



Tony Valente <antonio.m.valente@gmail.com>

Re: [BCCC Coordinators] Horseshoe Bay Ferry Expansion, Walk and Bike Ferries

Laura Jane <laura@bikehub.ca>
To: Richard Campbell <richard.campbell@bccc.bc.ca>
Cc: North Shore Local Committee <northshore@bikehub.ca>

Tue, Dec 12, 2017 at 9:29 AM

Thanks for bringing this up Richard - some great points in there.

Thanks also for ensuring that any recommendations re: physical infrastructure on the North Shore are led through our HUB North Shore local committee to ensure consistent messaging. I've cc'd Tony so you can get in touch.

Thanks,

Laura

On Mon, Dec 11, 2017 at 3:58 PM, Richard Campbell <richard.campbell@bccycling.ca> wrote:

Hi

Looks like it is time we start up a BC Ferries committee. Please let me know if you are interested especially if you would like to chair or coordinate meetings and other activities.

I can also put the below in a google doc so we can start developing a position paper.

BC Ferries is planning a \$250 million expansion of the Horseshoe Bay Ferry Terminal. The \$250 million does not include the cost of two more ferries that they want to buy to serve this expansion. Suspect that the total cost including the ferries will approach half a billion.

<http://vancouversun.com/news/local-news/horseshoe-bay-ferry-terminal-to-get-250-million-overhaul>

This will add more traffic to already crowded roads and bridges while still being very inconvenient for walk on and bike on passengers. A much better option would be to look at walk/bike on ferries, transit and cycling improvements to move people not vehicles.

Was hoping they would hold off on this until the BC Ferries Review that they announced. Looks like it is not imminent through so perhaps time for them to do a rethink. Work on the new terminal would hopefully begin within the next five years.

Walk and Bike on Ferries

A much better solution would be passenger ferries with terminals downtown or at rapid transit stations. Possibilities include:

- Downtown Vancouver to Downtown Nanaimo
- Bridgeport or Marine Drive Stations to Downtown Nanaimo
- Downtown to the Sunshine Coast and Bowen Island
- UBC to Nanaimo, Bowen Island or Sunshine Coast. Extend the UBC Line to the terminal

Already, developers in Nanaimo are anticipating the proposed ferry service from Downtown Vancouver. <http://www.timescolonist.com/news/local/mainland-developer-looks-to-nanaimo-for-affordable-building-sites-1.23106052>

However, unless there is guaranteed service, it might get cancelled as has been the case with several private ferries to the Island. I think it is time that BC Ferries mandate changed to part of an integrated marine transportation system focusing on connecting and helping to create great communities, instead of just a marine highway.

Ferry Oriented Communities

With both the existing terminals and potential new walk on ferry terminals, there is great potential for Ferry Oriented Communities around the terminals including apartment homes, shops, businesses and offices. This would both help create walking oriented communities with great access to the ferries and help create revenue to build and operate the system. A great place for this would be a site that I believe TransLink owns at the foot of Cambie street within easy walking distance of Marine Gateway Station.

Rapid Transit to the North Shore and Rail from North Van to Horseshoe Bay, Squamish and Whistler

Another option would be to build rapid transit to the North Shore connecting to rail from North Van to Horseshoe Bay, Squamish and Whistler (and Prince George). This would both help create demand and strengthen the business for rapid transit and rail. Instead of expanding Horseshoe Bay Terminal and the Sea to Sky Highway, invest in rapid transit and rail instead.

Note that a tunnel under Burrard Bridge may not be as expensive as many would think. The cost of a 4.3 mile cross harbour tunnel was estimate to be \$360 million. While I think this was just 1 tube, the heavy rail trains would have required a significantly larger tunnel than smaller SkyTrain cars plus would have required expensive ventilation systems for their diesel exhaust. http://www.urbanstudio.sala.ubc.ca/squamish2004/trans%20High-Speed_Passenger_Rail.pdf

Improved Transit Service on the Sunshine Coast and the Island

Instead of spending a fortune on vehicle ferries, they could instead invest in better transit on the Sunshine Coast and the Island.

We Need a Plan

Basically, we need an integrated long term transportation plan that focuses on creating vibrant walking oriented communities. BC Ferries needs to be a key part of that.

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Richard Campbell
Executive Director

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