

## **Bridge between Gabriola Island and Vancouver Island opinion polls and surveys**

According to the 2011 census, there were 3580 residents eighteen years or older on Gabriola Island and 118 on Mudge Island for a total of 3698. The oft-quoted figure of 4000 for Gabriola includes children.

The latest figures suggest that while there is a clear trend for more interest on the part of people living on Gabriola and Mudge Islands for a bridge to Vancouver Island to replace the ferry, the majority don't want one. If I had to put numbers to this, I would estimate around 40±5% for, 60±5% against—the municipality vote a few years ago showed that people who do not participate in polls and petitions tend to prefer the status quo so accounting for “non-responses” has to be biased somewhat towards no bridge. It's impossible though to be scientific because, apart from the Vancouver Island University study, participants in the polls are self-selected, the numbers of those declining invitations to sign petitions are not known, there are doubts about the qualifications of some participants, and not every one who is qualified is aware of the polls/petitions or has easy access to e-mail and the internet. It also appears to me a little unfair to be giving equal weight to the opinions of full-time residents and the opinions of property owners who live far away and only visit for a week or two in the summer.

Obvious possible reasons for a pro-bridge trend are cut-backs in ferry service along with increasing fares, but it may be that some newer residents without firm attachments to Gabriola as a community, rather than just a nice place to live, are not fully aware of the enormous changes a bridge would bring, or if they do, they don't care. Gabriola faces the dilemma facing other communities on coastal BC, including the city of Vancouver, that the more convenient you make it to live here, the greater the growth in population and the greater the pressure to cut trees and develop, which are the very factors that detract most from the island's current attractiveness. Perceived inconvenience may be the price you have to pay for preservation.

### **April 2015 Petition**

The Bridge-Free-Salish-Sea (BFSS) collective presented a petition to the BC Legislature on April 13, 2015, calling for no fixed links among the Gulf Islands. It had 2109 signatures and of these, 1641 signatures (about 44.4% of the Gabriola eligible resident population) were from Gabriola and Mudge Islands.

### **September-October 2014 Online petition**

There was a “no-bridge” petition, now closed, at :

<http://www.thepetitionsite.com/634/184/669/no-bridge-to-gabriola/>

“We, all residents or property owners on Gabriola Island, are opposed to a bridge to our island. We reject the idea of a feasibility study and call on the provincial government to restore full, affordable ferry service to Gabriola Island.” On October 12, it had 792 signatures (about 22.1% of the Gabriola eligible resident population). When the petition closed, there were only a few being added each day so the stated goal of 1000 signatures was ambitious. The number of unqualified contributors is not known of course, but there were probably a few. There is now a [“no-bridge” website](#).

### **July 6, 2014 Flying Shingle poll**

Responses to the poll. Should there be a fixed link to Mudge and Gabriola Islands from Duke Point?

- |                                                                     |     |
|---------------------------------------------------------------------|-----|
| 1. Hell no! (27 out of 49 responses):                               | 55% |
| 2. Hell yes! (20 out of 49 responses):                              | 41% |
| 3. Can we PLEASE talk about something else (2 out of 49 responses): | 4%  |
| 4. Haven't decided or don't know (0 out of 49 responses):           | 0%  |

Note the very small number of participants.

#### **April–June 2014 Gabriola Bridge Society petition**

A petition asking the BC government to complete an “independent feasibility study on a two-lane rural bridge from Gabriola to Vancouver Island via Cedar, Dodds Narrows (*sic*), Mudge Island, False Narrows, Gabriola” was closed in early June.

Those signing were required to be 18 years or older and residents of Gabriola or Mudge Islands although one comment on facebook indicates that signatures of non-resident property owners were also accepted.

The only public list of signatures I've seen was an early one with only 82 signatures. Of these, 21 said they lived on Gabriola; 16 said they lived on Mudge; 19 said they lived elsewhere; and 26 made no declaration, see [here](#). Presumably there was some weeding done for the final version submitted to the Minister. Signatures were collected in ferry line-ups, in a temporary office, and by e-mail. The society also had/has a [website](#) and [facebook](#) page.

According to [press reports](#) (Gabriola Sounder, p.1, June 16, 2014) the petition submitted had [609 signatures](#) (about 16.5% of the combined Gabriola and Mudge eligible resident populations). Some press reports gave figures in the 660–700 range, possibly preliminary assessments before some signatures were discounted or possibly just careless reporting.

#### **July 2009 Vancouver Island University study** (complete copy of the study is attached)

“...The majority of respondents, approximately 65% do not support further investigation into a fixed-link crossing (a bridge) of any kind...”

