

# B.C. on the Move: Engagement Meeting Notes

OCTOBER 30, 2014

10:00 AM

WILLIAMS LAKE

<b>ATTENDEES/AFFILIATION</b>	<p>CAO Janis Bell, Cariboo Regional District          Director Byron Kemp, Cariboo Regional District          Director John Massier, Cariboo Regional District          Director Margo Wagner, Cariboo Regional District          Mayor Kerry Cook, City of Williams Lake          CAO Darrell Garceau, City of Williams Lake          Gary Muraca, City of Williams Lake          Councillor Surinderpal Rathor, City of Williams Lake          Mayor Robin Sharpe, District of Wells          Jeanette Thurston, City of Quesnel          Councillor Scott Elliott, City of Quesnel          Councillor Laurey-Anne Roodenburg, City of Quesnel</p>
<b>MOTI REPRESENTATIVES</b>	<p>Paula Cousins Paula Cousins, District Manager, Transportation, Thompson Nicola District, Ministry of Transportation and Infrastructure (MoTI)          Todd Hubner, District Manager, Transportation, Cariboo District, MoTI</p>
<b>NOTE TAKER</b>	Carrie Peacock, Kirk & Co. Consulting Ltd.
<b>KEY THEMES:</b>	
1)	<b>Highways and side roads:</b> Participants stressed the need for a bypass to move truck and highway commuter traffic safely out of the community of Quesnel.
2)	<b>Cycling and pedestrians:</b> Participants requested funding for pedestrian paths and cycling lanes, and wider shoulders in paving projects, especially near communities.
3)	<b>Highways:</b> Participants asked that highway pull-outs for trucks and more rest rooms (with year-round access) be provided.
4)	<b>Highways:</b> Participants stressed the need to reduce speed limits at critical locations (i.e. near the school on Highway 26, which currently has an 80 km/hour speed limit).
5)	<b>Highways:</b> Improvements to the quality of paint used for highway line painting were requested, as lines needed to be repainted frequently.
6)	<b>Highways and side roads:</b> Participants requested support for intersection improvements at Highway 97 and Frontage Road in Williams Lake was requested.
7)	<b>Airports (funding):</b> Participants requested support for rural airports. For example, enhancing the Quesnel Airport could allow access for larger planes, so residents could commute to and from work.
8)	<b>Bridges:</b> Participants requested an east-west bridge over the Fraser River at 2 Mile Flats to accommodate further resource development in the northwest.
<b>CHALLENGES AND OPPORTUNITIES</b>	
	<ul style="list-style-type: none"> <li>A challenge in the region is speed limit changes.</li> <li>Participants indicated that funding for infrastructure improvements is needed.</li> </ul>
<b>MOVING FORWARD – STRATEGIES</b>	
1)	<b>Moving People and Goods Safely and Reliably</b>
	<ul style="list-style-type: none"> <li>A participant noted that the north-south route through Quesnel is dangerous and on a restrictive portion of Highway 97. The route goes right by the hospital and impacts air quality, from Cache Creek to Prince George.</li> <li>One participant noted that, within ten years, the north south route through Quesne needs to be addressed. It's dangerous and a restrictive portion of Hwy 97, from Cache Creek to Prince George. This is a dangerous goods route. The participant pointed out that, particularly at the area across from hospital entrance, if an accident occurred, it would be critical.</li> <li>A participant pointed out that truck traffic past the hospital is critically concerning, as an accident would block access. Air quality issues are also impacts of trucks. The participant added that a number of issues could be resolved with alternate truck route.</li> <li>A participant noted that, a few weeks ago, there were two concurrent accidents near the highway passing through Quesnel. This occurrence prompted support for a bypass.</li> <li>A participant noted that there must be an idea of the direction for a bypass, as it has been discussed before. The participant noted that it would be helpful to hear the Ministry's timeline. This participant inquired whose responsibility it is to study this. The participant added that it is undesirable to take it on oneself.</li> <li>One participant noted that a report was compiled in 2010, with Council and Regional District directors and businesses' feedback on what a route through Quesnel could look like. It discusses the benefits of an alternate truck route. The participant noted that Minister Stone had been apprised of this issue at UBCM. Traffic through Quesnel has increased significantly in the past few years.</li> <li>A participant expressed a desire to tell the community that the Ministry will have open dialogue with the them about the bypass / truck route.</li> </ul>

