



# Engagement Summary Report

**Cariboo Road Recovery Projects**  
Public Engagement – March 14–31, 2022

August 2022



Ministry of  
Transportation  
and Infrastructure

**ABOUT THIS ENGAGEMENT SUMMARY REPORT**

The views represented in this report reflect the priorities and considerations of engagement participants, which may not be fully representative of the views of the general public because respondents self-selected to participate and therefore do not reflect a random sample.

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# 1. Executive Summary

The Cariboo region has been impacted by extreme weather events, resulting in an increase of landslides and impacted infrastructure. To address road impacts at 10 sites in the region, the Cariboo Road Recovery Projects were developed by the Ministry of Transportation and Infrastructure to restore and maintain safe access while also developing long-term, climate resilient solutions.

From March 14 to 31, 2022, the ministry conducted an initial round of public engagement regarding the projects. An overview of the program's technically-driven process and integration of climate resilient strategies and works, as well as updates on the status of each of the ten sites of the Cariboo Road Recovery Projects, was given during this period. It also provided an opportunity for the public to provide feedback on considerations and impacts of each project site. Input received through this community engagement will be considered, along with technical and policy considerations, as well as costs estimates, as the Ministry of Transportation and Infrastructure develops long-term solutions for Cariboo roads.

The ministry received 123 online feedback forms, calls and submissions to project emails during the engagement period. The following provides a high-level summary of what was heard.

## **Overall alignment with project objectives**

Respondents agreed that keeping Cariboo roads open and safe are a top priority. Individuals were asked their opinions on whether solutions are taking into consideration the impacts of safety and reliability for users, and 40 of 65 of feedback form respondents indicated they believed they are being addressed with a response of neutral, accurate or very accurate.

While most participants agreed or were neutral that safety and reliability is being considered as part of the project solutions, participants raised concerns about the safety of roads as a result of ongoing landslide activity and road maintenance.

## **Increased time and distance travelled are top of mind**

When asked about how the Cariboo Road Recovery Projects have directly impacted respondents, the majority of feedback centralized around travel time and distance. Some road users indicated they are spending longer times in their vehicles as the result of either detours or increased traffic, while others indicated a desire for these considerations to be weighed heavily in any potential solution.

Respondents also noted concern about the possibility of a chain of events when travel time and/or distance increased, including incurring additional costs related to fuel and vehicle maintenance and adding compounding stress to daily schedules.

## **Cariboo roads play a key role in connecting community members and services**

Through the feedback form and communication with project managers, respondents noted the importance of access within and between communities.

A number of respondents living in areas where project sites have been temporarily closed noted the social impact that their community has incurred. Isolation and inability to or increased time required to connect and support family members and/or neighbours were a common theme.

Emergency evacuation and access routes are also a priority for respondents as the projects progress.

Respondents indicated concern about emergency service response time to medical emergencies if routes are to be closed. As well, with an increase of summer wildfires, respondents noted the need for available alternate routes for safety.

Finally, respondents noted that access for business and personal needs is significant. Trips to medical appointments, work, school, recreational activities, delivery of supplies, movement of goods, access to other cities and communities, among other examples, are important to consider as part of long-term solutions.

**RESPONSES FROM ENGAGEMENT PARTICIPANTS:**

“Living rurally means being fiercely independent while at the same time closely connected with our neighbours and community. Self reliant yet very reliant on one another in the case of a crisis.”

“Beautiful BC should be accessible. [Road impacts affect] people who used to come from all over to enjoy the fishing and hiking.”

“Any solution needs to be viable in the long term and not be dependent on the location of existing infrastructure.”

## 2. Background

The very wet spring and summer months of the past few years, combined with the snow melt and effects of wildfires, has brought more water into the ground than normal, resulting in unprecedented landslides and road impacts since 2020 in the Cariboo region.

The ministry's focus is not only on addressing immediate needs of those impacted but also developing safe, long-term solutions that are adapted for extreme weather events. The Government of British Columbia, with federal support, has made significant investments in climate resilient works and strategies for infrastructure, allotting \$230 million since 2017 in the Cariboo alone. The Province recently announced that Budget 2022 will commit \$295 million over nine years in new province-wide climate adaptation funding for infrastructure projects.

In addition to localized community impacts, infrastructure damage from landslides has occurred on Highway 97, a key provincial north-south route that originates at the Canada-USA border at Osoyoos and runs to the Yukon border near Watson Lake. The highway passes through many communities and plays a key role in B.C.'s northern natural resource sector.

