

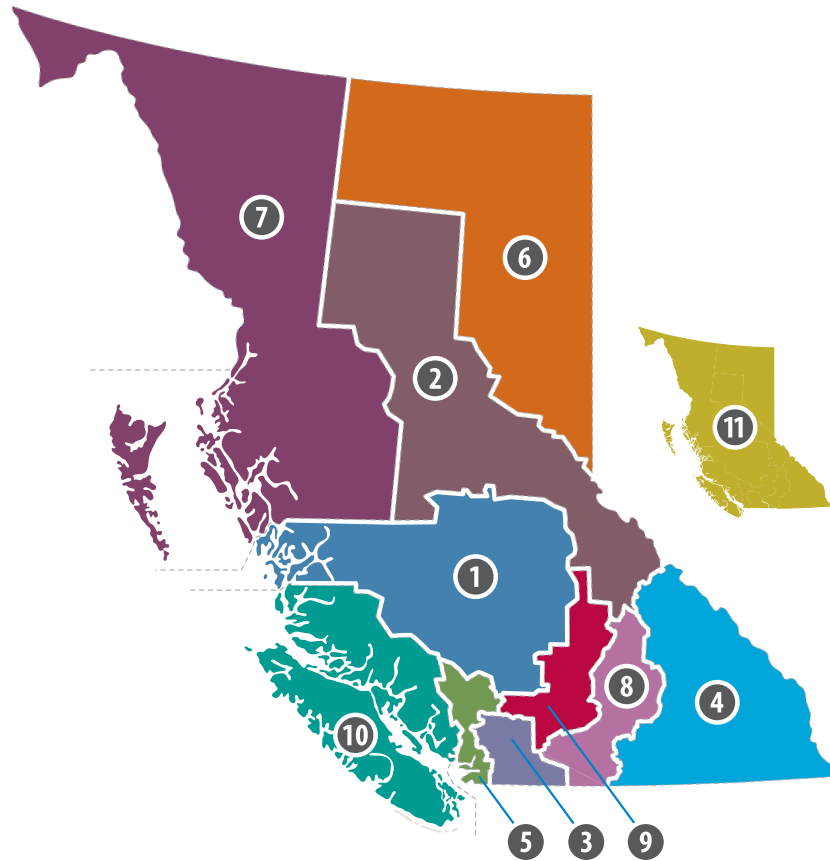
B.C. on the Move: A 10-Year Transportation Plan
Public Engagement Summary Report – January 2015

Appendix 7: Detailed Results for Northwest

DETAILED RESULTS – NORTHWEST

REGIONAL DISTRIBUTION AND FURTHER INTEREST

Participants were presented with a map of the province divided into 10 regions and asked to indicate where they live:



		Total Commenting 12,661 *
1	Central Interior (Cariboo)	1,014
2	Central North	425
3	Fraser Valley	936
4	Kootenays	1,039
5	Lower Mainland	3,962
6	Northeast	299
7	Northwest	323
8	Okanagan	1,648
9	Thompson Nicola	737
10	Vancouver Island – South Coast	2,167
11	Province-wide Public Attitude Survey	1,150

* 111 respondents did not state their region

DETAILED RESULTS – NORTHWEST

DETAILED REGIONAL RESULTS FROM THE ENGAGEMENT SURVEY

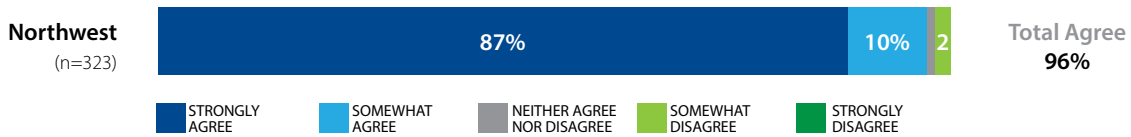
Below are the regional totals for the Northwest region for questions 1-3 from the surveys completed as part of the engagement process.

