

# B.C. on the Move: Engagement Meeting Notes

NOVEMBER 17, 2014

1:00PM

PRINCE RUPERT

<b>ATTENDEES/AFFILIATION</b>	Tom Cheng, Prince Rupert & District Chamber of Commerce Rory Mandryk, City of Prince Rupert
<b>MOTI REPRESENTATIVES</b>	Scott Maxwell, Acting Regional Director, Northern Region, Ministry of Transportation and Infrastructure (MoTI) Darrell Gunn, District Manager, Transportation, Skeena District, MoTI Randy Penner, Operations Manager, Skeena District, MoTI
<b>NOTE TAKER</b>	Selina Bull, Kirk & Co. Consulting Ltd.
<b>KEY THEMES (3-6)</b>	
1)	<b>Airport:</b> 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.
2)	<b>Highways:</b> 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.
3)	<b>Highways:</b> 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.
<b>CHALLENGES AND OPPORTUNITIES</b>	
	<ul style="list-style-type: none"> <li>Participants indicated that a key challenge for business development in the area was the limited airport capacity and poor airport access. The City of Prince Rupert noted that the expense involved in running the Digby Island ferry was a challenge to competitive air travel prices and a burden on the city, which has to subsidize the ferry.</li> <li>The City of Prince Rupert noted that it is incredibly difficult to plan for a major boom such as LNG expansion. The City of Prince Rupert indicated that it would prefer labourers associated with LNG construction to live within city limits in order to ease traffic pressures.</li> <li>The City of Prince Rupert indicated that there was an opportunity to improve pedestrian and cycle facilities particularly by opening up pedestrian access to the city's waterfront, but that finding adequate funding to maintain such trails to a safe standard posed a serious challenge.</li> </ul>
<b>MOVING FORWARD – STRATEGIES</b>	
1)	<b>Moving People and Goods Safely and Reliably</b>
	<ul style="list-style-type: none"> <li>The City of Prince Rupert noted a safety concern with the growing level of truck traffic passing through the downtown core, and indicated that other drivers and pedestrians did not know how to interact with this truck traffic.</li> <li>The City of Prince Rupert noted that it would be useful to analyze the costs imposed by truck traffic in the downtown, in terms of both safety costs and maintenance costs from damage (such as rutting). The City of Prince Rupert indicated that to circumvent these problems it might be useful to build a ring road.</li> <li>The Prince Rupert and District Chamber of Commerce indicated a safety concern with various narrow points on Highway 16, especially at Carwash Rock. The Chamber noted that these should be widened and that there should be more passing opportunities to accommodate the expected growth in trucking traffic on the Highway 16 corridor.</li> <li>The Prince Rupert and District Chamber of Commerce noted a key concern with the capacity of the airport. The Chamber indicated that currently the airport is not functional, and with increased LNG traffic, the airport will be overwhelmed.</li> </ul>
2)	<b>Growing the Economy</b>
	<ul style="list-style-type: none"> <li>The City of Prince Rupert indicated that it would be beneficial to open up Digby Island to commercial activity. The City of Prince Rupert also noted that the proposed Simpson Access Route was a key concern for the community in terms of opening up access to the airport.</li> <li>The City of Prince Rupert noted that the Port was also supportive of the Simpson Access route because it would open their water way.</li> <li>The City of Prince Rupert indicated that accessibility would be a major problem to Woodside's potential Grassy Point LNG location.</li> <li>Participants agreed that LNG proponents had concerns being able to move the requisite amount of labour given the airport's limited capacity and access.</li> <li>The City of Prince Rupert noted that it would be beneficial to support and promote the Port Hardy to Prince Rupert ferry route, especially since cutbacks have hurt the region's tourism industry. The City of Prince Rupert indicated that this run has unrealized tourism potential, that it should be looked at as a value-added service like cruises, and that it should be worked into BC's tourism planning.</li> </ul>
3)	<b>Connecting and Strengthening Communities</b>
	<ul style="list-style-type: none"> <li>The City of Prince Rupert indicated that the Simpson Access Route was important to the connectivity of all the communities in the area, and that these groups should work together.</li> <li>The City of Prince Rupert indicated that the community would like to see rehabilitation of the trail along the waterfront to Seal Cove</li> </ul>