The Cariboo Road Recovery Projects are actively addressing significant impacts to infrastructure through a thorough, technically-driven process and working on delivering short- and long-term solutions to the region's transportation network and for its users. This approach means appropriate climate adaptation is considered over the entire design life of infrastructure in B.C.

## 3. About the Cariboo Road Recovery Projects

The Cariboo Road Recovery Projects were formed in spring 2021 to deliver long-term, climate resilient solutions for road impacts which occurred at 10 major landslide sites in the Cariboo region. Nine of the sites are located in the Quesnel area and one of the sites is within the Williams Lake area.

Since the creation of the Cariboo Road Recovery Projects, the ministry has worked to restore and maintain safe access while long-term solutions are being developed. Each project is following a three-pronged approach:

### Short-term

The ministry's immediate actions included significant efforts to reduce further regression of landslide sites and restore access where possible, or provide an alternate access route.

### Medium-term

A number of interim works, such as paving at Blackwater Road at Knickerbocker Road, drainage improvements on Bastin Road at Bastin Hill and a temporary access road at Kersley Dale Landing, to improve rideability, access and safety for road users have been completed at sites of the Cariboo Road Recovery Projects.

### Long-term

The ministry is exploring climate resilient solutions for Cariboo roads that keep them open and safe. This approach means appropriate climate adaptation is considered over the entire design life of the infrastructure.

A thorough, technically-driven process is being applied

to each of the sites to provide a consistent approach to the development of long-term solutions.

To help inform options, ongoing geotechnical investigations, including aerial LiDAR surveys, drilling and ground movement monitoring are taking place. Ministry design engineers and consultants are also considering how future climate events will affect infrastructure and what can be done to make our roads more resilient, so they remain reliable and open. Some works may include upsizing culverts, bridging areas of concern where culverts are no longer suitable, redesigning drainage channels for future flow and better armoring of slopes.

Input received through community engagement will also be considered, along with technical and policy considerations, as well as costs estimates, as the Ministry of Transportation and Infrastructure develops long-term solutions for Cariboo roads. Ultimately, a preferred solution will be presented to government for approval prior to implementation.

Long-term solutions could include further stabilization, additional restoration, road relocation or potential permanent alternative access.

Currently, \$146 million has been committed for engineering for nine sites and construction of one site, Kersley Dale Landing.

## 4. Public Engagement – March 14-31, 2022

From March 14 to 31, 2022, the Ministry of Transportation and Infrastructure conducted stakeholder and public engagement regarding the Cariboo Road Recovery Projects.

The purpose of the engagement was to seek feedback regarding considerations and road impacts at each project site.

### 4.1 NOTIFICATION

Notification of the opportunity to participate was broad and included the following:



#### Newspaper ads

Ads were placed in the Quesnel Cariboo Observer and Williams Lake Tribune for three consecutive weeks to inform residents, road users and businesses of public engagement opportunities and materials available at the project website.



#### Direct emails/calls to stakeholders

Direct communication from project managers was provided to project site stakeholder lists to inform of upcoming engagement opportunities.



#### News release

The ministry issued a news release to media announcing the start of the engagement process and encouraging residents of the Cariboo region to participate.



#### Community Boards

Information directing residents to engagement opportunities were posted at select community locations, including Kersley Hall and the Alamo.



#### Social media

The ministry provided multiple tweets/posts about the opportunity to participate through its accounts on Twitter (@TranBC – 52.5K followers) and Facebook (TranBC – 53K followers).

*A copy of the newspaper ad and examples of social media posts can be found in Appendix A.*

## 4.2 ENGAGEMENT METHODS

Due to the COVID-19 restrictions during the planning period, engagement was held entirely virtually through the following methods:



### Project website

Engagement materials were posted at [gov.bc.ca/cariboo-road-recovery-projects](https://gov.bc.ca/cariboo-road-recovery-projects), including a discussion guide, feedback form, recording of a virtual presentation and presentation slides.



### Virtual information session

A virtual information session was held on March 17, 2022 to provide an overview of the process and ongoing works of the Cariboo Road Recovery Projects. The presentation was followed by a Q&A session where local residents had the opportunity to pose questions. The presentation portion of the virtual session was posted online for those unable to participate on March 17.



### Discussion guide

A discussion guide provided an overview of the project, integration of climate resiliency and the technically-driven process for solutions, site background and potential options being considered. Individuals were encouraged to fill out an online feedback form to provide input to the ministry.

*A copy of the discussion guide can be found in Appendix B and the feedback form in Appendix C*



### Online feedback form

A feedback form was available through a link on the project website. The feedback form had four questions asking respondents to provide feedback on project considerations and how road impacts at the 10 sites have directly affected them.



