

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

OCTOBER 22, 2014

1:00PM

REVELSTOKE

<b>ATTENDEES/AFFILIATION</b>	Mayor David Raven, City of Revelstoke; Chair of Regional District CAO Tim Palmer, City of Revelstoke), Mike Thomas, City of Revelstoke Mayor Christina Benty, Town of Golden Chris Cochran, Town of Golden Councillor Keith Hern, Town of Golden Mayor Nancy Cooper, City of Salmon Arm
<b>MOTI REPRESENTATIVES</b>	Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Jack Bennetto, District Manager, Transportation, Rocky Mountain District , MoTI Murray Tekano, District Manager, Transportation, Okanagan Shuswap District , MoTI
<b>NOTE TAKER</b>	Carmen Bennett, Kirk & Co. Consulting Ltd.
<b>KEY THEMES (3-6)</b>	
1) <b>Highways:</b> Participants agreed that continued investment in the Trans-Canada Highway is the highest priority in the region.	
2) <b>Highways:</b> Participants expressed agreement that investment in Highway 1 is vital for economic development of the province. Highway 1 needs to be safe, reliable and have capacity.	
3) <b>Highways:</b> Participants agreed that a long-term plan is necessary and needs to include a granular breakdown of Highway 1 improvements, including delivery schedules and empirical evidence of delivery.	
4) <b>Connecting communities:</b> Participants noted that increased inter-connectivity between communities and airports is important for tourism, local economies and to support people who work in other regions.	
<b>CHALLENGES AND OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>Safety and reliability of Highway 1 are the primary concern for the region. Road closures in summer (due to accidents) and winter (due to avalanches) affect the safe and reliable transportation of people, goods and services. Participants noted that further investment in Highway 1 (including Kicking Horse Canyon and Rogers Pass) is necessary for increasing safety and supporting the economy.</li> </ul>	
<b>MOVING FORWARD – STRATEGIES</b>	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> <li>Ongoing investment in Highway 1 is important for safety and reliability. There were 8 closures in 26 days during the summer (due to accidents) for up to 6 hours at a time. In winter, there are avalanche closures. Closures have economic ramifications, impacting tourism and the transportation of goods.</li> <li>Moving people back and forth from Golden is a provincial issue with respect to safely transporting goods, services and driving tourism. A strategy needs a 10-year action plan in order for the communities to know progress is being made.</li> <li>Participants expressed concerns about rail safety and noted that better notification procedures are required.</li> <li>Participants noted that communities are not always notified of potential safety issues when they arise. Better notification procedures should be in place, and safety is a concern along rail lines. Typically 45 trains pass through the region per day and 6 of these may contain dangerous cargo.</li> <li>Regulated charter bus services and taxis are needed to increase connections between and within communities.</li> <li>Improvements to local airport infrastructure are needed to facilitate tourism, forest services, and the movement of workers.</li> </ul>	
2) Growing the Economy	
<ul style="list-style-type: none"> <li>Economic development is directly connected to the ability to move goods and services. As the main corridor between Alberta and B.C., ongoing investment in Trans-Canada Highway (Highway 1) is vital for economic development in the province.</li> <li>In Revelstoke, tourism and forestry transportation are key areas that will continue to grow annually. The community relies on Highway 1 to accommodate this.</li> </ul>	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> <li>Transit between communities, as well as regulated charter bus and taxi services, are needed in order to connect people with health care services and to support tourism and families with members working in other regions.</li> <li>Participants noted that investment in local airports is needed (specifically, those in Salmon Arm, Revelstoke, and Golden). Revelstoke noted that reliable airports are important for tourism in the region and connecting communities.</li> <li>Mayor of Golden noted that upgrades are needed on Highway 95 into Cranbrook, where there is a regional hospital. It is sometimes more desirable for ambulances to go to Calgary than to Cranbrook due to road conditions.</li> <li>The Mayor of Salmon Arm noted it is important to further incorporate walking and cycling trails along the highways for safety reasons.</li> </ul>	