Complete regional and public attitude survey results for this question can be found in appendices 1-11.

Q1.0 MOVING PEOPLE AND GOODS SAFELY AND RELIABLY

Q1.1 KEEPING HIGHWAYS, BRIDGES AND SIDE ROADS IN GOOD CONDITION

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q1.2 CONTINUING TO EXPAND AND IMPROVE HIGHWAY CAPACITY, BRIDGES AND SIDE ROADS

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



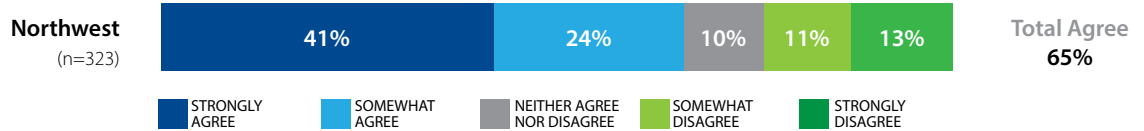
*Totals may not add up due to rounding.

DETAILED RESULTS – NORTHWEST

Q2.0 GROWING THE ECONOMY

Q2.1 SUPPORTING THE DEVELOPMENT OF LNG AND OTHER RESOURCE DEVELOPMENT

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



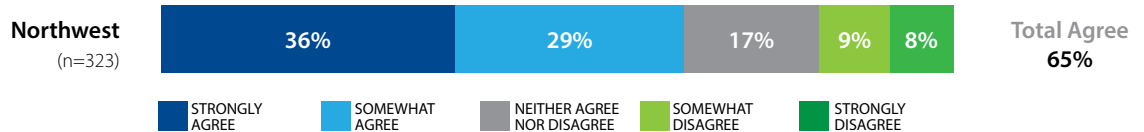
Q2.2 IDENTIFYING AND UPGRADING KEY HIGHWAYS AND BRIDGES TO FACILITATE HEAVY AND OVERSIZED HAULING TO KEEP COMMERCIAL TRAFFIC FLOWING SMOOTHLY ACROSS B.C.

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q2.3 SUPPORTING INCREASED TRADE WITH ASIA AND AROUND THE WORLD

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



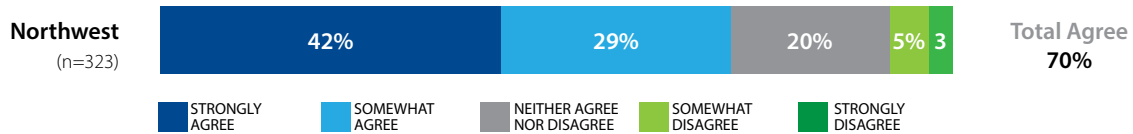
*Totals may not add up due to rounding.

DETAILED RESULTS – NORTHWEST

Q2.0 GROWING THE ECONOMY continued

Q2.4 STRENGTHENING B.C.'S TRUCKING SECTOR

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q2.5 STRENGTHENING B.C.'S AVIATION SECTOR

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



*Totals may not add up due to rounding.

DETAILED RESULTS – NORTHWEST

Q3.0 CONNECTING AND STRENGTHENING COMMUNITIES

Q3.1 SUPPORTING REGIONAL AND SMALL COMMUNITY AIRPORTS TO IMPROVE INFRASTRUCTURE SUCH AS RUNWAYS AND TERMINALS

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



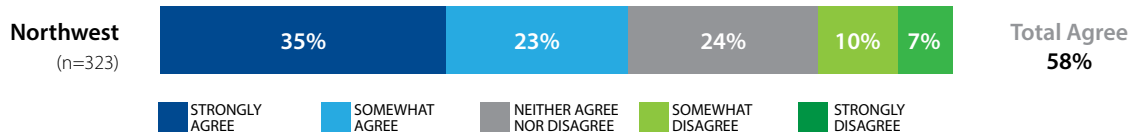
Q3.2 IMPROVING AND INCREASING TRANSIT SERVICES FOR COMMUNITIES ACROSS B.C.

