

B.C. on the Move: Engagement Meeting Notes

OCTOBER 29, 2014

1:00 PM

CRANBROOK

ATTENDEES/AFFILIATION	Mayor Dean McKerracher, District of Elkford Councillor Ken Wildeman, District of Elkford Councillor Joe Zarowny, District of Elkford Mayor Mary Giuliano, City of Fernie Councillor Phil Iddon, City of Fernie Councillor Joe Warshawsky, City of Fernie Heath Slee, Regional District of East Kootenay Mike Sosnowski, Regional District of East Kootenay Wendy Booth, Regional District of East Kootenay Mayor Lois Halko, District of Sparwood Danny Dwyer, District of Sparwood Mayor Ron McRae, City of Kimberley Eric Sharpe, City of Cranbrook Derrick Anderson, City of Cranbrook
MOTI REPRESENTATIVES	Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Jack Bennetto, District Manager, Transportation, Rocky Mountain District (MoTI)
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Highways: Participants expressed that improvements to Highway 3, including widening and passing lanes, are necessary to accommodate traffic volumes.	
2) Highways: Participants noted that traffic volumes on Highway 93/95 have increased and are a problem for congestion and safety in communities.	
3) Highways: Participants noted that wildlife on highways is an increasing concern.	
4) Highways: Participants expressed that avalanche closures on Highway 1 affect traffic volumes through the region.	
5) Highways: Participants discussed that durability of highway paint in this region is poor due to impacts from climate and that reflective paint and reflectors on highway are desired for safety.	
6) Cycling and pedestrian/Transit: Participants expressed the importance of expanded transit and cycling infrastructure within and between communities in this region.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> • Increasing traffic volumes on Highway 3, as well as Highway 93/95 are a growing concern in the region and infrastructure improvements are needed to accommodate the flow of traffic. • Avalanche closures on Highway 1 put more pressure on Highways 3, 93 and 95. • Wildlife on highways is a growing concern in the region. • Interconnectedness between communities, through expanded transit and cycling, is important for tourists, commuters and to accommodate an aging population. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> • The Regional District Chair noted that improvements to the Elko Overpass are needed and that the tunnel impedes traffic flow. • The Chair noted that more capacity is needed on highways. Highway 3 is experiencing heavy volumes with truck and tourist traffic. Widening and improving roads is necessary to accommodate increasing traffic volumes. • The Regional District noted that wildlife on highways is a safety concern in the region. Chair suggested mowing shoulders of highway is important for safety concerning wildlife collisions and that grass needs to be tended to twice per year in some locations. • Regional District participants noted that the Dutch Creek Bridge is a dangerous corner in the Columbia Valley. • Regional District participants noted that avalanche closures affect transportation through the Columbia Valley and suggested warning systems on the Trans-Canada Highway. • Regional District participants noted that driving at night is a challenge in this region, especially for tourists, and suggested that reflectors on highways could be incorporated for safety. • A Regional District participant noted that ferry transportation on the coast impacts the whole province and suggested that ferries should be considered an extension of the highway system. • The Regional District noted that storm water drainage is an issue in some areas, impacting safety. • Regional District participants noted that traffic from Elko to Fernie is a problem and that the whole corridor from Morrissey to 	