#### **October 16, 2008 Flying Shingle poll**

Responses to the ferry/bridge poll were:

- |                                                                                                            |     |
|------------------------------------------------------------------------------------------------------------|-----|
| 1. De-privatize BC Ferries & subsidize ferries as other highways are subsidized (91 out of 126 responses): | 72% |
| 2. Have BC Ferries build a fixed link to Vancouver Island (21 out of 126 responses):                       | 17% |
| 3. Provide free ferry service on commuter routes (8 out of 125 responses):                                 | 6%  |
| 4. Subsidize reduced rates for commuter ferries (4 out of 125 responses):                                  | 3%  |
| 5. No changes required (2 out of 125 responses):                                                           | 2%  |

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# Gabriola Transportation Alternatives Survey Final Report

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*Final report of a survey undertaken for the Gabriola Ferry Advisory  
Committee, May/June 2009 by:*

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VANCOUVER ISLAND  
UNIVERSITY

July 2009

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## Executive Summary

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In the Fall of 2008, the Gabriola Ferries Advisory Committee approached the Dean of the Faculty of Social Sciences at Vancouver Island University to conduct a survey to determine which transportation alternatives the residents of Gabriola Island wish to have investigated further. BC Ferries contributed \$5000 to cover hard costs of the survey process such as printing and mailing, and to pay for the costs of student labour. Faculty members from the Departments of Geography (Pam Shaw) and Sociology (Linda Derksen, Jerry Hinbest) donated their time, and a recent VIU graduate acted as the Project Coordinator (Katelin Bowes).

In mid-May 2009 we sent 548 surveys to a systematic random sample of households listed in the 2009 Gabriola Community Directory. At the end of May, postcards reminding respondents to return their surveys were sent to each household. Two hundred and ninety-two valid surveys were returned, resulting in an overall response rate of 53.3%. This response rate is high enough that survey results can be considered to be representative of the population of Gabriola, within a margin of error of approximately 6% (95% confidence limits).

Respondents' top priorities for further investigation are first, integration of the ferry with the regional transit system (61.3% agree), second, a larger ferry with greater capacity (49% agree/strongly agree); and third, no change – the ferry should continue to operate 'as is' and 'where is' (38%).

The majority of respondents, approximately 65% do not support further investigation into a fixed-link crossing (a bridge) of any kind. However, about 1/3 of respondents would like to see further investigation into either a no charge or toll bridge. Respondents are virtually unanimous in rejecting all options for further investigation into crossings of any kind to Duke Point. Additionally, respondents do not wish to see further investigation into passenger only crossings (62.7% disagree); fewer crossings on the current route (75.7% disagree) or into smaller vessels (63.4% disagree).

Respondents to the survey were provided with many opportunities to write open-ended comments. The majority of respondents took advantage of this opportunity and provided very useful information which is integrated throughout this report.

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## **Background**

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In the Fall of 2008, the Gabriola Ferries Advisory Committee approached the Dean of the Faculty of Social Sciences at Vancouver Island University to conduct a survey to determine which transportation alternatives the residents of Gabriola Island wish to have investigated further. BC Ferries contributed \$5000 to cover hard costs (printing, mailing), and to contribute towards the costs of student labour. Faculty members from the Departments of Geography (Pam Shaw) and Sociology (Linda Derksen, Jerry Hinbest) donated their time, and a recent VIU graduate acted as the Project Coordinator (Katelin Bowes). We would like to acknowledge Eric Ross, a VIU Social Science student, for his assistance in entering and analyzing written responses to the survey.

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## **Methodology**

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### **Survey Methodology**

Questions for the survey were developed initially by Pam Shaw (Geography), with assistance from Jerry Hinbest and Linda Derksen (Sociology). The survey as a whole was pre-tested in Dr. Shaw's upper level research methods class, and in response to the students' feedback, we made several changes to the survey. The Gabriola Ferries Advisory Committee also pre-tested the survey, and in response to their feedback, we added categories we had missed, such as "using the ferry for medical reasons." We also changed the formatting on several questions to make them easier for respondents to answer.

The sample size was chosen by using a computer program designed to calculate sample sizes. An approximate population of 4000 (for the island of Gabriola) was entered into the program, which generated a sample size that would provide 95% confidence in results within a margin of plus or minus 4% (95% confident that the sample results accurately reflect the characteristics of the larger population, within 4%). We drew the systematic random sample of 548 households from the 2009 Gabriola

Community Directory, skipping businesses and duplicate entries. Surveys were addressed to “Any adult member of the ... Household.”

Surveys were mailed out in mid-May 2009, with a reminder postcard mailed at the end of May (see Appendix A of this report for a copy of the survey). In total, we received three hundred and forty-five surveys back. Thirty (30) were marked as “address unknown” or “moved/ unknown,” although a check of the Community Directory and the Telus online phone book showed the addresses to be accurate. Fourteen of the surveys were marked as unclaimed – these were most likely addressed to respondents who pick their mail up at the post office. This left us with 292 surveys with valid responses for analysis, excluding nine surveys marked “refused” by the respondent. The overall response rate (number of usable surveys returned divided by the total number mailed out) was approximately 53.3%. A response rate of 50% or more is considered adequate for making statistical inferences about the general population from the sample data.<sup>1</sup> Please see Appendix A for information on missing values and inference.

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## Survey Findings

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### Characteristics of Respondents

The vast majority of the surveys were completed by year-round residents of Gabriola (97%, N=283). Three percent (N=9) were answered by seasonal residents and people who own property on Gabriola, but do not live there. Most respondents were between 36 and 65 years of age (62.7%), with 2.1% between 18 and 35 years, and 35.3% over the age of sixty-five. More women than men returned surveys (55.7% versus 44.3%).

