

B.C. on the Move: Engagement Meeting Notes

OCTOBER 23, 2014

1:00PM

FORT ST. JOHN

ATTENDEES/AFFILIATION	CAO Tom Matus, District of Hudson's Hope Councillor Dave Heiberg, District of Hudson's Hope Mayor Lori Ackerman, City of Fort St. John Victor Shopland, City of Fort St. John Moirra Green, City of Fort St. John Melany de Weerd, District of Taylor Councillor George Barber, District of Taylor Councillor Brent Taillefer, District of Taylor
MOTI REPRESENTATIVES	Scott Maxwell, Acting Regional Director, Northern Region, Ministry of Transportation and Infrastructure (MoTI) Kyle Drummond, Regional Manager of Project Delivery, Northern Region, MoTI
NOTE TAKER	Selina Bull, Kirk and Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Highways and side roads: Participants noted a need for transportation infrastructure to facilitate heavy trucking traffic. There was a concern that heavy traffic from provincial roads is impacting municipal roads.	
2) Highways and side roads: Participants noted concerns with industrial development happening adjacent to cities and how industrial activity, and its transportation of goods, affects the cities.	
3) Highways and side roads: Participants voiced concerns with engineering standards of the roads. Some suggested that the Peace should have a higher standard of roads (including wider shoulders and less steep ditches) in order to accommodate the heavy equipment coming through the region. The mayor of Fort St. John supports twinning the highway between Fort St. John and Alberta in order to make it safer.	
4) Highways and side roads: Participants noted concerns with line painting in terms of durability and timeliness of application and how that impacts safety.	
5) Airports (funding) Participants were interested in attaining provincial funding to support YXJ (Fort St. John) airport. Participants noted that passenger numbers have grown greatly and the airport is in need of apron and terminal expansions.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Participants noted that increased resource activity will challenge current infrastructure, especially with equipment and loads getting heavier and with challenges to commercial vehicle safety enforcement. There was a general concern that the construction periods for both LNG facilities and Site C would be taxing on the existing inventory of provincial roads. The Mayor of Fort St. John noted that developments which are not required to go through a traffic impact assessment put pressure on municipalities. It was suggested that there should be a way for developers to build or maintain the roads required for the development instead of burdening the taxpayers. The Mayor of Fort St. John noted that the Fringe OCP does not deal with transportation issues and so there is not a way to deal with these concerns through the plan. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> Participants agreed that there was a need for more/better enforcement of commercial vehicle safety. A representative from Taylor noted commercial practices, some of which are not legal, make it unsafe for regular vehicle traffic: for example, convoying, unsafe parking, and trucking heavy loads. Representatives from Fort St. John noted a need for a higher standard for the roads and highways in the Peace region. Specifically, participants iterated a need for wider shoulders and less steep ditches; more durable and better timed line-painting. A representative from Taylor noted that, especially if the Site C project goes ahead, the timeline for the replacement of the Taylor Bridge will be inconvenient given the expected increase of heavy trucking traffic. A participant from Hudson's Hope noted a concern with Highway 29, which passes through Hudson's Hope, as there are no shoulders, no passing lanes, and heavy traffic all contributing to more accidents in the area. He also noted an issue with accidents involving heavy equipment and hazardous materials, as these accidents are especially taxing for first responders. 	
2) Growing the Economy	
<ul style="list-style-type: none"> The Mayor of Fort St. John noted that with either Site C or LNG development approved, the construction periods will be long and there will be increased heavy equipment traffic on city and provincial roads. Participants expressed an interest in ensuring that developments go through the proper traffic impact assessment to provide the requisite infrastructure to support the development. A representative from the District of Taylor noted that with increased heavy truck traffic, as a result of resource development in the region, roads will be destroyed because truck loads will be getting bigger and heavier. The participant noted a constant need to upgrade or patch it the road through Taylor. The participant also expressed a concern with increased truck 	

traffic because Taylor does not have the resources to manage trucks parking on municipal roads.	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> A participant from Fort St. John noted that passenger numbers coming through YXJ are projected to have more than doubled between 2010 and 2016. In order to manage this traffic, the participant noted a need to improving the airport's infrastructure, including expanding the apron and the terminal. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> A representative from Fort St. John noted the need for more funding for improvements to YXJ airport infrastructure, and expressed an interest in attaining a grant from the Build Canada fund. The Mayor of Fort St. John expressed a strong interest in garnering investment for transportation infrastructure from the private sector to help ease the pressures of development. 	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<u>Fort St John:</u>	
<ul style="list-style-type: none"> Representatives from Fort St. John prioritized increased provincial investment into the appropriate growth of YXJ airport. 	
<u>Hudson's Hope:</u>	
<ul style="list-style-type: none"> Participants from Hudson's Hope prioritized the development of turning lanes at the intersection Highway 29 and Canyon Drive. Representatives from Hudson's Hope indicated a concern with rural culvert maintenance in the district. 	
<u>Taylor:</u>	
<ul style="list-style-type: none"> Representatives from Taylor prioritized the replacement of the Taylor Bridge. 	
<u>Regional:</u>	
<ul style="list-style-type: none"> Participants prioritized mitigating the impacts on municipal and provincial roads from development and industry nearby and the associated heavy trucking. Participants noted a need for passing lanes on Highway 29 to increase safety. Participants agreed that the Peace region needs improvements to standards of highways and side-roads, including wider shoulders and less steep ditches. The Mayor of Fort St. John specifically prioritized twinning (instead of four-laning) of the highway to Alberta to increase safety. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> The Mayor of Fort St. John noted that there is a growing population and more private investment in the northeast than in the northwest. Participants noted that the investment from the province is perhaps weighted unfairly in terms of revenues generated from the northeast Participants from Fort St. John expressed a concern with arterial intersections in the city. All participants noted a need for a stronger presence of or stronger enforcement by Commercial Vehicle Safety Enforcement (CVSE). The Mayor of Fort St. John noted that she would prefer to see CVSE facilities spread out rather than the province investing in a large facility. A participant from Hudson's Hope noted that the consultation process for <i>BC on the Move</i> should seek to engage with first responders, as their input would be valuable to the development of the plan. A participant from Fort St. John noted a concern with the format of the survey. She indicated that it would be unlikely that respondents would choose anything other than "strongly agree," and therefore the results would be largely homogenous. Participants from Fort St. John asked whether all the local priorities and details that do not get incorporated into the plan would be taken by the district office to be built into their strategy. A representative from Taylor inquired about what kinds of projects the "oil and gas fund" can be used for. A participant from Hudson's Hope noted that the new overlay on Highway 29 was of concern, and that the drainage was bad. 	