

B.C. on the Move: Engagement Meeting Notes

OCTOBER 29, 2014

11:00 AM

VERNON

ATTENDEES/AFFILIATION	<p>Public Works Manager Tim Perepolkin, City of Armstrong CAO Melinda Stickney, City of Armstrong Mayor Howie Cyr, City of Enderby Councillor Greg McCune, City of Enderby Mayor Rob Sawatzky, City of Vernon Rob Miles, Planning, City of Vernon Amanda Watson, City of Vernon Mayor Kevin Acton, Village of Lumby Director of Finance Jeremy Sundin, Village of Lumby CAO Tom Kadla, Village of Lumby Public Works Manager Ed Forslund, District of Spallumcheen Councillor Joe Van Tienhoven, District of Spallumcheen Councillor Christine Fraser, District of Spallumcheen Vice-Chair Rick Fairbairn, Regional District North Okanagan (RDNO) Bob Fleming, Regional District North Okanagan Anthony Kithel, Regional District North Okanagan Mike MacNabb, Regional District North Okanagan 'C' Jackie Pearase, Regional District North Okanagan 'F' CAO Trevor Seibel, District of Coldstream Mike Reiley, Development Services, District of Coldstream Mayor Jim Garlick, District of Coldstream Councillor Terry Rysz, District of Sicamous Councillor Don Richardson, District of Sicamous Councillor Fred Busch, District of Sicamous</p>
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: Participants expressed a need for continued investments on Highway 97 to address reliability and safety issues. Participants asked that long-term investments such as bypasses, and short-term investments to increase safety, be outlined in the 10 year plan. 2) Rail: Participants were in agreement that the Province has an increased role to play in the short and long-term plans for the decommissioned CP rail line, and that the land should be used to connect the community a cycling/pedestrian trail. 3) Side roads: Participants indicated the importance of improvements and maintenance of side roads to the region's economic development, and requested that the 10-year plan outline additional investments in side roads. 4) Airports (funding): Participants were in agreement that additional funding mechanisms should be developed by the Province in collaboration with the federal government for rural airports, such as the one in Vernon. 	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> • Congestion along highway 97 is the region's primary concern. • Participants indicated concerns with the lack of plans to develop the decommissioned CP rail line and indicated a need for increased maintenance and investments to side roads to support tourism based economic development. 	
MOVING FORWARD – STRATEGIES	
<ol style="list-style-type: none"> 1) Moving People and Goods Safely and Reliably <ul style="list-style-type: none"> • Ongoing investments for Highway 97 the Trans-Canada Highway are important for safety and reliability. The region recognizes the importance of continued investments in these highways to address congestion and road conditions and requested that the Ministry include additional four-laning plans in the 10-year transportation plan. • Improvements to local airport infrastructure in Vernon are needed to facilitate tourism and regional workers. • Additional investments in rail are important for this region. The decommissioned CP rail line near Vernon is a potential location to increase cycling and pedestrian trails in the area, but additional investments and direction is needed from the Province. • Side roads are a priority for the tourism industry in this region and additional upgrades and investments are needed to ensure side roads are well maintained and safe. 2) Growing the Economy <ul style="list-style-type: none"> • Economic development is directly connected to the ability to move goods and services. As Highway 1 is the main corridor between Alberta and B.C., ongoing investment in it is vital for economic development in the province. 3) Connecting and Strengthening Communities 	

<ul style="list-style-type: none"> Participants indicated the importance of cycling in the economic development of the region's tourism industry. Participants requested additional funding for cycling and pedestrian trail projects that would increase connectivity between communities. Investment in rural airports is important for the Vernon airport.
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. Participants noted that they would like to see increased funding for cycling trails. Participants would like to see increased funding for side roads. Participants would like to see increased funding and collaboration with partners and stakeholders to address the future of the CP rail lines.
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS
<ul style="list-style-type: none"> Participants noted a need for investment and planning in the decommissioned CP rail lines. Participants desired shoulder-widening for cycling as well as maintenance of side roads for safe transportation. Participants noted a need for investment in local airport infrastructure.