### Ferry Usage

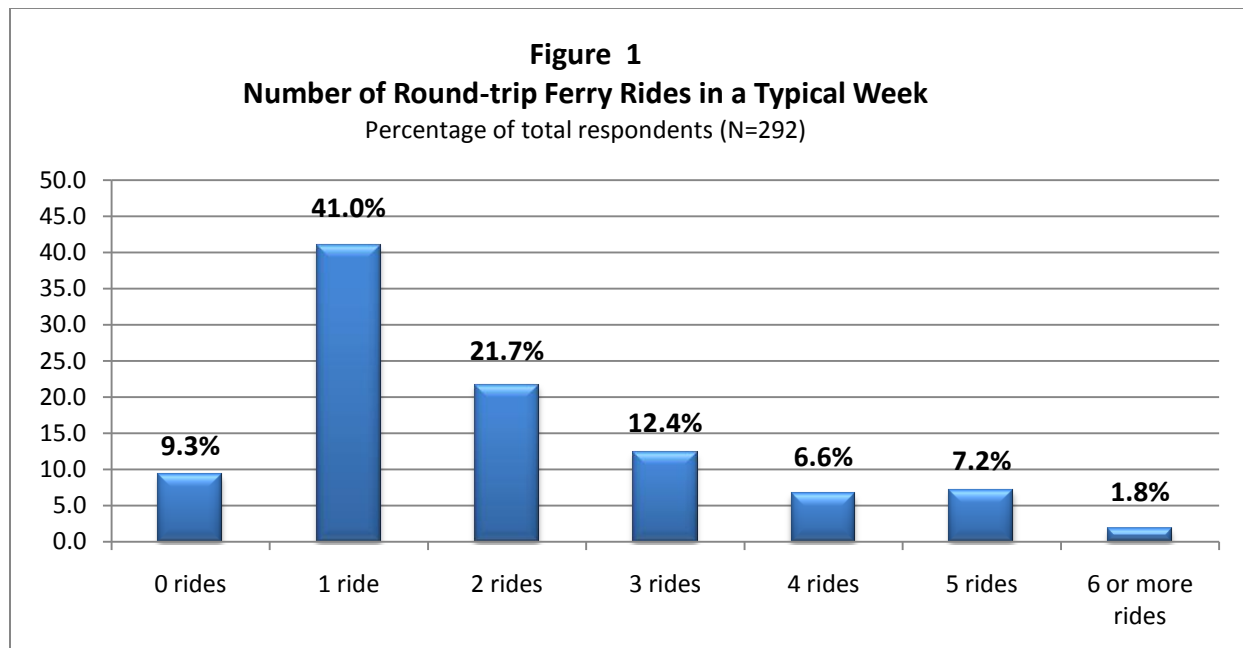
Section “D” of the survey asked respondents to indicate how frequently they make a round trip ride on the ferry in a typical week,

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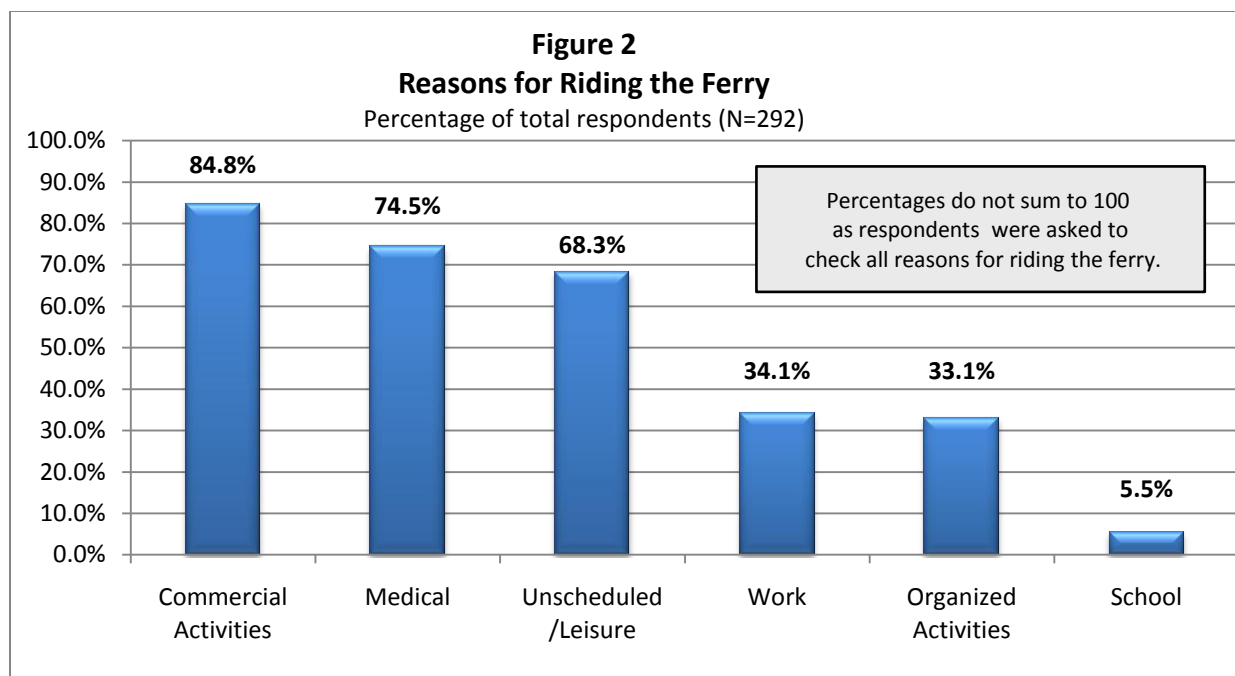
<sup>1</sup> Source: Earl Babbie (2007). *The Practice of Social Research*. Belmont, CA: Thomson Wadsworth, p. 261-2.



ranked from zero times per week, to more than seven rides in a typical week (see Figure 1 below for a summary of the results). On average, respondents make 1.94 trips in a typical week. However, the majority of respondents (41%), make one trip in a typical week, with 21.7% making two trips. Only 1.8% of respondents make six or more trips in a typical week.