<ul style="list-style-type: none"> <li>in order reopen it.</li> <li>The City of Prince Rupert noted an interest in the improvement and development of trail ways for both pedestrians and cycling.</li> <li>Participants noted a need for improvement of passenger rail services between Prince Rupert and Prince George in order to encourage different forms of transportation.</li> </ul>
4) Maximizing Collaboration and Investment with Partners and Stakeholders
<ul style="list-style-type: none"> <li>The City of Prince Rupert expressed an interest in working with CN to allow residents and visitors access to the city's waterfront. The City of Prince Rupert noted that it had already attempted to work out such a deal with CN but that CN had issues with liability.</li> </ul>
<b>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</b>
<u>The City of Prince Rupert:</u>
<ul style="list-style-type: none"> <li>The City of Prince Rupert noted a priority for developing more commercial (including retail) uses on Digby Island.</li> </ul>
<u>Prince Rupert &amp; District Chamber of Commerce:</u>
<ul style="list-style-type: none"> <li>The Chamber of Commerce prioritized a reduction of "pinch-points" on Highway 16 by adding capacity with passing lanes.</li> <li>The Chamber of Commerce also noted that BC Ferries were a top priority.</li> </ul>
<u>Regional:</u>
<ul style="list-style-type: none"> <li>Participants agreed that the key concern for their area was airport accessibility, and they noted that people want to feel like they have more control over their travel to and from the airport.</li> <li>Participants also prioritized increasing the capacity of the airport.</li> </ul>

<b>ADDITIONAL COMMENTS/DISCUSSION</b>
<ul style="list-style-type: none"> <li>The representative from the City of Prince Rupert noted that one challenge with the airport's limited capacity is that baggage handlers are required to prioritize baggage for the outbound aircraft. Because of this, it can take a long time for passengers to claim their baggage in the airport or for baggage handlers to load baggage onto the shuttle quickly.</li> <li>The participant from the Prince Rupert &amp; District Chamber of Commerce noted that it used to cost about \$1 million per kilometer to build a highway, and inquired how much it costs to build highways now.</li> <li>The participant from the Prince Rupert &amp; District Chamber of Commerce inquired whether 2<sup>nd</sup> Avenue (Highway 16) in Prince Rupert belongs to the Ministry of Transportation and Infrastructure.</li> <li>The participants inquired how much time it takes to drive to Terrace Airport versus to get from the city to Digby Island Airport. Participants felt that control over the process of getting to the airport was more important to people than the travel time.</li> <li>The participant from the City of Prince Rupert noted airline tickets to/from Terrace could offer 50% savings over those to/from Prince Rupert.</li> <li>The City of Prince Rupert indicated that flights coming into Prince Rupert are often at capacity now.</li> <li>A participant from the City of Prince Rupert noted that it appears that around 2.5 LNG operations are going to go forward.</li> <li>A participant from the City of Prince Rupert indicated that a challenge for the city with LNG development will be to accommodate all the housing needs for poorer residents during a boom which will drive prices up.</li> <li>The City of Prince Rupert noted that trucks are much heavier now and that sometimes other drivers and pedestrians in the area are not aware that it takes more time for trucks to safely stop.</li> <li>The participant from the Prince Rupert and District Chamber of Commerce noted that, overall, the highway system in the region was in good condition.</li> <li>The representative from the City of Prince Rupert indicated that BC does not really look at the ferry service as something with lots of value added. This participant noted that the Port Hardy circle route was similar to a cruise.</li> <li>The participant from the City of Prince Rupert noted that there were 11 cruise ships that came through Prince Rupert's harbor this summer, and that the mayor goes to meet the ships upon arrival.</li> </ul>