

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 3, 2014

3:30PM

TRAIL

ATTENDEES/AFFILIATION	Mayor Bert Crockett, Warfield CAO Vince Morelli, Village of Warfield Mayor Patricia Cecchini, Village of Fruitvale Mayor Dieter Bogs, City of Trail Mayor Joe Danchuk, Village of Montrose Vice Chair Linda Worley Regional District of Kootenay Boundary CAO Tracey Butler, City of Rossland
MOTI REPRESENTATIVES	Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Hugh Eberle, District Manager, West Kootenay District, MoTI
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Transit: Participants expressed that rural transit systems should be reassessed, noting that smaller buses are necessary as the bigger ones do not suit the needs of these communities.	
2) Transportation planning: Participants noted there should be a separate transportation strategy for rural B.C. in order to address the different needs of rural and urban areas.	
3) Highways and side roads: Participants noted that widened, maintained shoulders on roads are necessary for cycling and general traffic safety.	
4) Highways: Participants noted that rest areas should be better equipped to service travelers and truckers that need to safely pull over for the night or to use facilities.	
5) Airports: Participants noted that airport reliability is a problem that impacts the region.	
6) Transportation options: Accessibility in the form of different transportation options is important for the future of these communities. Reliability of highways and other forms of transportation are vital to support the livelihood of this region.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Limited transit and transportation options are a concern in the region. Participants expressed that it is important to meet the needs of a diverse and aging population with more efficient transit infrastructure. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> A participant from the Regional District of Kootenay Boundary noted there are not enough rest stops for truckers and travelers to pull over safely on the highway (in Castlegar, for example). Participants agreed that proper, serviced rest areas for travelers to pull off for the evening and to use facilities are necessary. One participant noted that the rest area between Castlegar and Trail is impossible for a truck and trailer to get into, and that it is only suitable for small vehicles. One participant noted that there are rest stops all over the United States with facilities and coffee, provided by various public services. One participant from the Regional District of Kootenay Boundary noted there is a sharp corner on the road out of Genelle, which is a safety concern due to visibility issues and there have been a number of accidents there. The participant noted that visibility issues would be addressed by removing trees from the corner, but the area is private property. The Mayor of Trail supported this concern, noting that visibility is restricted in this area. Participants from Trail noted that it is becoming more and more difficult to provide transportation for residents. Taxi service was recently lost and there is no alternate service. Bus transit is very infrequent and can often go inoperable for three or four days in the winter. Trail has a regional hospital, but there are issues when people cannot get to their health care appointments due to unreliable transit. A participant from Trail noted there have been some improvements connecting Nelson, Castlegar and Trail, but there is still a lack of service within the communities. Some communities are marrying the BC Transit service with taxi services (i.e. if transit cannot provide a service, taxis will provide service). The participant suggested that integrating taxi services with bus services could be a viable solution, where people can phone in to the bus service when they need a ride. Participants noted that this would have to be a smaller bus than what is currently available, as the bigger bus is not practical and often goes unused. It was suggested that integrating taxi and bus services could be financially beneficial. One participant noted that there are often empty buses going up the hill in Trail. The buses have higher volume in the mornings when kids are using them for school. The participant noted that running buses around the hills hoping to pick people up is not the most expedient service. It was suggested that the service should be run by phone call and should be coordinated in terms of volume, as there are currently too many buses but not the right type. One participant noted that in Fruitvale, the large bus is unable to get up the hill to the seniors' centre. A smaller bus would be more suitable and would maintain the independence of the people it is servicing. One participant noted there has never been a survey asking people what sort of transit system makes the most sense for their particular community. The Mayor of Trail noted that there is a crossing immediately after the bridge in east Trail where pedestrians have been 	