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q3.3 ENHANCING CYCLING INFRASTRUCTURE AND IMPROVING TRANSPORTATION CHOICES

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



*Totals may not add up due to rounding.

DETAILED RESULTS – NORTHWEST

Q4.0 TOP 3 PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

Participants were asked to identify their top three priorities for transportation infrastructure improvements. Below are the regional totals for the Northwest for the engagement participants. Results are listed by total mentions.

Regional and public attitude survey results for this question can be found in Appendices 1-11.

NORTHWEST TOP 3 IMPROVEMENTS	Total Commenting 323
Highways and Side Roads	323
Improvements to provincial highways (i.e., suggestions for improvements included upgrades for safety, 4-laning, intersection upgrades)	110
Concerns regarding maintenance (i.e., re-surfacing, snow removal, concerns regarding maintenance)	101
Improvements to Hwy 16 – Queen Charlottes/Yellowhead (i.e., suggestions for improvements included upgrades for safety, 4-laning, intersection upgrades)	54
Safety issues: need for wildlife fencing, reflectors, signage, reduction of speeding and aggressive driving)	47
Improve secondary/rural access roads (i.e., paving, concerns regarding maintenance)	25
Airports	52
Increased funding for improvements (i.e., all weather operational equipment, enlarge runways, more regional airports)	44
Flight suggestions (i.e., cheaper fares, frequent regional flights, more destinations)	8
Ferries (Inland/Coastal)	46
Reduce fares/offer discounts	19
Ferries are an essential service/coastal communities are completely dependent/basic service levels must be maintained	25
Rail	42
Improve, increase use of, maintain railways	19
Provide (affordable/high speed) Intercommunity commuter/passenger rail service	17
Increase commercial train usage to decrease truck traffic	8
Transit (BC Transit and TransLink)	41
Increase public transit options for communities outside of Lower Mainland	19
Increase government funding to expand public transit options	12
Provide regular (rapid) bus intercommunity services	8
Bridges	38
Concerns regarding maintenance/replace/upgrade older bridges	30
Build more bridges	5

DETAILED RESULTS – NORTHWEST

Cycling and Pedestrian	28
Build more bike lanes/protected cyclist access	21
Build more sidewalks/protected pedestrian access	6
Ports	4
Ports (expansion, access, traffic)	4

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

DETAILED RESULTS – NORTHWEST

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS

The following table includes key themes from the engagement meetings held in the Northwest as part of this engagement. The meetings are listed in chronological order. As much as possible, the language expressed by the participants has been retained.

The key themes and a key theme roll-up for all the meetings can be found in the Engagement Summary Report.

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Prince Rupert Local Government Meeting October 28, 2014 1:30pm – 3:00pm</p>	<ol style="list-style-type: none"> 1. Highways and side roads: Participants noted a need to facilitate heavy and oversized truck hauling, especially with the development of LNG facilities in the area. This will be vital to the economic development of the area and communities' ability to benefit from LNG development. 2. Airports: Participants noted a need for better access to the Prince Rupert Airport, which will be key for the development of LNG facilities in the area. There was a concern that without expansion of, and better access to the airport, cities with better facilities, such as Terrace, will gain the economic benefits. 3. Engagement with Ministry: Participants requested a follow-up meeting with MoTI to discuss how the input of municipalities, First Nations, and stakeholders has been worked into the 10-year plan. 4. Highways: Highway 16 will form an important link through which construction materials for LNG facilities will pass, and participants noted a need for upgrades on Highway 16 to increase safety and to support economic growth. 5. Cycling and pedestrian: Participants had an interest in the development of a walking/cycle trail along Highway 16.

