

B.C. on the Move: Engagement Meeting Notes

OCTOBER 22, 2014

8:30AM

NAKUSP

ATTENDEES/AFFILIATION	Mayor Madeleine Perriere, Village of Slocan Hillary Elliott, Village of Slocan Mayor Ann Bunka, Village of New Denver Councillor Leah Main, Village of Silverton Mayor Karen Hamling, Village of Nakusp CAO Linda Tynan Village of Nakusp
MOTI REPRESENTATIVES	Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Darrell Gunn, Operations Manager, West Kootenay District, MoTI
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Transit: Participants noted that transit connections between communities are vital for accessing health care and commuting for work and school.	
2) Cycling and pedestrian: Participants expressed a desire for cycling paths and widened shoulders to provide for safe commuting and cycling tourism.	
3) Highways: Participants noted that inadequate drainage on highway is a safety concern.	
4) Side roads: Participants noted that increased maintenance of side roads is important for access to recreation areas.	
5) Highways and side roads: Participants expressed a desire for traffic control and calming through municipalities.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Participants noted the challenge of connectivity between communities due to infrequent transit service. Communities noted that they would like to better accommodate cycling and cycling tourism by incorporating trails and widened shoulders. Access to recreation areas is impacted by lack of maintenance to side roads. Inadequate drainage on highway creates hazards for drivers. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> Traffic control and calming through municipalities is an issue. Participants noted that the reliability of Highway 1 and closures can indirectly affect tourism and travel within these communities. Proper maintenance and drainage on the highway is required. Pooling and icing is a safety concern. Passing zones on the highway are few and short. Slow drivers on the highway can be hazardous. 	
2) Growing the Economy	
<ul style="list-style-type: none"> Participants noted that economic development is impacted starting in the small communities, and infrastructure is needed in these areas in order to get goods to the Lower Mainland ports and distribution centres. The inland ferry between Revelstoke and Nakusp is important for economic development. Participants noted a concern with wait times. 	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> Participants indicated that they would like a wider shoulder on the side of road for cyclists. Participants noted that they would like increased public transit between communities. Connections between communities are important for accessing health care, work and airports. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> There is a strong interest in walking and cycling between the communities. Several local groups have looked at improving a trail between Silverton and New Denver. This would have to be done in partnership with the ministry. Participants would like to see collaboration with the ministry regarding access to backcountry through side roads. There is an opportunity for communities and the Province to work together. Access to some choice provincial parks is being lost to resource sector needs and maintenance issues. There is a need to consider what makes geographical sense in terms of access. 	

TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> Increasing transit connections between communities is a priority. 	
<ul style="list-style-type: none"> Participants also prioritized widened shoulders/ cycling and walking trail between communities. 	
<ul style="list-style-type: none"> Participants indicated the need to better maintain side roads and highways to address drainage problems. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> Side roads and back roads are access points to recreation areas that have been touted by the Province. Communities such as Silverton noted that they no longer have access to side roads that lead to these recreation and tourism areas. For access, residents often need to drive to Nelson. 	
<ul style="list-style-type: none"> Mayor of Slocan noted that there are two entrances to the community off the highway. Drivers often miss the first entrance and can cause accidents when turning into the second entrance (which does not have an access lane). The merge lane is also subject to degradation. 	
<ul style="list-style-type: none"> Maintaining side roads, bike lanes, public transit and traffic control are main issues in the region. Side roads are falling apart because they are not being adequately maintained. 	
<ul style="list-style-type: none"> There is a need for more regular, frequent transit between communities. 	
<ul style="list-style-type: none"> Participants noted that chip trucks can take a toll on the highways in the region. 	
<ul style="list-style-type: none"> Participants noted that there may seem to be low ridership on some transit routes; but transit is necessary in order to get to work, health care appointments, and to shop. Transit could be made more efficient in terms of timing connections. 	
<ul style="list-style-type: none"> Commuting between communities is important. Safety of travel and connecting with flights that are viable and reasonable for travel is necessary for communities. 	
<ul style="list-style-type: none"> Participants noted there is no transit to Kelowna and Vernon except for a private hospital bus (locally subsidized by hospital foundation) run by volunteers once a week to take people to appointments. The bus is in bad shape and needs to be replaced. There is no transit from this area to Kelowna and Vernon where most people go for appointments. 	
<ul style="list-style-type: none"> One participant noted that a new stretch of road in Rosebery has already started crumbling. This participant noted that cold patching is a temporary fix and should not be considered adequate maintenance. 	
<ul style="list-style-type: none"> Proper drainage on roads is needed. Streams are running off roads in summer and icing in winter. The effects of rain are worse this year, and hydroplaning and rutting are more common. Water pooling is occurring in a few places. There are areas where culverts were removed in the 1990s, which has caused drainage problems. With no culverts the water is forced across the highway. 	
<ul style="list-style-type: none"> Wait times at the ferries are a concern and can affect economic development. Transport Canada has increased number of required staff on the ferry (if an employee is off or sick, the ferry might not leave when it is at capacity due to not having the required number of staff on board.) 	
<ul style="list-style-type: none"> The ferry was built in Nakusp, which promoted economic development in the community. Nakusp used to be a ship building town, and it is important that the community has the ability to respond to more RFPs of that nature when they are available. 	
<ul style="list-style-type: none"> One participant noted there is an opportunity from a touring perspective to be on the cycling circuit. Roads are currently dangerous for cyclists, but attracting cycling tourism is important. Shoulders should be widened where possible. 	
<ul style="list-style-type: none"> Participants noted that cycling is a big factor. It would be ideal to have a continuing path between communities. 	
<ul style="list-style-type: none"> There is an absence of rail in the region and the communities have done what they can to turn the rail bed into useable recreation and transportation corridors. A portion of the former rail is now a trail, but is disconnected. Continued investment is needed. 	
<ul style="list-style-type: none"> Participants expressed concerns with slow-moving vehicles on the highway towards Nelson and that this can have an impact on safety and reliability. 	
<ul style="list-style-type: none"> Passing zones are too short and few, and passing is unsafe. There are not many passing lanes between Nakusp and Nelson. 	
<ul style="list-style-type: none"> Participants noted the importance of the Monashee to these communities. 	
<ul style="list-style-type: none"> Local airports are becoming more popular with private planes, which do not have GPS navigation equipment. The unreliability of Castlegar Airport is a problem for these communities. Kelowna is the alternative, but the drive can be an issue. Inconsistent air travel is an issue for number of people traveling for work. Travel from Castlegar is not economically feasible. For international travel, most people travel from Spokane rather than other airports in the province. 	