<ul style="list-style-type: none"> • killed. Pedestrians tend to cross at this intersection when it is unsafe to do so. • The Mayor of Trail suggested that the commodity industry is not paying their share when it comes to repairing damage to the roads caused by trucks. He suggested that railways have been taxed out of business and roads have not been taxed enough. • The Mayor of Montrose noted that trucks operating for Teck are causing problems on the roads in Montrose, but not one of them is registered in B.C. He noted the majority of these trucks are from Alberta and therefore they are not taxed in B.C. 	
<ul style="list-style-type: none"> • The Mayor of Fruitvale noted that safety is the biggest concern, as highways run directly through the communities. • The Mayor of Fruitvale noted that accessibility and reliability of transportation is very important (airports, highways, transit, etc.). She noted that accommodating seniors is important, as many people choose to retire in the community and they need to have transportation options. The Mayor noted that accessibility to this particular area is critical to the future of these communities. • The Mayor of Fruitvale noted that air travel is very difficult from this region. 	
<ul style="list-style-type: none"> • The Mayor of Warfield noted that inadequate drainage on highways is an issue. A culvert collapsed this year, which caused a number of maintenance issues that had to be financed by the community. The Mayor noted that aging infrastructure is a significant problem that needs to be addressed. 	
<ul style="list-style-type: none"> • The Mayor of Warfield noted that more passing lanes are required in rural B.C., such as Highway 3B Trail to Castlegar, and suggested that wherever passing lanes are feasible, they should be incorporated, as too many people attempt to pass when it is unsafe to do so. It is also necessary to incorporate signage to alert drivers when there will be a passing lane ahead, so they do not attempt to pass when unsafe. 	
<ul style="list-style-type: none"> • Participants from Warfield noted that removing rail lines is an issue that should be addressed, as a lot of truck traffic could be on rail, which would cut down the amount of truck traffic on highways. Railways have been let go. 	
<ul style="list-style-type: none"> • One participant noted that accessibility is impacted with only one highway, suggesting that there used to be bypass areas and detours that could be reactivated in order to keep traffic moving. It is too common for roads to be blocked off during construction without providing an alternative, and the highway is the only link to the world for these communities. Norm noted that this is recognized and the local ministry staff work very hard to minimize delays and keep things moving. Incorporating detours and improving accessibility around some problem areas would help the flow of traffic. 	
<ul style="list-style-type: none"> • The Mayor of Warfield noted that rest areas are a priority. 	
<ul style="list-style-type: none"> • The Mayor of Warfield suggested that traffic circles instead of four-way stops on highways are a safer way to keep traffic flowing. Participants from Warfield and Fruitvale expressed interest in incorporating traffic circles in their communities. 	
<ul style="list-style-type: none"> • One participant from Rossland expressed that speed limits going through the downtown core are a problem, noting that 50km through town is too fast. The participant expressed interest in communities being able to have more input regarding speed limits through town, as well as crosswalks and street lighting. 	
<ul style="list-style-type: none"> • A participant from Rossland expressed that there should be more conversation around speed limits and that 'blanket' speeds across the province in urban centres are not feasible. The participant suggested that speed limits should be tailored to the needs of a specific community. 	
<ul style="list-style-type: none"> • A participant from Rossland noted that in some areas, shoulders have not been repaved when roads have (e.g. from Nancy Green Way to Rossland). This causes a safety issue for cyclists, as cyclists will tend to use the newly paved road instead of the shoulder. 	
<ul style="list-style-type: none"> • A participant from Rossland noted that repainting roads in the spring is necessary, because winter maintenance takes a toll on roads. 	
<ul style="list-style-type: none"> • Participants from Rossland noted that there are too many large, empty buses in the region, suggesting that smaller ones would be more efficient and better able to meet the needs of residents. 	
<ul style="list-style-type: none"> • The Mayor of Montrose noted that unlit crosswalks, of which there are three, are a safety concern in the community. Hugh Eberle noted that he could discuss this with the Mayor offline. 	
<ul style="list-style-type: none"> • The Mayor of Montrose suggested that the reliability of airports in the region could be improved with better navigation aids 	
<ul style="list-style-type: none"> • The Mayor of Montrose noted that he has recently been on the Transit Board and agrees with the transit concerns in these communities. He noted that big buses have been used mainly for school kids in the region, but are no longer necessary and do not serve the community at appropriate times of day. 	
2) Growing the Economy	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> • The Mayor of Montrose noted that cycling infrastructure connecting communities and down to the border is desirable. This would include wider, better maintained shoulders. • The Mayor of Montrose suggested that a dream project would be a highway connecting Grand Forks to Waneta. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<p>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</p>	
Regional District of Kootenay Boundary:	
<ul style="list-style-type: none"> • Participants from the Regional District Kootenay Boundary would like to see more serviced rest areas for truckers and travelers to safely pull over to rest and use facilities. The participant noted that some pull-outs are inaccessible to larger vehicles and there are not enough overnight rest areas in the region. • Participants from the Regional District noted safety concerns at a particular corner on the road out of Genelle that has been the scene of accidents, due to visibility issues. Participants would like these visibility concerns addressed, which would 	