<ul style="list-style-type: none"> <li>The Mayor of The District of Wells noted that this has been studied for 30 years, and that there have been intersection drawings over many years. The Mayor indicated that the Ministry could spend billions tearing down a good bridge in the Lower Mainland, but cannot spend anything on this. The Mayor added that the biggest bottleneck on the highway is the area through the Quesnel.</li> </ul>
<ul style="list-style-type: none"> <li>One participant noted that an East-West Bridge over the Fraser has been suggested by the community. The participant indicated that the mills have considered this, and may welcome a partnership. People are signing support letters on this. The participant noted a need to look at a number of options in addition to a bypass.</li> </ul>
<ul style="list-style-type: none"> <li>A participant indicated that Quesnel land slippage is also a concern of residents, as well as diesel fumes coming downtown are also worrisome. The participant noted that there is a desire for something to come to fruition, and that five years would be better than ten.</li> </ul>
<ul style="list-style-type: none"> <li>A participant pointed out the need for a permanent solution for Knickerbocker Slide in Quesnel.</li> </ul>
<ul style="list-style-type: none"> <li>One participant noted that the Ministry should address slide areas (at Highway 20 and at the city boundary by Dog Creek Road).</li> </ul>
<ul style="list-style-type: none"> <li>One participant inquired about the causes of the slide.</li> </ul>
<ul style="list-style-type: none"> <li>A participant noted that moving forward with four-laning is great. Traffic bottle-necks in Quesnel and can be extremely dangerous. The participant added that impacts on the hospital, fumes and dust are key concerns.</li> </ul>
<ul style="list-style-type: none"> <li>One participant indicated that access to the RC Cotton Site on Highway 20 is needed.</li> </ul>
<ul style="list-style-type: none"> <li>A participant indicated that residents have asked about a lighted intersection at Highway 20 near the Westridge area, but that the Ministry has said it requires a certain number of houses in the area before improvements can be done. The participant inquired about the possibility of a lighted intersection at the golf course area. The participant added that issues on Highway 20 are important.</li> </ul>
<ul style="list-style-type: none"> <li>One participant urged the Ministry to consider a lighted intersection at Highway 97 to the golf course. The participant indicated that, alternatively, if there is spare money in the Ministry, it should consider installing a warning light (flashing amber) to get traffic to slow down near the golf course.</li> </ul>
<ul style="list-style-type: none"> <li>A participant noted a need for an overpass near Tim Horton's. The participant requested that the Ministry consider only allowing right turns out of Tim Horton's, or turning at McDonalds. The participant inquired if there is any plan for traffic improvements at that location.</li> </ul>
<ul style="list-style-type: none"> <li>One participant inquired if there is the potential to extend the access/exit off the highway to the Motherload Car and Dog Wash?</li> </ul>
<ul style="list-style-type: none"> <li>A participant inquired whether there has been consideration of a second exit from Mackenzie to Westridge over Williams Bridge. The participant added that a provincial grant would be appreciated.</li> </ul>
<ul style="list-style-type: none"> <li>A participant noted that near Purden Lake, there is an emergency access for Barkerville, which is currently being used as a logging road. A 10 kilometer section would need to be upgraded to make it a "summer road" and second emergency road out of the area.</li> </ul>
<ul style="list-style-type: none"> <li>A participant indicated that, leaving Quesnel going to Wells-Barkerville, there is a school on the highway edge with an 80 km/hr speed zone, where drivers cannot see the entrance to the school. Loaded log and truck traffic comes down that hill. If there's a vehicle coming into the school, they won't be seen, particularly in the winter. The participant indicated a need to reduce the speed in that area. The local Ministry is restricted to yellow signs that suggest speed reductions; however, there is a need for high speeds past the school zone to be slowed down.</li> </ul>
<ul style="list-style-type: none"> <li>The Mayor of the District of Wells noted that residents know it's prudent to slow down in school zones. There have been attempts to reduce speed limits through Wells. The Mayor noted that, in some places one walks out of a business right onto a highway. In Mount Currie, the speed limit is 40 km/hour – it is on a highway. The highway speed limit in Tulka is 30 km/hour. The Mayor noted that there is currently a 50 km/hour limit and it is desirable to reduce it to 30 km/hour.</li> </ul>
<ul style="list-style-type: none"> <li>One participant indicated that, in Area E, through Chimney Lake, the speed limit is 80 km/hour and there are pedestrians and cyclists on the road. The participant noted that the Ministry has been requested to reduce the speed limit, which was declined. Chimney Lake Road heading south (a dead end), has a speed limit of 80 km/hour. Signs prompt drivers to "slow when pedestrians on road". The participant noted, however, that until someone gets hurt, this won't get dealt with. This is in a recreational area where there is trailer traffic, pedestrians, and cyclists.</li> </ul>
<ul style="list-style-type: none"> <li>One participant noted that Government is increasing speed limits on major highways, but that Highway 20 speed limits should be reduced.</li> </ul>
<ul style="list-style-type: none"> <li>One participant noted an issue on Highway 97 at Enterprise, going south from Williams Lake, where the speed limit there is 110 km/hour. If a northbound driver turns into Enterprise, there are trucks on the bumper. The participant noted that prevention should be a focus, and that Enterprise is getting increasingly busier. The participant added that there is a southbound turn-out lane, but there isn't a northbound turn-out lane.</li> </ul>
<ul style="list-style-type: none"> <li>A participant noted that in Wells there have been attempts to get the shoulder paved between Wells and Barkerville. It is currently two lanes wide with a 1.5 foot wide shoulder. The participant pointed out that a cyclist has suffered major injuries. There is a need for a bike path or, at least, for the shoulder to be paved. The participant added that there are 100-150 logging trucks daily, 13 mine trucks hauling 3 loads from Barkerville, cyclists, pedestrians and tourists using that small section of road.</li> </ul>
<ul style="list-style-type: none"> <li>One participant inquired when the rest of the paving will be completed from Spring Lake road to Lac Le Hache, as there are many divots yet to repair.</li> </ul>
<ul style="list-style-type: none"> <li>A participant noted that the overpass at the train tracks, where there is frequent flooding, may need to be addressed.</li> </ul>
<ul style="list-style-type: none"> <li>A participant noted that the Discussion Guide references pull-outs for trucks, but that there is a serious lack of rest rooms. This participant noted that in Alberta, every truck pull off has a bathroom.</li> </ul>
<ul style="list-style-type: none"> <li>One participant pointed out that the paint used for highway painting needs to be reconsidered. In the region, they don't use</li> </ul>