### Email

Emails for each of the 10 projects sites were made available to provide input or seek further information:

- **Quesnel-Hixon Road:**  
QuesnelHixon@gov.bc.ca
- **Highway 97 at Cottonwood Hill:**  
Cottonwood.Hill@gov.bc.ca
- **Blackwater Road at Knickerbocker Road:**  
Black.water@gov.bc.ca
- **Quesnel-Hydraulic Road:**  
Quesnel.Hydraulic@gov.bc.ca
- **Kersley Dale Landing Road:**  
Kersley.Dale@gov.bc.ca
- **Bastin Road at Bastin Hill:**  
Bastin.Hill@gov.bc.ca
- **Durrell Road:** Durrell.Road@gov.bc.ca
- **Highway 97 at Cuisson Creek:**  
Cuisson.Creek@gov.bc.ca
- **Soda Creek – Macalister Road:**  
SodaCreek@gov.bc.ca
- **Highway 20 at Hodgson/Dog Creek Road:** HodgsonDog.Creek@gov.bc.ca

## 4.3 PARTICIPATION

There were a total of 123 interactions during the engagement period:



**65 feedback form responses**



**58 submissions to project emails/calls**

# 5. Engagement Results

This section provides an overview of feedback received through the feedback form, email submissions, and common questions heard during the engagement period.

### **5.1 FEEDBACK FORM**

A total of 65 feedback forms were submitted during the engagement period. It should be noted that some respondents may not have answered every question or may have completed the feedback form more than once. Additionally, please note some comments were inclusive of multiple themes.

**1: Participants were asked to share how road impacts at the sites within the Cariboo Road Recovery Projects have affected them. The following are the most frequently mentioned themes.**

Themes	Mentions
Comments about increased travel time (for work, school, recreation) due to road closures and alternate routes	45
Concern about road safety due to alternate routes, road damage, slide area and inclement weather	18
Comments about poor road conditions, impacting driveability and/or leading to vehicle damage	15
Concerns about lack of fast accessibility for emergency service vehicles due to road closures and alternate routes	10
Comments about increase in fuel costs due to the road closures and alternate routes	7
Comments about road closures and alternate routes leading to negative impacts on businesses	7
Comments about road closures leading to lack of access to certain areas (impacting tourism, buses, postal workers, etc.)	7
Comments about the road closures and alternate routes causing stress and anxiety for people in the area	4
Concerns about the impact on farmland as part of potential options	4
Concerns about the negative social impacts caused by the road closures and alternate routes	4
Comments about the road closures and alternate routes impacting people's ability to work	3
Concerns about the lack of a reliable evacuation routes in case of emergencies due to road closures and alternate routes	3
Concerns about the lack of cell phone access on the alternate routes in case of emergencies	2
Concerns about the lack of visibility on the roads at night due to lack of street lights	2
Comments about the impact that road closures and alternate routes are having on property value	2

**2: Participants were asked to think about the long-term development of the sites of the Cariboo Road Recovery Projects and assess how accurate the following statements are, ranging from 1 (not at all accurate) to 5 (very accurate).**

**Economic Development**

Solutions meet the needs of commercial, timber, agricultural and other industry vehicles to run operations and goods movement.



**Customer Service**

Solutions take into consideration impacts of travel time, safety and reliability for users.



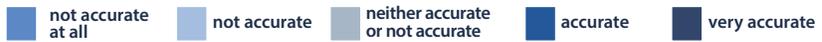
**Social and Community**

Solutions look to minimize disruptions to community plans, connections and land.



**Environmental**

Solutions take into consideration and prevent disruptive impacts to the local environment, including water and fisheries, wildlife and habitat and vegetation.



**3: Respondents were asked to provide thoughts on any additional criteria not listed in materials that should be considered as long-term solutions are developed. The following were the most frequently mentioned themes.**

Themes	Mentions
Comments about the need for the roads to be fixed quickly	8
Concerns about emergency service vehicle access and ensuing consequences (safety, house insurance, etc.)	6
Suggestions regarding potential alternate access routes	5
Comments about considering tourism and recreational sites when exploring solutions for the project sites	4
Comments about considering the personal cost to residents as a result of the road closures and alternate route options, including access to jobs and increased gas costs	4
Comments about the amount of commercial and industrial traffic increasing the risk of damage to roads	4
Requests to fix existing roads	4
Concerns about increased traffic and impact on safety and travel time due to site closures	4
Suggestions for more local input and communication while exploring solutions for the project sites	3
Suggestions about considering safety and re-routing roads in safer locations that are less prone to landslides and flooding	3
Comments about prioritizing plans for evacuation routes	3
Comments about water managements plans, including the use and maintenance of culverts	3
Suggestions about environmental considerations, including re-planting as a mitigation strategy to environmental disruption and future studies	3
Suggestions to consider longevity and future land stability when exploring solutions for the project sites	2