DETAILED RESULTS – NORTHWEST

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Masset Local Government Meeting October 29, 2014 1:30pm – 3:00pm</p>	<ol style="list-style-type: none"> Ferries: Participants felt strongly that communities in Haida Gwaii have suffered from the fare increases and service cutbacks on BC Ferries. The limited transportation options and high prices are having adverse effects on residents' access to medical, educational, and social services. Participants see the Ferries as a marine highway, and a vital life-line for economic prospects both on and off the islands. Ferries: Participants noted that the Ferry reservation system is inefficient, and agreed that the poor system has cost their communities lost tourism revenue. The Mayor of the Village of Masset noted that a capital investment in the reservation system will help BC Ferries' bottom line by ensuring that ferries run at capacity. Travel Assistance Program (TAP): Participants expressed that the Travel Assistance Program (TAP) for claiming discounts on airfare is frustrating and inefficient. Participants also found the TAP system for ferries frustrating because the minimum time investment for travelling by ferry to the mainland to access services is over three days. With cuts to ferry sailings, the TAP coverage for ferries is becoming less useful to residents who need access to medical services, so the TAP for airline services needs to be more efficient and affordable. Engagement process: Participants expressed concern that this process of consultation will not truly address their issue and that they felt that the plan has already been written. The Mayor of Masset noted that the government did not listen to their communities' concerns during the last round of consultation for BC Ferries. Shipping safety: Participants noted that with the government's focus on resource development including LNG and the Enbridge Pipeline, there should be an attendant focus on ensuring vessel safety is at an adequate standard to protect the coast.
<p>Masset First Nations Meeting October 29, 2014 3:30pm – 5:00pm</p>	<ol style="list-style-type: none"> Ferries: Participants felt strongly that their communities' main concern was with BC Ferries services. The service cutbacks have negatively impacted communities on the islands in terms of access to medical services, food, and connectivity with the outside world. There are especially dire consequences for people in Sandspit who cannot access ambulance services. Highways and side roads: Participants felt that the maintenance contractor on the island was not performing satisfactorily. The representative from Old Masset Village expressed interest in taking over the maintenance contract or in being a subcontractor for the Masset area. Engagement with Ministry: Participants felt that the government had not been collaborating with the First Nations of the North.

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Queen Charlotte City Local Government Meeting October 30, 2014 9:00am – 10:30am</p>	<ol style="list-style-type: none"> Ferries: Participants all noted that BC Ferry service reductions on the inter-island and mainland route is proving an extreme challenge for island communities, in terms of accessing services and economic development. Service reductions (ferry/airline): The participant from Sandspit airport noted that the reductions in both ferry and airline services has caused the population in Sandspit to drop dramatically. It is no longer possible for people who live in Skidegate to commute to work in Queen Charlotte City. Service reductions (ferry/airline): Participants also noted that service reductions raise concerns with residents’ ability to access emergency medical services. Ferries: Participants welcome an opportunity to develop creative solutions to fill in the gaps caused by BC Ferries cutbacks. Participants agreed that there is an opportunity to improve the efficiency of BC Ferries reservations systems. Cycling and pedestrians: Representatives from the Village of Queen Charlotte noted that there is an opportunity to develop and improve pedestrian and cycling facilities. The Mayor noted that cycling and pedestrian facilities are important for rural areas, and that Bike BC should offer grants not just for cycling, but also for pedestrian corridors. She also noted an opportunity to build a cycle/pedestrian corridor between Queen Charlotte and Masset.
<p>Terrace Local Government Meeting November 4, 2014 1:30pm – 3:00pm</p>	<ol style="list-style-type: none"> Highways/Transportation planning: Participants agreed that there was a need to consider the expected growth in the region and to carefully analyze that when redesigning portions of the highway. They also noted that the Highway 16 corridor will play a critical role in the province’s economic strategy of LNG development. Participants expressed concerns with both safety and capacity issues that can be expected to arise with increased heavy trucking traffic on that corridor. Highways and side roads: Participants agreed that there are capacity problems with the Sande-Keith intersection and the Sande overpass in Terrace. Rail: Participants felt that the railroad through Terrace presented a connectivity problem for the community, as there is only one overpass (Sande). More broadly, many participants were interested in promoting their communities’ connectivity through pedestrian walkways. Forest roads/MoTI roads: Participants indicated a frustration with the jurisdictional split between forest service roads and MoTI roads in the region. Certain forest service roads are no longer used or supported by industry, but there are other uses and participants felt that the maintenance was not appropriate for these uses. Participants expressed a need for MoTI to take a closer look at these and to work closely with the forest industry to find a kind of middle-ground jurisdiction.