<p>lead-based paint; however, they will repaint annually without concern for emissions from trucks and the workforce impacts of repainting. The participant added that there are safety implications of having painters on the highways.</p> <ul style="list-style-type: none"> <li>• One participant indicated that scheduling may be an issue. The participant noted that on Canam Hendricks Road (phonetic), they did line painting and white shoulder lines, then the sweeper came the day after and destroyed the fresh paint.</li> <li>• One participant noted that higher quality paint purchased prior to a certain date might still be useable for line painting.</li> </ul>	
2) Growing the Economy	
<ul style="list-style-type: none"> <li>• One participant noted that there is a discussion about expansion of the oil, gas and mining in the north, but without safe and reliable traffic flows, trucks will have to divert through Alberta, which doesn't help BC.</li> <li>• A participant noted that rural communities are the future of the province, with mining, forestry etc., and more attention is needed here.</li> <li>• A participant noted that business operator mentioned the Bella Coola Ferry is impacting business in the area.</li> </ul>	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> <li>• One participant noted that neighbourhoods need safe pedestrian access trails from Highway 20 to Westridge, connecting to the community. The participant noted that there are currently just pieces of trails, but what are needed are connections into town. The participant noted that there should be a focus on pedestrian access from Highway 20.</li> <li>• A participant noted that residents have asked for a pedestrian walkway by McDonalds.</li> <li>• A participant noted that on Highway 97 a pedestrian over/underpass around Tim Horton's to the other side of the highway is needed, in order to get pedestrians safely from one side of the highway to the other. The participant noted that MoTI could meet with business owners and the City to strategize about an upgrade for that intersection.</li> <li>• One participant noted a need to address the timing of the pedestrian crossing at the main lights at the Senior's Centre. The walk signal is apparently set at the maximum time length, but those crossing with walkers don't have enough time to cross the four lane highway on Front Street.</li> <li>• A participant noted that a safer trail on Highway 97 up the hill, and heading south out of the town, has been discussed. The participant noted that it is Ministry land, on the east side. The participant added that there have been safety concerns raised about the trail on the west side.</li> <li>• One participant inquired if there is a plan to approve having a continuous bike lane from Williams Lake to 150 Mile House. The participant noted that better connections to bike lanes should be supported. The participant also inquired whether BikeBC Grants can support off-highway improvements like a bike lane adjacent to the highway.</li> <li>• A participant noted that a 3-metre shoulder would help accommodate cyclists better.</li> <li>• One participant noted that transit improvements are always welcome in the community, particularly Handi-Dart expansion. The participant indicated that transit needs to run later in the evening to accommodate the late-shift employees, or late-class students. The participant urged the Ministry to develop transit between Quesnel to the mills.</li> <li>• A participant indicated that BC Transit is looking at the cost of a service to Forest Grove and to Lone Bute (Highway 24 Corridor). People want the service, but it's cost prohibitive. The participant noted that BC Transit may have extra hours in the Handi-Dart, and that Handi-Dart could provide a different model for rural areas.</li> <li>• The Mayor of Williams Lake noted that BC Transit is involved in a review with Williams Lake on transit needs. The Mayor indicated that they are identifying stakeholders, and look forward to the community's input and suggested improvements.</li> <li>• One participant noted that the Discussion Guide speaks to strengthening BC's Aviation sector, and indicated that there is a desire to promote the concept of living in Quesnel and working elsewhere.</li> <li>• A participant noted that Williams Lake had some help with their airport, and that Quesnel wants to be on the radar for improvements too. The participant indicated a desire to use existing infrastructure and expand the runway. The participant pointed out that Williams Lake received some land; while Quesnel has the land there is a need to be better positioned.</li> </ul>	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> <li>• One participant noted that Quesnel is promoting a letter-writing campaign to support a transportation plan for the Cariboo. The participant indicated that this is a regional issue, not a community issue, and there is a need to move people through the city safely and efficiently.</li> <li>• A participant indicated that the ten-year Plan should include connecting and strengthening communities.</li> <li>• A participant noted that partnerships with the Ministry are needed.</li> <li>• A participant urged the Ministry to ensure communications with communities happen, particularly where they can piggy back strategies and achieve cost savings.</li> </ul>	
<b>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</b>	
<ul style="list-style-type: none"> <li>• A bypass to move truck and highway commuter traffic out of the community of Quesnel is a top priority.</li> <li>• Participants noted a need for pedestrian paths and cycling lanes (i.e. wider shoulders in paving projects especially near communities).</li> <li>• Participants indicated that there is a need for intersection improvements / upgrades.</li> </ul>	
<b>ADDITIONAL COMMENTS/DISCUSSION</b>	