**4: Respondents were given the opportunity to provide feedback specific to one or more of the project sites of the Cariboo Road Recovery Projects, sharing how road impacts have affected them. The frequency of responses for each site through the feedback form, virtual session questions and direct communication with project managers is as follows (requests for a copy of the virtual session were not recorded in these results):**

<b>Project Site</b>	<b>Number of Responses/Inquiries</b>
Quesnel-Hixon Road	11
Highway 97 at Cottonwood Hill	19
Blackwater Road at Knickerbocker Road	20
Kersley Dale Landing Road	1
Quesnel-Hydraulic Road	21
Bastin Road at Bastin Hill	8
Durrell Road	16
Highway 97 at Cuisson Creek	1
Soda Creek Macalister Road	9
Highway 20 at Hodgson/Dog Creek Road	16
All project sites	1

**4a. Quesnel-Hixon Road**

<b>Themes</b>	<b>Mentions</b>
Comments about increase of travel time for activities, including work and recreation	9
Comments about the importance of the route as an alternate to Hwy 97 in the event of traffic congestion or accidents	4
Concerns about safety of alternate routes	3
Comment about the increase in stress when travelling this route as a result of the slide	1
Comment in favour of permanent closure, reducing traffic in rural area	1
Suggestion that the route should preserve access to the existing bridge (heritage value)	1
Concern about the lack of an evacuation route if Hwy 97 is blocked	1
Comment about increases in fuel costs due to alternate access travel	1
Comment about damage to vehicles from road conditions	1
Comment about missed opportunity for work shifts as a result of the increased travel time of the alternate route	1

**4b. Highway 97 at Cottonwood Hill**

<b>Themes</b>	<b>Mentions</b>
Comments about increased travel time	7
Concerns about landslide activity	4
Comments indicating preferred option for long-term solutions, noting the impact on utilities should be considered	3
Concern about future access to residence(s) and Prince George in the event of closure	3
Questions about the site including timing of anticipated implementation and communication of status	3
Inquiry on impact to property value	2
Concern about lack of access to recreational activities	1
Comment about improved rideability due to paving works	1
Concern about damage to Olsen Road	1
Request for recording of virtual session	1

**4c. Blackwater Road at Knickerbocker Road**

<b>Themes</b>	<b>Mentions</b>
Comments about increased travel time due to ongoing road works	7
Concerns about safety of the road	5
Comments about road conditions and resulting vehicle damage	5
Comment about negative impact to business if route is closed for a period of time	2
Concern about landslide activity	1
Suggestion for a second river crossing	1
Concern about impact to property value	1
Comment about minimal personal impact	1
Comment about the need for longer term solutions	1
Concern about future access to the City of Quesnel	1
Comment about delayed response time for emergency vehicles	1
Suggestion for additional alternate routes	1
Question about the site including timing of anticipated implementation	1

**4d. Kersley Dale Landing Road**

<b>Themes</b>	<b>Mentions</b>
Comment about lack of accessibility to residences during the winter months due to unsafe road conditions	1
Suggestion to re-open the original route following road works	1

**4e. Quesnel-Hydraulic Road**

<b>Themes</b>	<b>Mentions</b>
Comments about a significant increase in travel time due to the alternate route	16
Concerns about safety of the alternate route	10
Comments about negative impact to income/businesses/industry as a result of the road impacts	9
Comments about increased personal costs, such as fuel and vehicle repairs, due to the alternate route	8
Concerns about vehicle damage due to the road conditions	5
Comments about difficulties to transport livestock	5
Comment about service vehicles (postal workers, ambulances, school buses) having difficulty or no access to areas because of the alternate route	5
Comments about loss of community connections and impact to quality of life	5
Comments about preferred solution	4
Concern about winter maintenance	4
Comment about the impact on recreational opportunities as a result of the road impacts	3
Comment that daily activities are dictated by road conditions, particularly during inclement weather	2
Comments about limited deliveries	2
Concerns about lack of cell service on the alternate route	2
Concern about the environmental impact	1
Comment about differing opinions of road solutions between residents and industry, leading to community conflict	1
Inquiry about drilling results	1
Comment about impact of sharing machinery and resources between residents due to the alternate route	1
Concerns about sharing the alternate route between local and industry traffic	1

