

B.C. on the Move: Engagement Meeting Notes

OCTOBER 29, 2014

3:30PM

CRANBROOK

ATTENDEES/AFFILIATION	Mike Guarnery, Kimberley Chamber of Commerce Darren Shaben, Kimberley Chamber of Commerce
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)	Cycling and pedestrian/Transit/Airports: Participants expressed that Kimberley is a bedroom community, where many people live but choose to work in other areas. Infrastructure that supports commuting is important, such as transit, cycling and airport improvements.
2)	Highways and side roads: Participants noted that safe crossing for pedestrians in Marysville (south Kimberley) is necessary.
3)	Highways and side roads: Participants noted that people traveling to Cranbrook often bypass Kimberley. The Kimberley Chamber of Commerce would like to see more tourist traffic routed through Kimberley (suggested "scenic route" as alternate way to Cranbrook).
4)	Cycling and pedestrians: Cycling infrastructure is important for connecting communities and for recreation.
CHALLENGES AND OPPORTUNITIES	
	<ul style="list-style-type: none"> Kimberley is a bedroom community for workers commuting to other areas and this is a growing trend. Transportation infrastructure is necessary to support commuters. Kimberley has the most independent restaurants per capita in Canada, so infrastructure that supports local businesses is important to the economy. There is currently no transit connection for commuters and tourists.
MOVING FORWARD – STRATEGIES	
1)	Moving People and Goods Safely and Reliably
	<ul style="list-style-type: none"> Consistent snow removal on the highway is an issue between Kimberley and Cranbrook. (Jack Bennetto noted he would address this concern offline.) Participants noted that accidents happen when people try to pass in poor conditions, but this is a problem with how people choose to drive and is not an issue with the number of passing lanes. Participants noted that relative speed is an issue and that problems are more behavioral than structural. Participants noted that the Wycliffe wooden bridge is appreciated for its appearance and also for its ability to control traffic, as it is only one lane. Participants noted there is no commuter rail in this area. Participants noted that Marysville (south Kimberley) does not have a pedestrian crosswalk, and there are three locations this could be placed (at the elementary school, near the Petro Canada or Marysville Falls Trail). Jack Bennetto noted that quite a few changes have been made there because of the elementary school. Participants noted that a transition zone (80 km/hr) should be incorporated where the speed changes from 50 km/hr to 100 km/hr. Participants noted that the Marysville business community would like to meet with Jack Bennetto specifically regarding the Rails to Trails crossing area just before Marysville.
2)	Growing the Economy
	<ul style="list-style-type: none"> Participants would like to incorporate scenic highways signage in order to bring more people traveling to Cranbrook through Kimberley (as an alternate scenic route for people driving to Cranbrook), with the goal of bringing more travelers into Kimberley.
3)	Connecting and Strengthening Communities
	<ul style="list-style-type: none"> Participants noted that there is no commuter bus from Kimberley to Cranbrook, and commuting is important to this community. Rails to Trails route is very well-used in summertime. Improved cycling infrastructure is needed in this region. Participants noted that Kimberley has the most restaurants per capita in Canada. The restaurant industry is important to the community, but people need alternate transportation to get home. There is a lot of legitimacy in promoting transit in rural areas. Transit is also important for aging demographics. Maximizing flights into airports, increasing competition and bringing more people in to the airports is necessary for the economy and local businesses.
4)	Maximizing Collaboration and Investment with Partners and Stakeholders
	<ul style="list-style-type: none"> Participants noted that business access to sidewalk space (for patios) along 95A in Kimberley would be desirable. Kimberley Chamber of Commerce would like to offer some change that would not affect traffic or pedestrian safety in the

summer months, where patios could be placed on sidewalks.	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
	<ul style="list-style-type: none"> • Increased transportation options to connect communities and to support the local restaurant economy is important. • Cycling trails and pedestrian crossings are important for safety, commuting and tourism. • Maximizing flights to local airports is necessary for businesses and commuters.
ADDITIONAL COMMENTS/DISCUSSION	