The most frequent reason for riding the ferry is commercial activities such as shopping, with 84.8% (N=246). The second most frequent reason for riding is medical, with about 75% of respondents riding for this reason. Approximately sixty-eight percent (68.3%, N=198) ride for unscheduled/leisure activities. About equal numbers ride for ride for work (34.1%, N=99), and scheduled activities (33.1%, N=96). Very few respondents ride for either post-secondary or other types of schooling (5.5%, N=16).



### Mode of Transportation and Reason for Travelling

Not surprisingly, respondents' first choice for riding the ferry is their car or truck, and their second most popular choice is to travel as a foot passenger. Sixty-five percent (65%) of respondents report that their car is their first choice for commercial activities such as shopping, while 24% report that walking on the ferry is their second choice. When traveling for medical visits and unscheduled activities, 50% of respondents report the use of a car or truck as their first choice. Eighteen percent (18%) report walking on as their second choice for medical visits, and 28% report walking on as their second choice for unscheduled activities. Very few people use their motorcycles or bicycles as first or second choice for riding the ferry (see Table 2 in Appendix A for a summary of results).

### Ferry Costs

Most respondents (62%) feel that ferry fares are not reasonable. Sixty percent of respondents also reported that increasing the price of ferry fares would reduce the number of trips they would take on the ferry. This is particularly interesting given that most respondents ride the ferry only

once a week. Over half of the respondents (66.8%) would like to see the ferry be free as it is part of the provincial highway system.

What is not as clear from the quantitative results is whether respondents feel that fares are beyond their means. Almost 1/3 of respondents (31.5%) did not respond to this question, 28% agree that ferry fares are beyond their means, and 40.4% disagree that fares are beyond their means. Given the large number of non-responses, and the small 12% difference between the “Agree” and “Disagree” category, the quantitative results do not speak clearly to how the general population of Gabriola feels about ferry fares.

However, ferry fares are extremely important to residents of Gabriola. Over half (153) of all survey respondents added at least one written comment that addressed the issue of the rising cost of ferry travel. The vast majority of these comments (77%) focused on how the fares have become too high and represent a serious challenge for island residents. A minority (14%) of those commenting on ferry fares suggested that the costs were fine or something that could be handled if they did not go higher. A significant sub-theme that emerged in examining the comments about fares were respondents that spoke of the ferries as part of the highway system (29%), and as such deserving of subsidies, or free for island residents (11%) in a way similar to inland ferries in fresh water locations.

*"The Gabriola Ferry is our highway to Nanaimo - our only objection to its operation is the exorbitant fare increase!"*

According to respondents who commented on the impacts of increasing costs, high fares translate into fewer trips (14%), more trips leaving the car behind (5%), and for a vocal minority (5%) – particularly commuters – could eventually

*"It is absurd that inland ferries are free because (according to the government) they are part of the highway system - so are the coastal ferries... The current level of fees is discriminatory."*

lead to a decision to leave the island. As the survey was sent only to those

listed in the community directory, any individuals or families who might already have left the island for these reasons were not included.

Approximately 17% of those making comments about the ferry costs noted – sometimes in counterpoint to those suggesting that the ferries should be free – that they did endorse a reasonable cost for ferry service, but that the ferry should be subsidized in a way similar to what is freely available to those living in more remote land-based locations. Those mentioning subsidies also discussed the needs of residents and seniors.

### **Transportation Options Worthy of Further Investigation**

The main purpose of this survey is to determine what, if any, transportation options residents of Gabriola Island would like to have investigated further. About half of respondents 52.1% agree that there is a need to consider transportation options for Gabriola Island beyond the current ferry system. However, the biggest question for residents of Gabriola is which options should be investigated. See Appendix for tables summarizing responses to Section G (rank ordering of which transportation options should be further investigated), and Section I (seventeen questions on various transportation options for further investigation).

We found the strongest level of support for the further investigation into the following:

1. Integration of the ferry with the regional transit system (61.3% agree)
2. A larger ferry with greater capacity (49% agree/strongly agree)
3. No change – the ferry should continue to operate ‘as is’ and ‘where is’ (38%).

In written comments, the option of a bigger ferry was linked to concerns about seasonal and peak daily sailings causing increased wait times. Variations suggested included simply having a larger ferry on the route (if it did not increase ferry costs), having a larger ferry do one or more

*"I think a small passenger ferry with connections to transit could be very effective and allow us to avoid using the car."*

specific crossings per day in order to address peak usage and commuter needs, and introducing a larger ferry on a seasonal basis to accommodate increased usage during summer vacation or other holiday periods.