**4f. Bastin Road at Bastin Hill**

<b>Themes</b>	<b>Mentions</b>
Concerns about safety due to the instability of the hill	4
Comment about limitations for vehicles with the current route	3
Comments about impact to businesses/income	3
Comments about the increase in travel time due to the road impacts	2
Comment about Bridge Hill being impassable due to road conditions	2
Comment about increased costs, including fuel and property damage, due to the road impacts	2
Concerns about emergency vehicle access	2
Comments about safety, particularly during inclement weather	2
Comment about the importance of this site for accessing forestry, mining, crown land, and recreation	2
Comments about difficulties to transport livestock	1
Suggestion to utilize local knowledge and tools as part of the long-term solutions	1

**4g. Durrell Road**

<b>Themes</b>	<b>Mentions</b>
Concerns about the impact of potential solutions to property, income and privacy	4
Comments about the increase in travel time due to the alternate route	3
Feedback on potential solutions, including emphasis of the consideration of cost, land and wildlife impact as well as safety	3
Request for an in-person meeting with neighbours and project manager	2
Concerns about delayed emergency vehicle response due to the temporary road closure	2
Concern about winter maintenance	2
Comment about the increased cost in hauling cattle and machinery due to the alternate route	2
Suggestion that the original road should be repaired	2
Comment about the importance of this site for accessing forestry, mining, crown land, and recreation	2
Comments about difficulties to transport livestock	1
Suggestion to utilize local knowledge and tools as part of the long-term solutions	1

**4h. Highway 97 at Cuisson Creek**

<b>Themes</b>	<b>Mentions</b>
Comment that the road impacts have not affected travel to date	1
Suggestion that the long-term solution should consider safety of commercial trucks in the winter	1

**4i. Soda Creek – Macalister Road**

<b>Themes</b>	<b>Mentions</b>
Concerns about a loss of community connection and access caused by road closures	4
Comments about the impact of increased travel time	3
Concerns about emergency vehicle access due to the road impacts	3
Comments about the need to consider historical sites/significance as part of the long-term solutions	3
Concern about loss of work/revenue opportunities with a road closure	2
Concerns about impact to property value and development	2
Concern about the safe movement of shared farm equipment	1
Concern about lack of an emergency evacuation route	1
Concern about increased personal costs of fuel due to increased travel time	1
Request for information about next steps	1
Comment about impact to hunting and decreasing the opportunities to share ethical practices with future generations	1
Question about funding of projects	1

**4j. Highway 20 at Hodgson/Dog Creek**

<b>Themes</b>	<b>Mentions</b>
Comments about extended travel times and delays	8
Comments about increased vehicle damage due to road conditions	7
Concerns about personal safety when travelling on this portion of the road	5
Queries about project site including what preliminary options will be considered and results of investigations	5
Comments about the need for longer-term solutions	4
Concern of water maintenance plan and resulting icy conditions	3
Suggestion that long-term solutions in the area should be multi-jurisdictionally addressed	2
Concerns about future landslide activity	1
Comments about impact to jobs due to unexpected delays related to road work	1
Suggestion that the growing numbers of commercial vehicles and their impact on the road should be considered in long-term solutions	1
Concern about impact to property value	1

## 5.2 COMMON QUESTIONS HEARD DURING THE ENGAGEMENT PERIOD

### 1: What is the current status of the project?

- Our priority is addressing immediate needs and developing long-term solutions for Cariboo roads to keep them safe and open
- We have addressed immediate needs by:
  - Stabilizing and maintaining safety for all routes
  - Restoring roads, where possible, or establishing alternate routes
  - Some stabilization and safety enhancements include:
    - Excavation on Cottonwood Hill to reduce load on slope
    - Interim paving at Highway 97 at Cottonwood Hill, Highway 20 at Hodgson Road and Blackwater Road in Quesnel
    - Temporary access road for Kersley Dale Landing
    - Interim safety improvements on French Road
    - Interim drainage improvements on Bastin Road at Bastin Hill

### 2: Why can't the ministry reach a solution quicker?

- Planning of this nature takes time.
- There is a significant amount of information that needs to be collected, analyzed and discussed with residents, road users, local government and Indigenous communities as needs are identified and options assessed.
- While the Cariboo Road Recovery Projects remain a priority, unusual weather patterns, including wild fires and response, has impacted a number of projects across BC, diverting resources and impacting safety of sites.

