting in a manned booth so you can implement a reservation system
- Having recently seen a massive RV impale itself on a guard rail at the top of the trestle ramp, I imagine having the cars park on the "wrong"/left side so off-loading vehicles can make that corner more easily may be a great solution. Surveying truck drivers seems more important than asking car drivers though.
- A signage board showing clearly when the next sailing will go, and - possibly - where the vessel is at any given time. Also news of any significant delays.
- No
- This expansion may already be using all the land available. But if there is more land available then make the parking lot bigger. If no more land available then make a 3 lane trestle to expand the available parking for vehicles waiting for the ferry to 2 lanes.
- More parking and vehicle holding area. Buy the adjacent property to the vehicle holding area.
- move the trestle holding lanes to the right side of the trestle.
- Expanding parking is a broken idea; expand holding, and leave good room for transit integration.
- Survey should have asked for clear preference. Concept 2 anticipates increased traffic and is the solution I prefer. Both concepts must accommodate a larger ferry to meet future demand.
- What about washroom in waiting area on dock as well as waiting area by parking .
- Greater capacity on vessel needed to avoid overloads.
- Straighten out the tressel. Improve traffic flow. Increase the vessel size for the terminal. Get the Skeena over there or run two ships
- Add a second slip
- Build a bridge across Samsung Narrows. Pay for it with a toll that is the same amount as the ferry, but never allow the toll to increase. Have an automated gate for people with Experience cards so islanders can use it 24 hours, but a booth for others to pay that is only open on posted hours. Once the bridge is paid for, ask the Saltspring community if they want to keep the toll in place and use the money for community development, or do away with it.
- A place to get coffee while waiting
- There should be really big signage to ensure that tourists see and understand that they need to line-up in the lot rather than pull down to the top of the ramp to load onto the ferry...perhaps even smarter to just make the main road

one-way (after the stop sign at least...ideally after the turn-off to the ferry lot) and have ALL incoming traffic flow through a dedicated lane that wraps around the outside of the holding lot to create a safer, circular traffic flow rather than a tight dead-end situation that results in congestion and dangerous turn-arounds with pedestrians and parked buses and people waiting to pick up passengers. Too much going on in a tight space and no flow!

- Reduce the size of the little park area by the water to accommodate more boat trailers
- No
- The traffic should disembark on the right, not the left
- both are similar, concept 2 I prefer
- A bathroom if one is not included in the shelter.
- People can park and walk if they are walk-ons so space should be used for holding for vehicles that will go on the ferry. There should be additional runs if possible for trucks etc so that they don't take up so much space on some of the sailings.
- Concept 1 trestle with concept 2 parking lot
- More parking or even addressing people who are abusing the current parking.
- Is this enough? It may meet current demand but not likely future demand. Is this the right location for this terminal? Is more land needed?
- If the environment isn't damaged with Concept 2, I would choose it first because of the increased parking and vehicle holding area.

- A few times per week
- Daily
- Daily
- Once or twice per month
- Once or twice per month
- Weekly
- A few times per week
- A few times per year
- A few times per year
- Once or twice per month
- Weekly
- Weekly
- Once or twice per month
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- A few times per week
- A few times per year
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- Daily
- Once or twice per month
- A few times per week
- Once or twice per month
- Weekly
- A few times per week

YOUR INPUT IS IMPORTANT TO US AND WILL HELP SHAPE OUR FUTURE PLANS.