DETAILED RESULTS – NORTHWEST

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Smithers Local Government Meeting November 5, 2014 9:30am – 11:00am</p>	<ol style="list-style-type: none"> Highways and side roads: Participants agreed that transportation planning and investments should focus on the rehabilitation of existing roads in the area, instead of focusing mainly on capital projects. Airports: Participants noted a major concern with the terminal capacity of the Smithers airport in terms of current passenger levels. A terminal expansion would open up opportunities for more competition, which would advantageously impact prices. Highways and side roads: Participants noted a need for more rest areas and pullouts. Highways and side roads: There was a general concern with increased heavy hauling in the region and especially on Highway 16. Rail: Participants indicated a concern with the safety risks with the transportation of hazardous materials by rail. Highways: Participants noted that with the Highway 16 corridor getting busier, there are concerns with higher traffic volumes and speed and safety.
<p>Smithers Stakeholder Meeting ¹ November 5, 2014 1:00pm – 2:30pm</p>	<ol style="list-style-type: none"> Airports: Participants urged the Ministry to take a more active interest in the running and funding of airports in the northwest. The participant from Smithers Airport indicated a concern with the terminal capacity of the Smithers Airport. Collaboration with Partners: Both participants expressed a strong interest in developing more partnerships with the Ministry and other transportation authorities (e.g. other airports) to exploit economies of scale and the expertise of other organizations.
<p>Burns Lake Local Government Meeting November 6, 2014 9:30am – 11:00am</p>	<ol style="list-style-type: none"> Transit: Participants agreed that public transportation into, out of, and within their communities was critical to residents' well-being. The District of Fort St James and the Village of Granisle were particularly concerned with being able to provide transportation for residents to access medical services. Highways and side roads: Participants agreed that the growth of the resource industry represented both a challenge and an opportunity. There were concerns that industry has increased the traffic on, and damage to, the roads but participants agreed there was the potential to work with industry to help cover such costs. Highways: Participants expressed a need to upgrade parts of Highways 16 and 27, to add extra capacity through passing lanes, and to add extra width at certain points.
<p>Burns Lake First Nations Meeting November 6, 2014 1:00pm – 2:30pm</p>	<ol style="list-style-type: none"> Highways: Participants expressed concerns with safety on Highway 16, especially as trucking traffic increases in the region. They agreed that there could be measures implemented that would improve safety on the corridor. Highways and side roads: Participants agreed that speed reader boards have had a positive impact on highway safety in the region and indicated that they would like to see that continue. Highways: Participants agreed that extra capacity on Highway 16 was needed to increase safety along the corridor.

¹ Stakeholder meetings included a combination of the following groups: community groups, Chambers of Commerce, local and provincial business organizations, airports, ports, Health Authorities.