### 3: What is the timeline for the projects?

- The ministry is undergoing a thorough, multi-phase and technical-driven process that defines the site issue(s), considers and evaluates short list options prior to deciding upon a preferred solution. Timelines will vary from site to site.
- We are currently in phase 2 of a four-phase process that includes:
  - Phase 1: Problem Definition/Needs Assessment
    - Assessment of site significance through data and information collection
  - Phase 2: Concept Generation and "Short Listed" Option Evaluation
    - Technical analysis undertaken
    - Options assessed against multiple criteria
  - Phase 3: Preferred Solution
    - Short-listed options put through MAE process
    - Preferred site solution will be identified and presented to government for approval to advance to the next phase
  - Phase 4: Implementation
    - Once approved, workplans to be developed and implemented

### 4: What are the next steps after this engagement period?

- We will review all of the public input received and take it into consideration as we proceed with phase 3.
- Future opportunities to provide feedback will be provided as we develop potential solutions.

**5: What are you doing to ensure road safety at the existing and detour sites?**

- Safety is paramount. Efforts have been taken to stabilize and reduce further regression of slide sites, where possible.
- The project teams are working closely with local ministry highways and operations staff to ensure safe and reliable road networks, including completed resurfacing or repair works in advance of winter maintenance.
- Road users are asked to obey closures and speed limit changes, posted on site.

**6: What are you doing to ensure there are available emergency and evacuation routes, especially in the event of a forest fire?**

- The ministry has developed an emergency management and slide monitoring plan to support safe operation of the highway, including alternate routes in the event of an emergency.

**7: Are there going to be any property acquisitions?**

- The short-listed and preferred design options at each of the ten sites and whether or not a road will be stabilized, repaired, moved or closed has the potential to impact surrounding private properties. If a property is impacted, there is an acquisition process that the ministry follows.
- (Those conversations will be advanced) If a preferred design option impacts private property, the owners will be contacted directly by MOTI staff or land agents and discussions will commence at that time.

**8: What if my property is required for the project?**

- We will work closely with you or your designated agent through the property acquisition process. We will discuss the amount of property needed and it is our intention to negotiate a purchase price based on market value, as determined by independent appraisal.
- Our intent is to reach a consensual agreement with property owners. The majority of time, an agreement is reached through the negotiation process.

**9: Can I sell my property to the project now?**

- In most cases, property acquisition takes place after the preliminary design is complete and the property has been identified as being required for the Project.
- When owners of properties required for the project wish to sell their property in advance of this, they are invited to contact the Project office to make known their wishes before they list the land for sale.

**10: Will you keep negotiating with me if there is a change in government and the projects are cancelled?**

- We will continue to negotiate in good faith.
- Property acquisition is an important part of the continual and ongoing project development working in this region.

**Appendix A**  
**Notification Materials**

## Newspaper Ad

- Quesnel Cariboo Observer: March 9, 16 and 23
- Williams Lake Tribune: March 10, 17 and 24

### Notice of Public Engagement Cariboo Road Recovery Projects

The Ministry of Transportation and Infrastructure invites your feedback as we explore long-term solutions for road impacts which occurred from major landslides and washouts in 2020 and 2021 at the following 10 sites in the Cariboo region:

Materials will be posted on the project website for review and comment from **March 14 to March 31**. The website also has details on how to register for a virtual presentation on **March 17**.

To participate, please visit the project website at [gov.bc.ca/cariboo](http://gov.bc.ca/cariboo) or scan the QR code.

For more information, please contact Stephanie Maniago via project email at [Kersley.Dale@gov.bc.ca](mailto:Kersley.Dale@gov.bc.ca) or 604 813-3159.

**BRITISH  
COLUMBIA**

### Social Media Posts

- Twitter

← **Tweet**

 **BC Transportation** ✓  
@TranBC

REMINDER: ☆  
A virtual presentation about **Cariboo Road Recovery projects** will be held tomorrow (March 17) from 6 to 7:30 pm.  
For more info: [bit.ly/2Y1QIAM](https://bit.ly/2Y1QIAM)  
To register and participate in the virtual info session: [bit.ly/3teQhuG](https://bit.ly/3teQhuG) #Quesnel



1:02 PM · 2022-03-16 · [Sprout Social](#)

3 Retweets 5 Likes

← **Tweet**

 **BC Transportation** ✓  
@TranBC

Reminder Cariboo Residents 📢  
You're invited to give feedback on long-term solutions for 10 road sites in the region affected by major landslides in 2020 and 2021.  
Join the online engagement until March 31: [bit.ly/2Y1QIAM](https://bit.ly/2Y1QIAM) #Quesnel



2,760 views

11:12 AM · 2022-03-30 · [Sprout Social](#)

8 Retweets 1 Quote Tweet 3 Likes

Social Media Posts

- Facebook

**BC Transportation and Infrastructure**  
March 14 · 🌐

**ATTN CARIBOO RESIDENTS:** 📢

You're invited to give feedback on long-term solutions for 10 road sites (shown on map) affected by major landslides in 2020 and 2021. Please read the discussion guide, then complete the online form up until March 31: <https://www2.gov.bc.ca/.../cariboo-road-recovery-projects>

An open virtual presentation will also be held on Thursday, March 17, from 6 to 7:30 pm. To participate, visit: <https://www2.gov.bc.ca/gov/cont...> See more

27 22 Comments 72 Shares

**BC Transportation and Infrastructure**  
March 29 at 8:59 AM · 🌐

Learn about our work to restore and maintain access, and develop long-term solutions at 10 landslide sites, in the central Cariboo.

