

Ferry Advisory Committee (FAC) - Record of Meeting

Date:	January 27, 2021
Committee Name:	Salt Spring Island
Routes:	4, 6, 9

Attendees:

<p>For the FAC:</p> <p><i>Chair(s):</i> Harold Swierenga</p> <p><i>Members</i></p> <ul style="list-style-type: none"> • Mike Stacey, Peter Grove • Kylie Coates, Alan Sturgess • Dave Toynbee, Gary Holman • John Wakefied, Rob Pingle • Catherine Samson 	<p>For BCF:</p> <ul style="list-style-type: none"> • Cam Hillis • Capt Hardeep Grewal • Peter Simpson • Carrie McIntosh • Darin Guenette
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Points of Information/Agreement:

1. Crofton/Vesuvius terminal updates. Work planned for Vesuvius terminal includes: replacement/realignment of trestle (including a holding lane), a new waiting room (with restroom if feasible) and electrical room, and replacement of the ramp structures. Crofton work scope has not yet been defined, but will likely include construction of a new berth and a lay-by berth for future, two-ship operations. Both projects are currently planned during the Fiscal year 2024-2026 time period.
2. Fulford Terminal project update. Other than a sewage treatment upgrade in Fiscal year 2023/24, no other work is planned for Fulford until Fiscal year 2027/28. Although the scope of work has not been confirmed, the plan will likely include replacement of the waiting room and expansion of the trestle to allow for a new pickup/dropoff drive-through loop. Upgrade of marine/berth structures is set for the following year as well. Harold noted that the continued delays for any substantive work/improvements at Fulford is disappointing and disheartening, as discussion has been happening for 30-40 years with no changes made.
3. Route 1-4 throughfare policies. Harold shared comments he's received from people frustrated in the policy requiring one to catch the next available Route 4 sailing after arriving at Swartz Bay from Route 1. Cam has reviewed the reasoning behind this policy, and what challenges are happening at the terminal. He agrees that it seems reasonable to allow one to catch either of the next two available Route 4 sailings, and expects to get this practice in place as a policy. BCF will let the FAC know if/when this new policy can be implemented.
4. Closed deck policy. Transport Canada regulations requiring passengers to vacate a closed vehicle deck (as on the Salish vessels) is still in effect, with no expectations for

changes/relaxations. BCF does not see a change to classifying the lower deck on Salish vessels as 'closed', nor will the new Salish be any different.

5. BC Ferries post-pandemic traffic forecasts. BCF has forecast potential near-future traffic demand, and depending on pandemic circumstances, sees a potential for traffic levels 'near 2019 levels' this upcoming peak season. That means they are coordinated crewing and vessel plans to be able to respond to potential strong traffic demand.
6. Pedestrian/cycling safety near Fulford. Gary had previously submitted a motion to request BCF participation in discussion with Salt Spring Transportation Committee and MOTI in addressing safety issues for pedestrians and cyclists at Fulford terminal. BCF is willing to join any discussion, and ensure that any ideas for changes to roadway/sidewalks will not hamper potential future improvements at the terminal.
 FAC members added concerns for cyclist/pedestrian safety risks when they offload ahead of vehicles at Fulford, as the walk/bikeways leading up the hill are narrow. Discussion followed around considering holding back these people (except for people heading for bus) until all vehicles have unloaded, and Capt Grewal noted he will discuss this with the vessel crews to understand their experience/suggestions.
7. Introduction of new Salish vessel and scheduling engagement plan. As a new Salish vessel will be introduced into the service area in 2022, BCF has developed a process to engage with both the SSI and SGI FACs to explore service enhancement possibilities. Although the new ship will replace the Mayne Queen on Route 5a, discussion with both FACs is seen as valuable, as ideas may affect how service is delivered to the entire region. A first discussion with full FAC membership is starting in the upcoming week.

Action Items¹:

Item	Who	By When
1. Let FAC know if/when changes to throughfare policy are in place.	Darin/Cam	February
2. Discuss idea of holding back cyclists/pedestrians during Skeena Queen unloading.	Hardeep	February

¹ Significant Service Request (SSR) requiring detailed analysis and formal decisions from BCF should be submitted using the SSR process. Submission of a SSR should be noted as an Action Item.