Respondents do not support further investigation into the following options:

- Making some crossings passenger only (69.5% disagree)
- Fewer crossings on the current route (75.7% disagree)
- Smaller vessels (63.4% disagree)
- Duke Point: respondents are very clear that they do not support further investigation into any of the many proposed options having to do with routing sailings to Duke Point, including routing all sailings to Duke Point; vehicle crossings to Duke point and passenger crossings to Downtown Nanaimo; integration of Duke Point sailings with transit; a combination of routes between Downtown Nanaimo and Duke Point; diverting all sailings to Duke Point; a combination of routes between downtown Nanaimo and Duke Point.

Written comments about Duke Point are consistent with the quantitative results. Just under 15% of all respondents wrote comments that were overwhelmingly against further consideration of the Duke Point option.

*"Duke Point and a bridge are terrible options from an environmental point of view and will both result in increased vehicle traffic."*

Some comments in favour of exploring a Duke Point link mention that this option should proceed only if a foot passenger ferry to downtown Nanaimo continued as well. Others suggest that introducing more passenger-only sailings might be an environmentally responsive means of addressing capacity issues. However several people note a significant challenge to such a change: the parking area on Gabriola is not adequate to accommodate the switch to passenger from vehicle traffic. This is particularly problematic for people with

disabilities and seniors who find the walk up the hill from the ferry terminal to be challenging.

### **Respondents' Preferences for Further Investigation into a Fixed Link/Bridge:**

Survey results are very clear: the majority of respondents do not support further investigation into a fixed-link crossing/ bridge) of any kind. Approximately 65% do not feel that a toll bridge to Gabriola is worthy of further investigation (Appendix A, Table 4, Question I-14). When the question is phrased slightly differently, as investigation into a fixed link crossing, the majority of respondents (59.2%) still do not support further investigation (Appendix A, Table 4, Question I-6). However, a substantial minority of about 1/3 of respondents would like to see further investigation into a toll bridge or a no charge bridge.

*"NO BRIDGE! This is an island. If there are people living on Gabriola who want a bridge - they should move off the island. We are an island community, not a suburb."*

When asked to rank their preferences for further investigation into various transportation options, the majority of respondent (64.7%) left the "bridge option" blank and gave it no ranking at all. Only 16.8% of respondents ranked a "no charge" bridge as their first option for further investigation, while 8.6% ranked it as their second option. About 12.0% ranked a toll bridge as their first option for further investigation, and 12.3% ranked it as their second option.

The bridge option drew fewer written comments than did ferry fares (64 individuals wrote comments about a bridge, representing 22% of survey respondents). However these comments tended to be the most polarized and emotional. It appears to be a strongly partisan issue that elicits strong language and views, particularly by those who oppose the idea.

*A "bridge would improve or facilitate medical care, fire service, water supply, gas, various maintenance services, police, power."*

Those favouring the idea of a bridge tended to be much less strong in their endorsement, but offered thoughtful reasons why it might be worthwhile, such as noting safety issues about access to fire or police, and

security in getting to medical care when needed. For some of those endorsing a bridge, support was conditional on maintaining a concurrent passenger ferry system to downtown Nanaimo.

Those opposing the idea of a bridge in their comments (14% of all respondents) noted the cultural impact such a change could make to the Gabriola community, the potentially serious environmental impact because of the increased use of cars, and the distance that such a bridge would be from downtown Nanaimo, which would seriously impact those who depend on taking the ferry as a walk-on passenger to get to their local destinations.

*"I believe a bridge would change the nature of the island so much that it wouldn't be attractive to live here."*

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## Conclusion

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Perhaps the most informative result of the survey is that of all the options presented, most residents of Gabriola would like to see research undertaken into the possibility of integrating the regional transit system with the ferry system, which is consistent with many of the environmentally focused written comments. The survey responses, coupled with the comments, indicate that many people live on Gabriola *because* it is an island, and that means accepting all of the challenges that go along with the benefits. As a lifestyle choice, depending on the ferries is an acceptable option to most. What makes the bridge option appear to be a solution to *some* is that the ferry costs have escalated beyond a reasonable level, so the fare increase and bridge issues are linked in this way.

*"People who live on the islands are willing to pay to support a system that is ... part of highways, but the increased cost of trying to support an independent ferry fleet is causing these communities to become less and less diverse, and whole communities as we know them now to disappear."*

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## Appendix A – Technical note

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### Treatment of Missing Values

On most surveys people skip some of the questions, resulting in “missing values” on the questions they do not answer. Sometimes missing values occur because people simply forget to tick a box, or go back to a question they meant to answer. When missing values are few, and are scattered randomly throughout a survey, they have few statistical consequences. However, when large numbers of respondents do not answer a question, these missing values must be treated as responses in and of themselves.

