

B.C. on the Move: Engagement Meeting Notes

OCTOBER 28, 2014

2:00 PM

PENTICTON

ATTENDEES/AFFILIATION	Mayor Manfred Bauer, Village of Keremeos Councillor Michael Ryan, Town of Osoyoos Shawn Goodsell, Town of Oliver Councillor David Mattes, Town of Oliver CAO Heidi Frank, Town of Oliver Mayor Jack Bennest, Town of Oliver Councillor Andrew Jakubeit, City of Penticton Councillor Katie Robinson, City of Penticton Economic Development Officer Colleen Pennington, City of Penticton Councillor Kim Maynard, Town of Princeton Director Tom Siddon, Regional District of Okanagan-Similkameen Area D Doug French, Public Works, Regional District of Okanagan-Similkameen
MOTI REPRESENTATIVES	Mike Lorimer, Regional Director, Southern Interior Region, Ministry of Transportation and Infrastructure (MoTI)
NOTE TAKER	Kai-lani Rutland, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
<ol style="list-style-type: none"> 1) Highways and side roads: Participants agreed that continued investments in Highway 1 and 97 and side roads were a priority in the region. 2) Cycling and pedestrians: Participants were very supportive of cycling initiatives in the region and requested that the plan include projects that would support the growth of cycling, such as improved trails, signed routes and additional safety precautions for recreational cyclists. Participants noted the economic importance of cycling for the region's tourism industry. 3) Airport: Participants from Penticton requested that the Ministry look into providing funding to the Penticton Airport for needed upgrades to the terminal facilities, which would allow the Airport to be able to support growing demand for its services. 4) Highways and side roads: Participants requested that the plan include projects that would promote and support safe and efficient access between communities, including an expansion of the road network between Osoyoos and Kelowna. 5) Transportation planning: Participants reiterated that the plan should facilitate and support tourism based growth and initiatives in the Okanagan region. 	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> • Safety and reliability of Highway 3 and 97 are the primary concerns for the region. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> • Ongoing investments for Highway 3 and 97 is important for safety and reliability. The region recognizes the importance of continued investments in these highways to address congestion, safety and facilitate economic growth in the region. • Side roads and bypasses are a priority for many of the communities in the region and additional investments are needed to increase safety at congested and unsafe intersections. Participants indicated that investments, such as shoulder widening, calming mechanisms, and increased maintenance, are a priority. • Improvements to local airport infrastructure in Penticton are needed to allow the airport to meet user demand. • Investments in side roads are important for the further development of the region's cycling based tourism industry. 	
2) Growing the Economy	
<ul style="list-style-type: none"> • Economic development is directly connected to the ability to move goods and services. Ongoing investments in Highway 97 and 3 are vital for economic development in this region. • In the Okanagan tourism is a key economic driver and will continue to grow. The community relies heavily on Highway 3 and 97 to accommodate this. 	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> • Transit between communities is needed in order to connect people with the airport, health care services and to support tourism and families working in other regions. • Participants noted that investments are needed to the Penticton airport to increase terminal capacity. • Investments in cycling trails such as the Kettle Valley Rail Trail and side road improvements are important for the regions tourism industry and economic development. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> • Participants expressed appreciation for good relationships with the ministry and local offices. • 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. 	

<ul style="list-style-type: none"> Participants noted a willingness to partner and collaborate with First Nations.
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS
<ul style="list-style-type: none"> Investment in Highway 3 and 97 to ensure safety, reliability and capacity is the highest priority.
<ul style="list-style-type: none"> Participants prioritized shoulder-widening for cycling as well as maintenance of side roads for safe transportation.
<ul style="list-style-type: none"> Participants noted that they would like to see investment in local airport infrastructure.
<ul style="list-style-type: none"> Participants noted a need for expanded connectivity between communities and airports through regulated charter bus services and transportation options.
<ul style="list-style-type: none"> Participants indicated that they would like to see continued partnership working with First Nations.