<ul style="list-style-type: none"> <li>The Mayor of Revelstoke noted that the city has implemented its own shuttle system due to inefficiencies with transit. This partnership has contributed to a vibrant downtown core and also allows for safe transportation to the ski hill.</li> </ul>	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> <li>Participants expressed appreciation for the good relationship with the Ministry and district offices.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that maximizing collaboration with partners and stakeholders is critical. Partnership and collaboration are necessary for continued investment in infrastructure including maintaining side roads, cycling trails and airports.</li> </ul>	
<ul style="list-style-type: none"> <li>In Golden, the widening of the shoulder on Highway 95 has been great for cycling traffic. The Mayor would like to see continued widening of that shoulder to the south. Golden expressed interest in continuing to partner with the Ministry on continuation of the Golden Pathway.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that they would like to see increased funding for side roads.</li> </ul>	
<b>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</b>	
<ul style="list-style-type: none"> <li>Investment in Highway 1 (Rogers Pass, Kicking Horse Canyon) is the highest priority for safety, reliability and capacity</li> </ul>	
<ul style="list-style-type: none"> <li>Expanded connectivity between communities and airports through regulated charter bus services and transportation options is a priority.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants indicated the priorities of widening shoulders for cycling as well as maintenance of side roads for safe transportation.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted the priority of investment in local airport infrastructure.</li> </ul>	
<ul style="list-style-type: none"> <li>For Golden, a local priority is the replacement of the Highway 95 bridge.</li> </ul>	
<b>ADDITIONAL COMMENTS/DISCUSSION</b>	
<ul style="list-style-type: none"> <li>Participants expressed that the main focus in the region needs to be Highway 1 and that this is an issue of national importance. The primary purpose of improvements to the road is to save lives. Making investments into Kicking Horse Canyon will benefit the province and communities economically.</li> </ul>	
<ul style="list-style-type: none"> <li>A lot of work needs to be done to make the highway safer. There are high volumes of traffic from Alberta; a lot of goods being shipped north. Truck transportation through Salmon Arm has increased.</li> </ul>	
<ul style="list-style-type: none"> <li>Norm Parkes noted there is continued and ongoing investment in the Trans-Canada Highway. This priority has been heard loud and clear and safety is the number 1 priority. Any plan is developed according to a combination of public input, technical assessment and affordability.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants expressed that asking each community about individual priorities misses the big picture. Granularity should come out of the master plan, but it needs to start with the big picture. Measurables and specific deliverables should be included in a master plan, attached to supporting evidence. This should show the 10-year plan for 4-laning the highway, illustrating the priorities.</li> </ul>	
<ul style="list-style-type: none"> <li>The ski hill in Revelstoke is a key economic driver, but tourism has grown year-round. Impacts from resort municipalities affect traffic within the communities. 750 buses visited the resort this year.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted there is a disconnect between cities, regional districts and the ministry. For example, the Province may give tenures for logging, but if the increase in logging activity causes damage to the roads, the city does not receive contribution from the Province to address the impacts.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant expressed a need for more clarity around the future of bridges in Revelstoke, in order to accommodate further intersection upgrades that are being undertaken.</li> </ul>	
<ul style="list-style-type: none"> <li>Mayor of Salmon Arm noted that an underpass for rail crossings is being assessed in the community to address the interaction between train traffic and the spacing of intersections.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants expressed concerns with inter-community transit, noting that there are problems with Greyhound and services are unreliable. This is a local and interregional problem. Better transit between communities is desirable, including safe and regulated charter bus services.</li> </ul>	
<ul style="list-style-type: none"> <li>Bus transportation and good taxi service are critical for providing tourists and residents with safe, reliable service. The current regulatory environment does not allow for more flexible options. Unreliable taxi service causes problems for local RCMP and affects community image.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants expressed that the timing of this consultation period, over the time of the municipal election, is unfavorable and diminishes the process. The transition time after elections can inhibit action at the political level.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted that information regarding funding is not readily available in the guide and asked whether part of the 10-year plan could be looking at different funding measures and options.</li> </ul>	
<ul style="list-style-type: none"> <li>Mayor of Salmon Arm expressed the need for airport funding and noted that a new runway is needed. It is important for the region to be able to facilitate flights for tourism and also for families that work in other regions. Shuttle buses connecting with Kelowna or Vernon airports would be an advantage for tourism as well. Local airports are also important to forestry services for fighting fires.</li> </ul>	
<ul style="list-style-type: none"> <li>Golden noted that the local airport needs investment in order to be widened by several meters. Navigation equipment is also needed. A business case has been done, but funds are unavailable. This is a municipal airport.</li> </ul>	