

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

NOVEMBER 3, 2014

9:00AM

DAWSON CREEK

<b>ATTENDEES/AFFILIATION</b>	Jerrilyn Schembri, Peace River Regional District Mayor Bill Plowright, Village of Pouce Coupe Carol Bishop, Village of Pouce Coupe
<b>MOTI REPRESENTATIVES</b>	Scott Maxwell, Acting Regional Director, Northern Region, Ministry of Transportation and Infrastructure (MoTI) Bryan Crosby, Acting District Manager, Transportation, Peace District, MoTI
<b>NOTE TAKER</b>	Selina Bull, Kirk & Co. Consulting Ltd.
<b>KEY THEMES (3-6)</b>	
1) <b>Highways and side roads:</b> Participants noted a need to accommodate the heavy loads that will be increasing in the region if the development of Site C or LNG facilities is approved.	
2) <b>Highways:</b> Participants noted the poor condition of the unpaved section of Highway 52 East and indicated that many drivers avoid this area because of the bad condition.	
3) <b>Highways:</b> Participants from Pouce Coupe requested to be consulted on the routing of the Highway 2 Bypass. They expressed a desire for the Ministry to bring forward a handful of feasible options from an engineering/technical perspective.	
4) <b>Highways and side roads:</b> Participants expressed interest in providing pedestrian safety measures while waiting for the Pouce Coupe Bypass Project to be undertaken.	
<b>CHALLENGES AND OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>Participants noted that the poor state of Highway 52 was a challenge for the region, and that upgrading could encourage increased tourism in the area. The Peace River Regional District noted that the poor state of Highway 52 East was causing drivers to choose different routes.</li> <li>The Mayor of Pouce Coupe noted that increasing industrial activity and the consequent growth in heavy trucking traffic would put pressure on the region's existing infrastructure.</li> <li>The Peace River Regional District indicated that one of the challenges for highways in the region is that residents sometimes compare the system to that in Alberta, and that there is a perceived imbalance in funding for highways in the Northeast of BC.</li> </ul>	
<b>MOVING FORWARD – STRATEGIES</b>	
1) <b>Moving People and Goods Safely and Reliably</b>	
<ul style="list-style-type: none"> <li>Participants noted that the Pine Pass was not a safe route for trucking given the state of the bridges. They indicated that there are occasionally overweight trucks moving illegally through there.</li> <li>The Village of Pouce Coupe noted that the Taylor Bridge was a concern. The Mayor of Pouce Coupe indicated that the cost of maintaining the deck is high and that the yearly maintenance causes delays and is frustrating to people in the area.</li> <li>The Village of Pouce Coupe noted that heavy traffic and pedestrian safety on Highway 2 through the Village was an issue.</li> <li>Participants noted a need for the Ministry to make a gesture towards pedestrian safety in Pouce Coupe while waiting for the bypass project to go ahead.</li> <li>Participants from Pouce Coupe noted a concern with the placement of the speed reader board in their Village, and indicated that it could be more effectively located to slow down traffic through the village.</li> </ul>	
2) <b>Growing the Economy</b>	
<ul style="list-style-type: none"> <li>The Mayor of Pouce Coupe noted that Highways 77 and 97 north of Fort Nelson should be examined in the plan in order to accommodate the expected growth in the region.</li> <li>Participants noted that the Pine Pass was a concern for both passenger vehicles and trucking traffic, especially when there are loads coming through that are heavier than the legal limit.</li> <li>The Mayor of Pouce Coupe noted that if Highway 52 were in better condition, Tumbler Ridge would benefit from more tourism.</li> <li>The Mayor of Pouce Coupe indicated that, with the paving all the way through the Braden Lake area, there is a lot of activity there now.</li> </ul>	
3) <b>Connecting and Strengthening Communities</b>	
<ul style="list-style-type: none"> <li>Participants noted that the poor state of Highway 52 East was causing people to drive on back roads rather than driving on the unpaved section of Highway 52. She indicated that it might be beneficial to pave the road by Kelly Lake as a more direct connection. Scott Maxwell noted that the province does not own that right of way and that it is not always beneficial to build a road too much in advance of the main traffic.</li> </ul>	
4) <b>Maximizing Collaboration and Investment with Partners and Stakeholders</b>	
<b>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE</b>	

IMPROVEMENTS	
<u>Pouce Coupe:</u>	
<ul style="list-style-type: none"> <li>The Village of Pouce Coupe requested to be consulted about the routing for the Pouce Coupe Highway 2 bypass. The Village of Pouce Coupe asked for the Ministry to develop a shortlist of potential routes and to allow Pouce Coupe veto power for those options which would not work for the community.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants from Pouce Coupe also prioritized stop-gap measures to increase pedestrian safety and reduce traffic in their village while waiting for the Highway 2 bypass project.</li> </ul>	
<u>Peace River Regional District:</u>	
<ul style="list-style-type: none"> <li>The Peace River Regional District noted a dangerous rail crossing about 10 miles along Jackfish Lake Road from Chetwynd.</li> </ul>	
<ul style="list-style-type: none"> <li>The participant from Peace River Regional District also noted a dangerous corner on Jackfish Lake Road by Burbee Road. Driver visibility is limited when going uphill.</li> </ul>	
<u>Regional/All:</u>	
<ul style="list-style-type: none"> <li>Participants noted that the unpaved portion of Highway 52 East should be addressed.</li> </ul>	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> <li>The participant from the Peace River Regional District inquired whether turning lanes would be considered as a short- or long-term project in the plan.</li> </ul>	
<ul style="list-style-type: none"> <li>The Peace River Regional District also indicated a concern with mileage signs on Jackfish Lake Road: the "Kilometer 0" sign starts at a gravel pit and not at the beginning of the road. The participant noted that this causes confusion for first responders and other road users.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants from the Village of Pouce Coupe noted that perhaps the main issue with the expected Highway 2 bypass for their council was time frame.</li> </ul>	
<ul style="list-style-type: none"> <li>The representative from the Peace River Regional District noted that it was good that Highway 97 through the Pine Pass was upgraded to a Class A highway. The participant did indicate a concern that the maintenance contractors (CRS) might have difficulty maintaining the high level of service required for a Class A highway.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that Highway 2 north of Tupper sees some risky passing manoeuvres and accidents.</li> </ul>	
<ul style="list-style-type: none"> <li>The Mayor of Pouce Coupe inquired where Highway 2 would narrow from 4 lanes down to 2 lanes.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants from Pouce Coupe noted some concerns with the placement of speed reader boards in their Village.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants from Pouce Coupe noted that some residents had issues with a truck route on Elevator Road, and inquired as to what makes a truck route.</li> </ul>	
<ul style="list-style-type: none"> <li>The Mayor of Pouce Coupe asked whether the Ministry was considering re-engineering the intersection of Highway 2 and the Dangerous Goods route.</li> </ul>	