When a significant number of survey respondents do not respond to a particular question, the problem with reporting the percentages of the responses to the question is determining what base to use for calculating those percentages. Should those percentages be calculated based on the total number of people who answered the *question*, or the total number of people who answered the *survey*? For example, if a survey is returned by 400 people, and if 100 people respond to a question, and 25 of those responses are “yes” – then one way to calculate the percentage who replied “yes” to the question is simply to divide 25 into 100 and report that 25% said “yes.” However, if 300 of the 400 survey respondents skipped that question altogether, then to report that “25% of the respondents said ‘yes’” is extremely misleading, since so many people did not answer the question at all! In this example, it’s actually only 25 out of all survey respondents ( $100+300=400$ ), or 6.25% , who clearly said “yes” to that question (a far cry from the result one gets if one simply divides the number of “yes” answers by the number of people who responded to the question). In this kind of scenario, reporting percentages based only on the number of respondents who answered a question (and not basing the result on the number of respondents to the survey overall) over-inflates the response (whether it is affirmative or negative).

On many questions in this survey, large numbers of respondents did not respond. These were, in effect, responses in themselves, and have been treated as such. Throughout this report, all responses have been calculated from the total number of respondents ( $N=292$ ), and both the percentage and the number of people who did not respond to the question have been reported for each question.

### Inference from survey results to the population of Gabriola

The most conservative (i.e., largest) calculation for the estimate of error is to calculate the error for a sample that is evenly split between yes and no (i.e., 50% “agree” and 50%



“disagree”). For this survey, the conservative estimate of error for a sample size of 292, at a 95% level of confidence, is plus and minus 5.7%. This estimate applies only to questions phrased as “agree/disagree” (Section H, on ferry fares, and Section I, on transportation alternatives), and not to questions where respondents gave multiple responses or were asked to rank order preferences.

An example of inference to the general population of Gabriola Island is as follows. For example, in Section I, question 17, 61.3% of respondents agreed that integration of the ferry and transit system should be further investigated. To make an inference about what the general population of Gabriola might think, it is appropriate to say: “61.3% of respondents support further investigation into integration with the regional transportation system. This result is accurate to within plus or minus 5.7%, 19 times out of 20.”<sup>2</sup> Another way to phrase it is: 61.3% of survey respondents agree that further investigation into integration with the regional transportation system should be undertaken. We are 95% confident that between 55.7% and 67% (plus and minus 5.7%) of the population of Gabriola Island support further investigation into integration with the regional transportation system.”

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<sup>2</sup> The phrase “19 times out of 20” refers to the 95% confidence level, and is based in sampling theory. If we were to repeat the survey an infinite number of times, we would expect to find results in “this” range, 95 times out of 100 (which is equivalent to 19 times out of 20).

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**Appendix B – Tables**


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**Table 1**  
**Respondents' Demographic Characteristics**  
(N=292)

<b>Residence</b>	<b>%</b>	<b>N</b>
Year-round resident of Gabriola	96.9%	283
Seasonal resident/Own property on Gabriola	3.1%	9

<b>Age</b>	<b>%</b>	<b>N</b>
18 to 35 years	2.1%	6
36 to 65 years	62.7%	183
Over 65 years	35.3%	103

<b>Gender</b>	<b>%</b>	<b>N</b>
Male	44.3%	128
Female	55.7%	161

**Table 2**  
**Mode of Transportation by Reason for Travelling, Ranked by 1<sup>st</sup> or 2<sup>nd</sup> Choice**  
(N=292)

		<b>Commercial activities</b>	<b>Medical visits</b>	<b>Unscheduled activities</b>	<b>Organized activities</b>	<b>For work</b>	<b>School and Education</b>
<b>Car/Truck</b>	1 <sup>st</sup> choice	65.1% (190)	48.3% (141)	45.2% (132)	21.9% (64)	20.9% (61)	3.1% (9)
	2 <sup>nd</sup> choice	11.6% (34)	18.8% (55)	18.2% (53)	8.9% (26)	7.2% (21)	0% (0)
<b>Walk on</b>	1 <sup>st</sup> choice	6.8% (20)	7.9% (23)	11.6% (34)	9.2% (27)	12.0% (35)	-
	2 <sup>nd</sup> choice	24.3% (71)	18.5% (54)	27.7% (81)	11.3% (33)	5.5% (16)	2.7% (8)
<b>Other (Bicycle &amp; Motorcycle)</b>	1 <sup>st</sup> choice	<sup>3</sup> -	-	2.4% (7)	1.7% (5)	-	0% (0)
	2 <sup>nd</sup> choice	7.5% (22)	4.1% (12)	9.9% (29)	2.7% (8)	3.8% (11)	-

<sup>3</sup> Cell frequencies under 5 (percentages under 2%) are not reported to protect the anonymity of respondents.

**Table 3**  
**Respondents' Attitudes Towards Ferry Costs**  
 (N=292)

	<b>Agree/ Strongly Agree</b>	<b>Disagree/ Strongly Disagree</b>	<b>% No Response to this question (N)</b>
1. I think the ferry fares are reasonable.	28.1% (82)	62.0% (181)	9.9% (29)
2. The fares for the ferry are beyond my means	28.1% (82)	40.4% (118)	31.5% (92)
3. Any increase in fares will mean that I need to reduced the number of trips I make on the ferry.	60.2% (176)	20.5% (60)	19.2% (56)
4. Any increase in fares will cause me to change my mode of travel on the ferry (for example, if I currently use my car, I will switch to walking on the ferry).	36.7% (107)	34.2% (100)	29.1% (85)
5. I would grumble if the ferry fares increased, but I can pay for it.	43.5% (127)	30.4% (89)	26.0% (76)
6. The ferry is part of the provincial highway system and should be free to all users.	66.8% (195)	19.9% (58)	13.4% (39)

