

TIRRA Executive Meeting, Thursday, March 3, 2016

Attending: S. Frankel, C. Hess, E. Hunter, S. Downey, G. Shelford, A. Keir

Committee Reports

Waste: Ernie reported that the Yard continues successfully. For details, see Appendix 1 below: reports by Stephanie Cottell and Vicki Walker

Highways: Graeme answered some questions about pathways and shoulders. For details, see Appendix 2 below: an email exchange with Steve

Mel Dory, our area G representative to CVRD, will be invited to visit the Yard and a Soup's On to discuss Thetis Island issues.

The agenda for the Annual General Meeting, AGM, on Thursday, March 24 was discussed and will include:

- Keith Rush: discussion of the new Fire Safety Act and its implications for the TIVFD as the new provincial fire department regulations will affect all rural volunteer fire departments and residents
- Latest Ferry Advisory, BC Ferries information, some of which directly pertains to Rt.20, Chemainus, Thetis and Penelakut islands.
- Solid Waste Management information and updates
- Roadway concerns, pedestrian safety, Pilkey Point Road, North Cove Road
- FireSmart Community Inservice, May 7, 2016
- Annual Elections for TIRRA Executive Membership

Meeting adjourned.

Appendix 1

Solid Waste Report~March 2016

Submitted by Vicki Walker, Steph Cottell, March 3, 2016

1. Back Hauling Protocol in draft form below
2. MMBC--*Multi-Materials BC*
 - a. We are investigating our status within this '*stewardship*' program (government sponsored)
 - b. Do we qualify as a Depot; if not, are we able to access some financial compensation/support
3. CVRD
 - . We will be inviting Mel Dory to visit our site and further discuss our alternate-depot status re MMBC
- a. Should we invite Mel to Soup's On for chitchat with islanders generally?
4. Future topic of visioning and discussion for planning purposes
 - . Recycling yard upgrade

Current draft of the *Back Hauling Protocol* of the Solid Waste Management Committee from Steph Cottell, a supplement to Vicki's report:

Back Hauling Protocol (*Draft*)

1. Backhaul Destination Parameters
 - Bings Creek – restricted list of individuals by agreement of SWMC
 - Encorp depot – Open to individuals at the discretion of committee members on site at the time, with the exception of electronics and lightbulbs
2. Backhaul Commodities
 - Bings Creek – Glass, Styrofoam, hazardous materials containers, paint cans with paint
 - Encorp depots – Misc plastic lids, tetra milk and milk alternative containers, tetra soup and food containers, electronics, light bulbs

- Broadly, any materials not currently taken to or by Cascades or Schnitzer

3. Physical / Transportation Considerations for Encorp backhaul

- Weight: lift-able with one hand by average person
- Size: suitable for trunk or enclosed vehicle area (ie back seat)
- Condition: Clean, dry, sealed clear bags
- Precautions: Double bagged if necessary to prevent leakage

4. Storage and loading

- Materials stored and loaded in a designated, controlled area in yard
- Loaded by an employee or a SWMC member
- Recorded in Backhauling log

5. Other

Appendix 2

Steve Frankel

1. Focusing on that one, horrific and tragic incident seems to have created a major concern with a few folks. As discussed, there is really nothing that can prevent that type of incident, save for a road barrier. Given that the cause was that of the vehicle operator and the extenuating circumstance involving said driver.

2. We need to remind drivers of their responsibility while driving on our roads, however, we also need to remind, and educate pedestrians of their responsibilities while walking at night; I.E., carrying a light, wearing reflective vests and or light colored clothing, walking on correct side of road to face the traffic

3. Point of interest: In cities like Victoria, there are large community areas, such as Gordon Head, even parts of Oak Bay, that have no sidewalks or special pathways for pedestrians.

Graeme Shelford on two other points from Steve as follows:

On the fourth point, we have had requests for pathways before and undoubtedly will get more in future. I think we should at least explore with Mel Dorey when he is over anyway if anything can realistically be done. If the answer is no, then at least we can explain to folks that it is an unrealistic expectation. If we don't explore the possibilities with Mel, it looks as if we are stonewalling.

On the fifth point, Andy Newall and I have looked at the ferry terminal area and we are out of ideas of what can be done there to make it safer. We will certainly listen if anybody can come up with anything practical. There are already advisory 30 km/h speed limit signs either side, and the police have turned down the request to make these a mandatory limit, because they say that if people ignore the advisory signs, then they will ignore the mandatory ones too, and they cannot enforce them without a presence on Thetis.