require brushing and removal of trees from a piece of private property.
<p>Trail:</p> <ul style="list-style-type: none"> Participants noted that the current transit service is not reliable and suggested that the large buses being used are not suitable to these communities. Participants would like the transit system to be reassessed, and suggested the incorporation of smaller buses, run more like a taxi service, in order to meet the needs of residents. The Mayor of Trail noted that there is a crossing immediately after the bridge in east Trail where pedestrians have been killed. Pedestrians tend to cross at this intersection when it is unsafe to do so. The Mayor of Trail suggested that the commodity industry is not paying their share when it comes to repairing damage to the roads caused by trucks. He suggested that railways have been taxed out of business and roads have not been taxed enough.
<p>Fruitvale:</p> <ul style="list-style-type: none"> The Mayor of Fruitvale noted that safety is the biggest concern, as highways run directly through the communities. The Mayor noted that emphasis on the accessibility and reliability of transportation is important and providing transportation options to seniors is necessary. The Mayor noted that accessibility to this particular area is critical to the future of these communities. The Mayor noted that the reliability of air travel and transit are concerns in the region.
<p>Warfield:</p> <ul style="list-style-type: none"> The Mayor of Warfield expressed the need to address problems associated with aging infrastructure, citing issues with inadequate drainage on highways that resulted in a collapsed culvert last year. The Mayor of Warfield would like to see more safe passing lanes incorporated, such as on Highway 3B from Trail to Castlegar. The Mayor of Warfield noted that rest areas are a priority. The Mayor of Warfield would like to see infrastructure that facilitates traffic flow through communities, such as detours during construction as well as traffic circles instead of four-way stops.
<p>Rossland:</p> <ul style="list-style-type: none"> A priority for Rossland is a reassessment of speed limits through town, noting that 50km/hour through town is too fast. Safe pedestrian crossings are also desired. A participant from Rossland noted that road shoulders should be maintained and repaved for safety reasons, as cyclists tend to cycle on the newly paved road instead of on the shoulder. A participant from Rossland noted that transit services and transportation options currently do not meet the needs of the community and should be reassessed. The participant suggested smaller buses would be more efficient in the region.
<p>Montrose:</p> <ul style="list-style-type: none"> The Mayor of Montrose noted that improvements to three pedestrian crossings are a safety priority in the community. The Mayor noted that cycling infrastructure connecting communities and down to the border is desirable. This would include wider, better maintained shoulders. The Mayor expressed that transit is a priority, as the current system does not serve the needs of the community. Smaller buses at different times of day are desirable.

ADDITIONAL COMMENTS/DISCUSSION
<ul style="list-style-type: none"> The Regional District of Kootenay Boundary expressed appreciation for a good working relationship with the Ministry.
<ul style="list-style-type: none"> The Mayor of Fruitvale noted that the Build Canada Fund is not accessible to these communities because, in order to meet eligibility requirements, these communities need to have a volume of 3,000 people crossing the roads. Participants noted that, although there are a few local issues that need to be addressed, the community does not qualify for certain grants.
<ul style="list-style-type: none"> The Mayor of Warfield noted there have been a number of improvements to highways in these areas and expressed appreciation for local projects that have made a significant difference to the community.
<ul style="list-style-type: none"> The Mayor of Fruitvale noted that the road system in this region is all highways, so the relationship with the Ministry is very important.