<ul style="list-style-type: none"> <li>• The Mayor of Williams Lake indicated appreciation for the strong working relationship with the Ministry. The Mayor noted that they are excited about the improvement to the north end of the city. The Mayor pointed out that this has been in the works for some time, so we look forward to 2015.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant noted that installing a gateway arch at the “Y” is a priority – we want to encourage people into the downtown area.</li> </ul>
<ul style="list-style-type: none"> <li>• One participant expressed appreciation for the infrastructure upgrades in Quesnel.</li> </ul>
<ul style="list-style-type: none"> <li>• One participant noted that paving in the south Cariboo is appreciated.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant noted that the opportunity to listen and provide input is appreciated. The participant pointed out that NCLGA covers up to 60% of the province, and this should be considered when considering important projects for the 10-year Plan.</li> </ul>
<ul style="list-style-type: none"> <li>• Participants agreed that good relations with the Ministry are appreciated.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant noted that changes occurring at Highway 97 and Sales Road corner are appreciated by the community. There were 3 fatalities there in August 2014.</li> </ul>
<ul style="list-style-type: none"> <li>• The Mayor of Williams Lake noted that the community has maintained a relationship with the Williams Lake Indian Band.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant noted that the Ministry’s patience is appreciated, particularly on improvements to Highway 97, and that a lot was considered with respect to connecting to local roads.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant noted a desire to meet more frequently with Ministry representatives.</li> </ul>
<ul style="list-style-type: none"> <li>• One participant expressed thanks for the opportunity to meet, and for MoTI work scheduled in 2015 in Williams Lake.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant indicated that holding well-advertised open houses with some “controversial tag lines” could encourage attendance.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant noted that a road name change will be discussed with MoTI. Currently there are two roads with the same name, which creates a challenge for first responders.</li> </ul>