**Table 4**  
**Respondents' Ranking of Transportation Options Worthy of Further Investigation**  
**(Section G)**  
 (Total N=292)

	<b>1st ranked</b>	<b>2nd ranked</b>	<b>3rd ranked</b>	<b>4th ranked</b>	<b>Ranked 5th or less</b>	<b>% No response to this question (N)</b>
No change: the ferry should continue to operate "as is" and "where is"	38.0% (111)	13.0% (38)	7.9% (23)	3.4% (10)	3.4% (10)	34.2% (100)
A "no charge" bridge connecting Gabriola Island to Vancouver Island	16.8% (49)	8.6% (25)	5.1% (15)	0.0% (0)	4.8% (14)	64.7% (189)
The purchase of a new and larger ferry	13.4% (39)	15.1% (44)	11.0% (32)	4.1% (12)	2.7% (8)	53.8% (157)
A toll bridge connecting Gabriola Island to Vancouver Island	12.0% (35)	12.3% (36)	4.8% (14)	0.0% (0)	5.5% (16)	65.4% (191)
A passenger ferry only route to Downtown, along with a vehicle and passenger route to Downtown (some crossings would be passengers only)	9.6% (28)	10.6% (31)	7.5% (22)	2.1% (6)	4.5% (13)	65.8% (192)
Increasing the number of crossings of the existing ferry	5.1% (15)	7.2% (21)	9.6% (28)	3.1% (9)	4.1% (12)	70.9% (207)
Passenger ferry only route to Downtown Nanaimo with a vehicle and passenger route to Duke Point	4.5% (13)	4.5% (13)	8.9% (26)	0.0% (0)	7.2% (21)	75.0% (219)
Reducing the number of crossings of the existing ferry	1.7% (5)	3.1% (9)	5.8% (17)	0.0% (0)	6.8% (20)	82.5% (241)
Routing all crossings to Duke Point	0.0% (0)	0.0% (0)	5.1% (15)	0.0% (0)	7.2% (21)	87.7% (256)

**Table 5**  
**Respondents' level of agreement on whether or not transportation options are worthy of further investigation (Section I)**

(N=292)

	Agree/ Strongly Agree	Disagree/ Strongly Disagree	% No response to this question
1. There is no need to consider other transportation options for Gabriola Island.	44.9% (131)	44.5% (130)	10.6% (31)
2. There is a need to consider transportation options for Gabriola Island beyond the current ferry system.	52.1% (152)	31.8% (93)	16.1% (47)
3. I would support investigation of changing <u>some</u> of the crossings on the current route to passenger only, <i>but only if the total number of crossings remains the same.</i>	18.8% (55)	62.7% (183)	18.5% (54)
4. I would support the investigation of changing <u>some</u> of the crossings on the current route to passenger only.	11.3% (33)	69.5% (203)	19.2% (56)
5. I would support further investigation into fewer crossings on the current route.	11.0% (32)	75.7% (221)	13.4% (39)
6. I would support further investigation of a fixed link (bridge) crossing.	34.2% (100)	59.2% (173)	6.5% (19)
7. I would support further investigation into route options for Duke point	15.4% (45)	75.0% (219)	9.6% (28)
8. I would support further investigation into vehicle crossings to Duke Point, with foot passenger only service to downtown Nanaimo.	18.8% (55)	73.3% (214)	7.9% (23)
9. I would support further investigation into a passenger ferry <b>only</b> route to Downtown Nanaimo.	23.6% (69)	63.7% (186)	12.7% (37)
10. I would support further investigation into passenger only crossings for Duke Point only if additional transit were available.	9.6% (28)	78.4% (229)	12.0% (35)
11. I would support further investigation into making some crossings on the existing route to be passenger only.	14.4% (42)	69.9% (204)	15.8% (46)
12. I would support further investigation of a combination of routes to Downtown Nanaimo and Duke Point.	18.5% (54)	70.5% (206)	11.0% (32)

	<b>Agree/ Strongly Agree</b>	<b>Disagree/ Strongly Disagree</b>	<b>% No response to this question</b>
13. Smaller vessels should be investigated	16.1% (47)	63.4% (185)	20.5% (60)
14. I would support the investigation of a toll bridge to Gabriola Island.	30.8% (90)	64.0% (187)	5.1% (15)
15. A larger ferry (with greater capacity) should be investigated.	49.0% (143)	33.9% (99)	17.1% (50)
16. Diverting all sailings to Duke Point should be investigated.	5.5% (16)	86.0% (251)	8.6% (25)
17. I would support investigation into integration of a the ferry with the regional transportation system (transit).	61.3% (179)	15.4% (45)	23.3% (68)

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**Appendix B - Survey Sent to 548 Randomly Selected Gabriola Households**

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## Gabriola Island Transportation Options Survey



A. Please describe yourself. (check one):

✓

1. I am a year-round (permanent) resident of Gabriola Island	
2. I am a seasonal resident of Gabriola Island	
3. I own property on Gabriola Island, but I do not live on Gabriola Island	

Other (please specify):