Then complete the online form by Thursday, March 31, and tell us:

- 👉 How road impacts have affected you.
- 👉 How you think solutions take into account economic, customer service, environmental and social/community factors.
- 👉... See more

**Highway 97 at Cottonwood Hill**

- Road open
- Potential options include stabilization, repair or relocation

Slide area below Highway 97 (Fall 2021)

Temporary resurfacing (Fall 2021)

**Location**

- 18 km north of Quenell

**Area of Slide**

- Approximately 8.8 ha

**Background**

- A historic slide was reworked in 2020, dropping approximately 45 centimetres, and reworked in April 2021, dropping an additional 20 centimetres
- The site is undergoing continuous geotechnical monitoring and the stretch of road remains open and safe for road users
- Ground movement has slowed significantly, largely due to dry conditions experienced in 2021
- This has allowed the project team to remove surplus material from the slide area and improve drainage configurations
- Temporary resurfacing (pictured to the left) was also completed on Highway 97 at Cottonwood Hill in fall 2021 to improve rideability for road users

**Status**

- Open
- Speed is reduced to 50 km/h through the 300m long slide zone

**Ongoing Work**

- The project team is conducting ongoing geotechnical investigations, including aerial LIDAR surveys, drilling and ground movement monitoring
- Due to the complexities of the historic landslides and surroundings area, it is...

**Project Manager**

Scott McKenzie  
[Cottonwood.Hill@gov.bc.ca](mailto:Cottonwood.Hill@gov.bc.ca)

19 7 Shares

# **Appendix B**

## **Discussion Guide**

**Appendix C**  
**Feedback Form**

# Feedback Form

## Cariboo Road Recovery Projects | Public Engagement

Feedback will be accepted from March 14 - March 31, 2022 at 4 pm (PST)

*Before you complete this feedback form, please read the engagement :*

<https://www2.gov.bc.ca/assets/gov/transportation-infrastructure-projects/cariboo/documents/cariboo-road-recovery-discussion-guide.pdf>

### About the Cariboo Road Recovery Projects

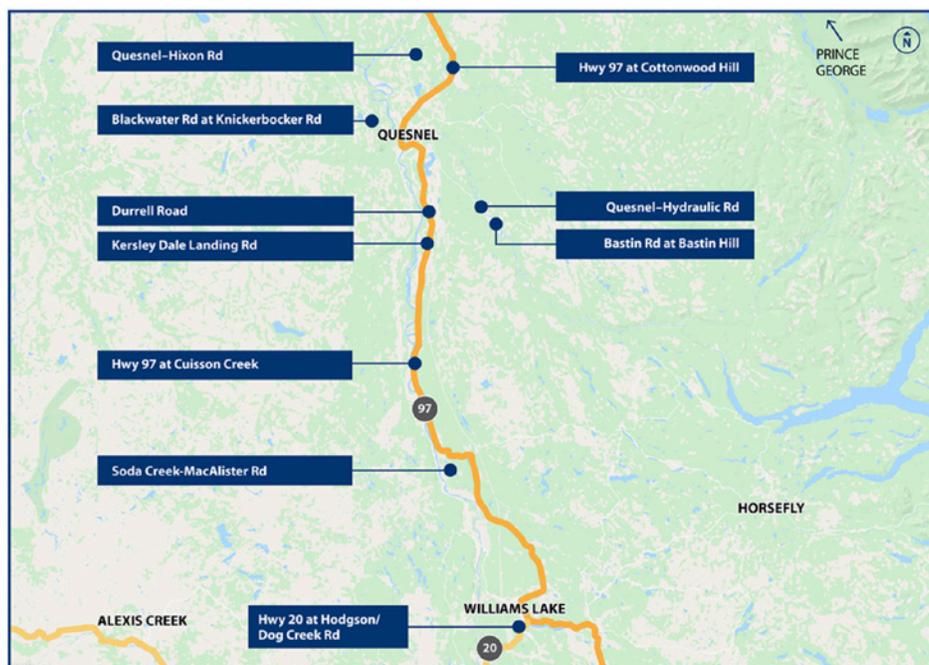
The Ministry of Transportation and Infrastructure formed the Cariboo Road Recovery Projects to deliver solutions for road impacts which occurred in 2020 and 2021 at 10 major landslide and washout sites in the Cariboo. We are committed to finding long-term solutions by improving the safety and reliability of the impacted roads or delivering an alternative solution.