ADDITIONAL COMMENTS/DISCUSSION
<ul style="list-style-type: none"> A participant from Vernon noted the recent speed increase on the Coquihalla, and asked if increased speeds are correlated in any way to increased safety. The participant asked whether the Ministry looks at increased speeds from a holistic approach, taking into consideration greenhouse gases or other larger picture results. The participant was interested to know who conducts the speed reviews. A participant from Sicamous indicated that the four-laning of the road through Sicamous is a priority for them. The participant also indicated concerns with the lack of long-term solutions to the Broom Bridge. A participant from Enderby suggested that the Ministry use artery roads to alleviate traffic on the Trans Canada from Alberta. A participant noted that, in addition to the \$650 million in funding from the Province for Trans Canada improvements, additional federal funding is needed to get the \$5 billion that is needed. The participant noted that the federal government must be involved with these improvements. A participant from Spallumcheen expressed concern regarding the possibility of extending the four lane road. The participant noted that in Armstrong the four lane road runs through the city's largest residential area. The participant requested that the Province provide an update on their short-term plans to continue the four laning right through. A participant from Vernon noted that at the Okanagan Valley Symposium in 2011, the executive summary indicated a long range vision for the Okanagan Valley which would protect rail and transportation rights for the future. The participant asked that the 10 year Plan incorporate that vision. A participant from Spallumcheen requested that a light be placed at McLeod Road. A participant from Vernon indicated that improvement of side roads was a priority and that paving along the side roads beside the lake is necessary. A participant from Vernon indicated that there have been issues with Stickle Road where serious accidents have occurred. The participant requested that the Ministry provide an update regarding how they plan to increase safety at that intersection. A participant from Vernon expressed concern that the transportation was only planning for a 10-year horizon. The participant noted that Vernon is very interested in acquiring the CP rail line to promote multi-modal transportation and requested that the Province indicate to the surrounding communities what it plans to do with the corridor. The participant noted that it is necessary to know what the Province is doing with the corridor for longer-term community planning. A participant from Spallumcheen expressed interest in provincial funding for multi-modal transportation, specifically cycling through the Valley. A participant from Lumby indicated the popularity and importance of cycling to the community. The participant expressed concerns that many spots on the highway shoulders are inadequate for safe cycling and not well-maintained. The participant requested that the Ministry improve safety and conditions of the roads and shoulders. A participant from Vernon indicated that pedestrian and cycling connectivity is very important to the city and asked that the Ministry continue to look towards investments in alternative transportation choices given the increasing cost of oil and energy. A participant indicated that short-term goals for Enderby are crosswalks. A regional priority is addressing long-term plans for the CP rail lines that are no longer being used. The CP rail line has been abandoned and the region is looking for a long term strategy to address how the lands will be used and how increased traffic on the roads will be compensated. The region is concerned that increased traffic transporting goods that the rail traditionally had will have a negative impact on local traffic and increase congestion. A participant from Sicamous wanted to know more about the funding structure for side roads and if the federal government would be contributing any investments.

<ul style="list-style-type: none">• Participants were interested in increased grant funding for cycling programs in the region.
<ul style="list-style-type: none">• A participant from the Regional District of North Okanagan expressed interest in the viability of Ashcroft becoming an inland container terminal.
<ul style="list-style-type: none">• A participant from Armstrong indicated a desire for the Ministry to provide more information about their short- and long-term plans. The participant noted that planning for projects and investments is difficult when the Province's plans are not known.
<ul style="list-style-type: none">• A participant noted the importance of strong working relationships with Alberta, Saskatchewan and Washington for continued improvements to Highway 97.
<ul style="list-style-type: none">• A participant from Vernon requested that the plan be guided by and integrate priorities for the region from the Okanagan Symposium document.
<ul style="list-style-type: none">• Improvements and maintenance to side roads is very important for the economic growth of this region – cycling is a major contributor to the region's tourism and is largely dependent on side-road shoulders.
<ul style="list-style-type: none">• A participant from Vernon indicated that the local airport is struggling to expand and continue operations. The participant indicated the importance of the airport for the community as an economic driver with recreational tourism. The participant indicated that a 10-year plan for the airport is currently being developed in which they facility needs, upgrades, and expansion plans will be identified. The participant indicated a strong desire to partner with the Province and the federal government.