Elko should be improved to accommodate volume. Traffic volume on Highway 3 is generally problematic. It was noted that passing lanes are unsafe as they are not long enough.
<ul style="list-style-type: none"> One participant suggested that the forest service road from Morrissey to Elko could be used as an alternate route to accommodate highway closures.
<ul style="list-style-type: none"> The Regional District noted the need to accommodate cyclists on highways. More room on the shoulder is necessary as cyclists sometimes ride inside the white line to avoid rumble strips, which can have an impact on cyclist safety.
<ul style="list-style-type: none"> The City of Fernie noted that tourist traffic and through traffic from mines is becoming a problem. Traffic from other regions is directed through Fernie down Highway 93.
<ul style="list-style-type: none"> One participant noted the bridge on the south side of Fernie is the scene of numerous accidents, which backs traffic up through town in summer and winter. This is a narrow bridge and the infrastructure is aging.
<ul style="list-style-type: none"> City of Fernie noted there is an uncontrolled crosswalk at end of town and a larger sign for pedestrians at this crossing is required. (Jack Bennetto noted he would take this offline.)
<ul style="list-style-type: none"> Participants noted that rumble strips impact the quality of asphalt due to climate in this area.
<ul style="list-style-type: none"> Participants noted that more passing lanes are necessary on Highway 3.
<ul style="list-style-type: none"> The Mayor of Elkford noted that the quality of pavement west of the tunnel is poor and in need of improvement.
<ul style="list-style-type: none"> Participants from Elkford noted that a traffic signal at the intersection of Highway 3 and 43 is necessary, but it would be better to see cloverleaf interchange to aid traffic flow and accommodate heavy volumes.
<ul style="list-style-type: none"> Participants from Elkford suggested that rest stops on Highway 3 should be open year-round and noted there are too few overnight parking areas for trucks.
<ul style="list-style-type: none"> One participant suggested there is a need to consider a possible increase in truck traffic if pipelines are not approved. If pipelines are not available, there could be higher costs associated with highways and rail.
<ul style="list-style-type: none"> Participants from Cranbrook noted that congestion is a problem on Highway 93/95 north of Canal Flats.
<ul style="list-style-type: none"> Participants from Cranbrook expressed that traffic volume and delays have become an issue at Kingsgate Border Crossing.
<ul style="list-style-type: none"> Participants noted that highway paint does not last long in this region due to climate (freeze/thaw). There are more reflective, durable paints available. Norm Parkes responded that the ministry is currently looking at options and solutions.
<ul style="list-style-type: none"> Participants from Cranbrook noted that pedestrian crossings through the community are necessary for safety.
<ul style="list-style-type: none"> Participants from Cranbrook noted that Highway 95A to Kimberley has become busy and the intersection at Theatre Rd. is problematic for accidents. Participants suggested that a signalized intersection may be necessary.
<ul style="list-style-type: none"> Participants from Sparwood noted that traffic volumes have become a problem year-round, and if traffic increases continue, traffic signals and better control at most intersections will be required.
<ul style="list-style-type: none"> Participants from Sparwood agreed that wildlife collisions are an increasing problem that needs to be addressed. The Mayor noted that, while looking at repaving and resurfacing in the area, it would be good to consider areas of high wildlife and look at a potential underpass for wildlife or fencing.
<ul style="list-style-type: none"> The Mayor of Sparwood noted that the past 10 years of improvements have been outstanding in the region, including improvements to bridges, overpasses and passing lanes.
<ul style="list-style-type: none"> The Mayor of Sparwood noted that Highway 3 from B.C. to Alberta through Sparwood is a narrow, winding road. Reflectors have been added, which are appreciated, but further maintenance will be required.
<ul style="list-style-type: none"> The Mayor of Sparwood noted that the Coal Mountain mine is undergoing an environmental assessment for expansion to produce coal in 2017. 15 km of public road would be used for transporting from the mine, which may be a concern.
<ul style="list-style-type: none"> The Mayor of Kimberley noted that, with a long-term 10-year planning process, secondary roads should be given priority with respect to considering the local economy that these roads service, including growth in the tech sector and people commuting to jobs in other regions. Highway 95A is experiencing high traffic volumes, so focus on roads like this is critically important.
2) Growing the Economy
3) Connecting and Strengthening Communities
<ul style="list-style-type: none"> The Regional District Chair noted that expanded public transit is necessary and seniors need to be accommodated. The Regional District Chair noted that longer commute times are a concern for people traveling to different regions for work (getting to local airports can be problematic). The Regional District Chair noted that rail transportation is currently not available. The Regional District would like to see trails connecting communities and within communities.
<ul style="list-style-type: none"> The Mayor of Fernie noted that expanded transit is expensive but necessary, especially for seniors and people with disabilities.
4) Maximizing Collaboration and Investment with Partners and Stakeholders
<ul style="list-style-type: none"> Regional District participants noted that a turning lane off the highway in Hosmer is needed to accommodate traffic and they would be willing to partner with the ministry if possible, as this is a safety concern.
<ul style="list-style-type: none"> Regional District participants noted airport improvement grants in small communities (e.g. Elk Valley) are necessary and that lighting and navigation systems are needed.
<ul style="list-style-type: none"> The Regional District Chair noted that Roosville is third busiest border crossing in the Province and would like to look at the possibility of improvements, including a Nexus lane. This would require partnership with the federal government.
<ul style="list-style-type: none"> Participants noted that West Fernie is being incorporated into the Regional District. There are no turning lanes, not enough shoulder and an unsafe pedestrian walkway. Participants suggested incorporating a centre turning lane to keep traffic