ADDITIONAL COMMENTS/DISCUSSION
<ul style="list-style-type: none"> Participants were interested to know how feedback was being collected and whether or not feedback would be organized based on population size or region. Participants expressed concern that Vancouver responses may be viewed as 'more important' in the consultation process because of the sheer volume of responses.
<ul style="list-style-type: none"> An Osoyoos participant mentioned the importance of straightening and further developing Highway 3. Additionally, the participant stated that because Osoyoos is so close to the US border, Highway 97 needs to continue to be able to support the crossing traffic.
<ul style="list-style-type: none"> A participant expressed concern that issues in small communities including poor bridge and road conditions, congestion, and lack of safe pedestrian crossings were not included in the Discussion Guide. The participant cited issues with the impact of traffic to pedestrian safety and businesses in Okanagan Falls because of insufficient crosswalks and calming devices. The participant requested that safety and improvement mechanisms be put in place to address residents' fears about crossing the highway in this area.
<ul style="list-style-type: none"> A participant from Penticton expressed concern about the need for shoulder-widening along the west side by-pass between Kelowna and Vernon. The participant noted that community bypasses throughout the Okanagan are necessary.
<ul style="list-style-type: none"> A participant from Penticton suggested that MoTI should be looking to create a 40 and 50 year plan.
<ul style="list-style-type: none"> A participant from Keremeos mentioned the rockslides on Highway 3 that have occurred and requested that MoTI share its plans to increase safety in this area.
<ul style="list-style-type: none"> A participant from Keremeos noted that an issue for them is the high traffic pedestrian areas near the fruit stands and the multiple entrance and exits into the stands. The participant mentioned that the multiple entrance and exits create safety issues and asked whether MoTI could do anything to regulate the number of entrances and exits businesses are allowed to have to increase safety. The participant also mentioned improper signage along Highway 3 which was a safety concern for them – accidents had occurred because of this issue.
<ul style="list-style-type: none"> A participant from Princeton mentioned that when the Mayor's Coalition had met with Minister Stone, they had collectively agreed that Princeton, in terms of safety, was the worst problem on Highway 3. The participant requested that the province's transportation plan address safety issues in Princeton with respect to Highway 3 to Highway 5a.
<ul style="list-style-type: none"> A participant from Keremeos requested that the ministry have the lights in Keremeos switched to LED for cost saving and maintenance reasons.
<ul style="list-style-type: none"> A participant mentioned that in Okanagan Falls, on 9th and 10th Avenues at Maple Street, there are issues at the intersections in addition to a lack of pavement markings. The participant requested that the ministry look into painting two white lines on Maple Street and improving safety near the intersections of 9th and 10th Avenues with Maple Street.
<ul style="list-style-type: none"> A participant from Penticton requested that the Ministry increase its efforts to remove junk clutter signs along the highways.
<ul style="list-style-type: none"> A participant from Penticton mentioned that a Highway 3 Corridor Economic Impact Study had been done in 2012, and was interested to know how that study fit into the province's 10 year plan.
<ul style="list-style-type: none"> A participant from Osoyoos noted that MoTI had done an excellent job with the Highway 3 bus route.
<ul style="list-style-type: none"> A participant from Oliver indicated that the community has been interested in advancing their way-finding signage for cycling and the tourism industry (businesses) and would like the Ministry's input.
<ul style="list-style-type: none"> A participant from Oliver responded that limiting driver distraction is a concern for them as well. The participant mentioned that the purpose of a highway is to get somewhere, so being able to get there safely, knowing where to go, and being able to access it is very important. They recognize the need to find a balance, but also recognize that it is easy to make a safe highway that defeats our (local) businesses. The participant said that they were happy to hear from that the Ministry also recognizes the need to balance economic interested and safety needs.
<ul style="list-style-type: none"> A participant asked what the status of the South Okanagan Pilot Project was.
<ul style="list-style-type: none"> Participants pointed out that 'tourism' was not listed there as a stand-alone strategy and for this region it should be.
<ul style="list-style-type: none"> A participant from Oliver made note that the 10 year plan should acknowledge the region's and province's aging population and look after people in the communities alongside growing the economy.
<ul style="list-style-type: none"> A participant from Penticton inquired about the Province's ability to assist with needed improvements to the Penticton airport terminal. The participant mentioned that the airport is in need of improvements to the terminal, as it is unable to support current need and numbers in the region. The participant noted that WestJet now flies out of Penticton and that WestJet service supports 70 passengers, yet the terminal is only large enough to hold 50 people. Penticton participants raised the

<p>issue of upgrades and improvements to the terminal as a priority.</p>
<ul style="list-style-type: none"> • A participant noted that with the 10-year Plan, the Province would need tens of millions of dollars to complete all of the things it proposes. The participant mentioned that unless LNG really takes off, the Province would really need to bring back its expectations – that there is only so much they can do. The participant suggested that the Province needed a more long term plan that would deal with building infrastructure to suit large growth. The participant also noted that there are a lot of projects on the table and that the Province would need to identify how the money would be allocated to various projects.
<ul style="list-style-type: none"> • A participant from Princeton requested that more emphasis be placed on cycling in the region, with specific investments and attention paid to the Kettle Valley Rail Trail (KVR trail), pinch points within the KVR trail and the road spine. The participant mentioned that hardcore cyclists will cycle anywhere, yet recreational cyclists (not just specific to the tourism industry) want protected corridors. The participant requested that the province and the region discuss maintenance along key cycling routes, where they are having issues with lack of sweeping, an issue for cyclists.
<ul style="list-style-type: none"> • Participants from Oliver noted that there are issues between Oliver and Osoyoos along the road shoulders with cyclists, foot traffic, fruit pickers and tourists. The participants mentioned that widening of the shoulders would solve these issues, in addition to calming traffic near Okanagan falls. A participant noted that the province will need to address issues with First Nations land in some areas if they do intend to widen the shoulders.
<ul style="list-style-type: none"> • A participant noted that there are frequent issues on the Trans Canada trail with ATV usage. The participant asked whether the Ministry could assist with the regulation and the correction of this issue.
<ul style="list-style-type: none"> • A participant from Osoyoos referenced a BC Transit plan for the South Okanagan that was created in coordination with the Town of Osoyoos. The participant noted that the plan focuses on inter-regional and community connections, which are important priorities for the region. The participant mentioned that the municipality had teamed up with other communities through their business association to fund a group shuttle from Osoyoos to the Kelowna Airport. The participant reiterated the region's need for additional transportation connections between communities, including transit and highway network upgrades. The participant indicated that cycling is very important to Penticton as an economic driver and recreational activity and discussed the need to widen highway shoulders and create connection trails to improve the overall safety of the cycling network.
<ul style="list-style-type: none"> • A participant from Penticton asked whether the Province was able to provide a mechanism or assistance in regards to First Nations engagement. The Participant noted that in Penticton along the channel, to continue with the KVR trail Trout Creek expansion, there is a stretch of First Nations land. A participant from Oliver added that First Nations have been very eager to work with MoTI for other projects and suggested that if there was a more holistic approach taken to First Nations engagement, rather than just project by project, the results would be more progressive. The participant reiterated the region's interest in working with MoTI and the Province to progress First Nations relations.
<ul style="list-style-type: none"> • A participant noted that with this plan, the Province's greatest issue will be a lack of funding. The participant asked whether there would be an opportunity for local government to make the case to Victoria that in some of these cases, the projects need to happen.