### We want to hear from you

During this early engagement, we are inviting you to learn more about the projects and to provide feedback as we develop long-term solutions to the region's transportation network. There will be also be future opportunities to provide feedback as work towards solutions continue.

### How input will be used

Following the conclusion of this public engagement period, a summary report of what we heard will be developed and shared. Input will be considered as we explore potential solutions for each of the project sites.



***Please note:** This online feedback form supports Internet Explorer 11 and all newer comparable browsers like Firefox, Chrome, Opera etc. with activated JavaScript. Your browser settings must have cookies enabled for the questionnaire to run properly and inactivity on the questionnaire for longer than one hour will result in the questionnaire timing out. Feedback will be accepted from March 14 - March 31, 2022 at 4 pm (PST)*

***Collection Notice:** Your personal information will be collected for the purposes of informing the Cariboo Road Recovery Projects. If you have any questions about the collection of this personal information, please contact: Director, Citizen Engagement.*

*This information is being collected by the Ministry of Citizens' Services on behalf of the Ministry of Transportation and Infrastructure under the authority of section 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act ("FOIPPA").*

*Please do not include any personally identifiable information about yourself or others in your response.*

This survey covers the Cariboo Road Recovery Projects, which consists of 10 sites in the Cariboo Region. We invite you to provide feedback on the program and, later in the survey, an opportunity to provide site specific feedback.

**1: How have road impacts at the sites within the Cariboo Road Recovery Projects affected you? As examples, travel time or access to a business or residence. (Note: please do not include any personally identifiable information about yourself or others in your responses).**

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**2: Think about the long-term development of the sites. How accurate are the following statements (1 not at all accurate – 5 very accurate)?**

Considerations	1 - not accurate at all	2 - not accurate	3 - neither accurate or not accurate	4 - accurate	5 - very accurate
<b>Economic Development</b>					
Solutions meet the needs of commercial, timber, agricultural and other industry vehicles to run operations and goods movement.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Customer Service</b>					
Solutions take into consideration impacts of travel time, safety and reliability for users.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Social and Community</b>					
Solutions look to minimize disruptions to community plans, connections and land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Environmental</b>					
Solutions take into consideration and prevent disruptive impacts to the local environment, including water and fisheries, wildlife and habitat and vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3: Are there any other criteria we should include as we explore solutions for the project sites?**

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**4: Project Site feedback**

If you wish to provide feedback on a specific project site, please select one or more of the following sites to provide us with your thoughts.

**Projects (select all that apply):**

- |   |   |
|---|---|
| <input type="checkbox"/> Quesnel-Hixon Rd               | <input type="checkbox"/> Quesnel-Hydraulic Rd           |
| <input type="checkbox"/> Hwy 97 at Cottonwood Hill      | <input type="checkbox"/> Bastin Rd at Bastin Hill       |
| <input type="checkbox"/> Blackwater Rd at Knickerbocker | <input type="checkbox"/> Hwy 97 at Cuisson Creek        |
| <input type="checkbox"/> Durrell Road                   | <input type="checkbox"/> Soda Creek Macalister Rd       |
| <input type="checkbox"/> Kersley-Dale Landing Rd        | <input type="checkbox"/> Hwy 20 at Hodgson/Dog Creek Rd |

**How have road impacts at the [site location] affected you? As examples, travel time or access to a business or residence.**

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**5: Contact information (optional)**

Name: \_\_\_\_\_

Organization (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

First three digits of your postal code: \_\_\_\_\_

## 6: Communication Methods

**As we continue to communicate and engage with you under COVID-19 health orders, please let us know what forms of communication work for you:**

- E-mail
- Video Calls (Zoom, Teams, etc.)
- Phone Call
- Postal Mail

**Collection Notice:** Personal information is collected by the Ministry of Citizens' Services on behalf of Ministry of Transportation and Infrastructure under the authority of section 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act, for the Cariboo Road Recovery Projects engagement. If you have any questions about the collection, use and disclosure of your personal information, please contact: Director, Citizen Engagement, PO Box 9484, STN PROV GOVT Victoria BC, V8W 9W6, ph: 250-208-3591, [citizenengagement@gov.bc.ca](mailto:citizenengagement@gov.bc.ca).

Please do not include any personally identifiable information about yourself or others in your responses.