<ul style="list-style-type: none"> moving. The City of Fernie noted that a trail to the resort is planned in the near future and suggested that expanding the right of way an extra metre would allow the trail to carry through. Connecting to and from the resort with a trail for cycling traffic is a priority. 	
<ul style="list-style-type: none"> There may be a partnership opportunity with the trail society in Fernie. 	
<ul style="list-style-type: none"> The Mayor of Elkford noted that the district is looking at repaving in 2015-2016 and asked whether there is an opportunity for partnership on paving. 	
<ul style="list-style-type: none"> Mayor of Elkford noted that they have proposed the use of rock rip rap from blasting to straighten out Elko cuts. Rock could be used as rip rap in river and to upgrade River road as well. The Mayor noted they have until 2016 to finish this project and would like to further discuss a partnership opportunity. 	
<ul style="list-style-type: none"> The Mayor of Elkford noted that they are building a new helipad but there is no funding for maintenance. 	
<ul style="list-style-type: none"> Participants from Cranbrook noted that airport grants would be welcome. 	
<ul style="list-style-type: none"> The Mayor of Sparwood noted that partnership with the Province is needed for funding at intersection of Highway 3/43, to incorporate signals to improve traffic flow and to improve safety. 	
<ul style="list-style-type: none"> The Mayor of Kimberley would like to see the ministry give consideration to repatriating roads that were turned over to communities in the 1990s (e.g. St. Marys Lake Rd.). The Mayor noted that 3km of this road is within Kimberley limits. Mainroad contracting plows this road outside the city in winter, but Kimberley cannot partner with Mainroad to have them plow the 3 km of road within city limits. 	
<ul style="list-style-type: none"> The Mayor of Kimberley noted there is a significant opportunity for partnership between the Province and these communities to enhance the Grey Creek Pass corridor so that it becomes part of the roadway system. This pass connects with Kootenay Lake in the summer and could be enhanced for tourism to accommodate cyclists and cars. This would be a long-term enhancement project. 	
<p>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</p>	
<ul style="list-style-type: none"> Participants from Elkford noted that the Highway 3 corridor between Alberta and B.C. is the number one priority. Improvements are needed to accommodate traffic volumes. 	
<ul style="list-style-type: none"> Elkford noted that improvements to the intersection of Highway 3 and 43, such as a turning signal or interchange, would help with traffic flow. 	
<ul style="list-style-type: none"> Elkford indicated that more rest stops and overnight parking areas on Highway 3 to accommodate trucks are required, and rest stops should be open year-round. 	
<ul style="list-style-type: none"> Highway 3 improvements are a priority for the East Kootenay Regional District, in order to accommodate high traffic volumes. 	
<ul style="list-style-type: none"> Improvements to visibility on highways, including more durable paint and reflectors, are a safety priority for the East Kootenay Regional District. 	
<ul style="list-style-type: none"> East Kootenay Regional District noted that Improvements to alternate modes of transportation are desired. Cycling infrastructure (widened shoulders) and expanded transit options would better service the community. 	
<ul style="list-style-type: none"> City of Cranbrook participants noted that improvements to Highway 3 are a priority, through the East Kootenays and into West Kootenays. Traffic increases will continue to affect the amount of congestion and number of fatalities. 	
<ul style="list-style-type: none"> One participant noted that incorporating a passing lane into Cranbrook at the west end is important for safety. Controlled pedestrian crossings in town are also required to address pedestrian safety. 	
<ul style="list-style-type: none"> Cranbrook noted the need to address traffic volumes on Highway 93, as well as at the Kingsgate Border Crossing. 	
<ul style="list-style-type: none"> Fernie noted that improvements to Highways 3 and 93 are necessary to address concerns related to traffic volumes. More passing lanes on Highway 3 are desired. 	
<ul style="list-style-type: none"> Cycling infrastructure, such as trails and widened shoulder on the highway, is important for the community of Fernie. 	
<ul style="list-style-type: none"> Fernie would like to see a controlled pedestrian crosswalk near the end of town, as traffic volumes have increased pedestrian safety concerns. 	
<ul style="list-style-type: none"> Participants from Sparwood noted that traffic volumes have become an increasing concern through town and the community would like to see better control at intersections to aid traffic flow as well as pedestrian safety. 	
<ul style="list-style-type: none"> Sparwood indicated that measures to control wildlife on highways are important, as this is a growing safety concern. 	
<ul style="list-style-type: none"> For Sparwood, Highway 3 maintenance is an ongoing concern. Infrastructure needs to support traffic volumes. 	
<ul style="list-style-type: none"> Kimberley noted that secondary roads are a priority in the region, as these are important to growth in the resource and tech sectors, and for people commuting to jobs in other areas. 	
<ul style="list-style-type: none"> Kimberley would like the ministry to consider repatriating roads that were transferred to communities in the 1990s, as there are concerns with the ability to adequately maintain these roads. 	
<ul style="list-style-type: none"> For Kimberley, improvement to Grey Creek Pass would promote access to Kootenay Lake and would be a priority for tourism, as it would allow better access for cyclists and cars in the region. 	
<p>ADDITIONAL COMMENTS/DISCUSSION</p>	
<ul style="list-style-type: none"> Elkford noted that noxious weeds are becoming more of a problem in these areas and also commented that casting material 	

from ditching onto the banks near roadways is not visually favorable.