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>New Aiyansh First Nations Meeting November 13, 2014 10:00am – 11:30am</p>	<ol style="list-style-type: none"> Highways and side roads: Participants agreed that safety on Highway 113 and roads in the area was a prime concern for their communities. Bridges: All participants agreed that the single-lane bridges should be made into double-lane bridges, especially with the expected increase in wide/heavy-load traffic from upcoming pipeline construction. Highways and side roads: All participants indicated concerns with the condition of the Cranberry Connector, and expressed a need for better, year-round maintenance to increase accessibility. Highways: All participants agreed that the highway maintenance class of Highway 113 (the Nisga’a Highway) should be increased from its present Class C to Class B or A. Investment in communities: Participants all expressed concern that the government’s investment in their communities was not equal to the resources that have been extracted from the area. They expressed frustration at this unequal distribution of resources.
<p>New Hazelton First Nations Meeting November 13, 2014 3:30pm – 5:00pm</p>	<ol style="list-style-type: none"> Transit: Participants agreed that transit and connecting communities in the area was concern for their people. Participants noted that transit access to either Terrace or Smithers was critical for residents’ work, medical, educational, or personal purposes. Highways and side roads: Participants expressed interest in the local delivery of the road maintenance contract. Highways and side roads: Participants agreed that maintenance, especially dealing with erosion spots and damage from trucking, was a concern for their communities. Highways and side roads: Participants expressed an interest in restoring alternate access to their communities by re-opening the Hazelton-Kitwanga back road.
<p>Prince Rupert Stakeholder Meeting November 17, 2014 1:00pm – 2:30 pm</p>	<ol style="list-style-type: none"> Airport: Participants agreed that airport accessibility was their top concern and it is vital to communities’ connectivity and to business development in the region. Participants agreed that the airport is already lagging in terms of capacity and accessibility, and these factors will be absolutely critical to moving enough labour to support LNG expansion. Highways: Participants noted that safety and capacity on Highway 16 was a key concern given increased trucking traffic, and “pinch-points” that cause problems between Prince Rupert and Terrace. Highways: Participants noted a key concern with maintenance and pedestrian safety on the Highway 16 arterial road in Prince Rupert, especially with growing heavy-haul presence in the area.

DETAILED RESULTS – NORTHWEST

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Terrace First Nations Meeting November 18, 2014 9:30am – 11:00am</p>	<ol style="list-style-type: none"> Highways and side roads: Participants agreed that their communities had concerns about maintenance and safety (including pedestrian safety) on the roads between the reserves and Terrace, especially with potential safety issues arising from increased dangerous goods hauling. Highways: Participants noted that capacity on Highway 37 will present a challenge in terms of highway safety, and industrial development in Kitimat and the surrounding region. Transportation planning: Participants expressed concerns about increased trucking and rail traffic that is expected with LNG and other economic development for the region.
<p>Terrace Stakeholder Meeting November 18, 2014 1:00pm – 2:30pm</p>	<ol style="list-style-type: none"> Highways and side roads: Participants agreed that a top concern is the fate of the Sande Overpass and the Sande-Keith intersection. Participants noted that the Ministry should move quickly to address the capacity issues on the overpass and at the intersection, especially because the purchase of extra lands may be required for these projects. Highways and side roads: Participants agreed that there is a need for a second overpass to better connect the north and south sides of Terrace, and to develop the local economy. Participants also expressed a sense of urgency in planning for this structure because of the need to acquire land, and because of the need to consider a second overpass in planning for the changes to the existing overpass and intersection. Airport: Participants agreed that the airport is growing, and there is a need to plan for safety improvements at intersections leading into/out of that area. Participants also noted that expanding the airport and increasing connections to airports like Bob Quinn and Dease Lake would open up opportunities for economic development in the region.
<p>Dease Lake First Nations Meeting November 20, 2014 9:00am – 10:30am</p>	<ol style="list-style-type: none"> Highways: Participants noted that highway safety on Highway 37 and Telegraph Creek Road (Highway 51) were key concerns. Participants indicated that highway maintenance of erosion areas and winter maintenance were critical for improving the safety and connectivity of their communities. Highways: Participants also stressed the need for increased capacity of Highway 37 especially with the expected increase in industrial trucking traffic, like that expected to come through the development of Red Chris mine. Airports: Participants noted that increased funding for the airport to maintain year-round scheduled flight service is critical to communities' connectivity and economic development in the region.