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B. Please check the category (✓) which best fits your age:

18-35 years \_\_\_\_\_ 36-65 years \_\_\_\_\_ Over 65 years \_\_\_\_\_

C. Please indicate your gender (check one ✓):

Male \_\_\_\_\_ Female \_\_\_\_\_

D. In a “typical” week how often do you ride the ferry? Please count a “ride” as a return trip. Consider a week that you feel is representative of your use of the ferry. Check one ✓

0 rides	1 ride	2 rides	3 rides	4 rides	5 rides	6 rides	7 rides	More than 7 rides

Comments:

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**E. Why do you ride the ferry? Please *rank* your reasons for riding the ferry in order, with 1 being your most frequent reason for riding the ferry, 2 the next most frequent reason, and so on. **Rank only those that apply to you.****

	✓
1. For work	
2. Post-secondary education	
3. Elementary or secondary school education	
4. Organized Activities (sports, cultural activities, meetings)	
5. Commercial Activities (shopping)	
6. Medical appointments/treatments	
7. Unscheduled activities (leisure and recreation)	

8. Other (please specify)

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**F. When you travel on the ferry, how do you travel (by car/truck, foot, bicycle, etc)?**

*NOTE: For each of the categories, please rank with 1 being the most used mode, followed by 2, 3, 4... Please rank as many as apply.*

**When I travel on the ferry for \_\_\_\_\_, I most often use my \_\_\_\_\_, second most often I use my \_\_\_\_\_.**

	For work	Medical visits	Post-secondary education	Elementary or secondary school	Organized activities	Commercial activities	Unscheduled activities
Car/Truck							
Walk on							
Motorcycle							
Bike							

- G.** The main reason for this survey is to identify which transportation options Gabriola residents feel are worthy of further investigation.

*Please rank the following options with “1” being the option you consider most important to investigate further, “2” being the second most important, and so on. **You do not have to assign a rank to every option** (for example, if you assign numbers to only your top 3 options, only these will be recorded).*

**Rank according to  
importance for  
further  
investigation  
(1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>...)**

1. A passenger ferry <b>only</b> route to Downtown Nanaimo with a vehicle and passenger route to Duke Point	
2. A passenger ferry <b>only</b> route to Downtown <b>along with</b> a vehicle and passenger route to Downtown (some crossings would be passengers only)	
3. Routing all crossings to Duke Point	
4. Reducing the number of crossings of the existing ferry	
5. Increasing the number of crossings of the existing ferry	
6. The purchase of a new and larger ferry	
7. A “no charge” bridge connecting Gabriola Island to Vancouver Island	
8. A toll bridge connecting Gabriola Island to Vancouver Island	
9. No change: the ferry should continue to operate “as is” and “where is”	
Other:	

**H.** We are interested in your attitudes about the cost of fares for the ferry. Please indicate your agreement/disagreement with the following statements: *Please respond to the following with a ✓*

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know	No response
1. I think the ferry fares are reasonable.						
2. The fares for the ferry are beyond my means.						
3. Any increase in fares will mean that I need to reduce the number of trips I make on the ferry.						
4. Any increase in fares will cause me to change my mode of travel on the ferry (for example, if I currently use my car, I will switch to walking on the ferry).						
5. I would grumble if the ferry fares increased, but I can pay for it.						
6. The ferry is part of the provincial highway system and should be free to all users.						

7. I think the ferry fares are:

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**I.** Please respond to the following with a ✓, indicating your level of agreement or disagreement with each statement.

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know	No response
1. There is no need to consider other transportation options for Gabriola Island.						

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know	No response
2. There is a need to consider transportation options for Gabriola Island beyond the current ferry system.						
3. I would support the investigation of changing <u>some</u> of the crossings on the current route to passenger only, <i>but only if the total number of crossings remains the same.</i>						
4. I would support the investigation of changing <u>some</u> of the crossings on the current route to passenger only.						
5. I would support further investigation into fewer crossings on the current route.						
6. I would support further investigation of a fixed link (bridge) crossing.						
7. I would support further investigation into route options for Duke Point.						
8. I would support further investigation into vehicle crossings to Duke Point, with foot passenger only service to downtown Nanaimo.						
9. I would support further investigation into a passenger ferry <b>only</b> route to Downtown Nanaimo.						
10. I would support further investigation into passenger only crossings for Duke Point only if additional transit were available.						
11. I would support further investigation into making some crossings on the existing route be passenger only.						

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know	No response
12. I would support further investigation of a combination of routes to Downtown Nanaimo and Duke Point.						
13. Smaller vessels should be investigated.						
14. I would support the investigation of a toll bridge to Gabriola Island.						
15. A larger ferry (with greater capacity) should be investigated.						
16. Diverting all sailings to Duke Point should be investigated.						
17. I would support investigation into Integration of the ferry with the regional transportation system (transit).						

18. Other/Comments:

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Thank you for taking the time to complete this survey. If you have any comments to add that were not covered on the survey, please feel free to include them on another sheet of paper.

*Please return the survey in the stamped, self-addressed envelope provided. If you have misplaced it, please mail the survey back to:*

**Dr. Linda Derksen  
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Department of Sociology, VIU  
900 5<sup>th</sup> Street  
Nanaimo, BC V9R 5S5**