

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 18, 2014

1:00PM

TERRACE

ATTENDEES/AFFILIATION	Dave Kumpolt, Northwest Regional Airport Lael McKeown, Director, Terrace and District Chamber of Commerce Val Gauvin, Vice President, Terrace & District Chamber of Commerce John Ryan, Nechako Northcoast Construction
MOTI REPRESENTATIVES	Scott Maxwell, Acting Regional Director, Northern Region, Ministry of Transportation and Infrastructure (MoTI) Darrell Gunn, District Manager, Transportation, Skeena District, MoTI Randy Penner, Operations Manager, Skeena District, MoTI
NOTE TAKER	Selina Bull, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
<p>1) Highways and side roads: Participants agreed that a top concern is the fate of the Sande Overpass and the Sande-Keith intersection. Participants noted that the Ministry should move quickly to address the capacity issues on the overpass and at the intersection, especially because the purchase of extra lands may be required for these projects.</p> <p>2) Highways and side roads: Participants agreed that there is a need for a second overpass to better connect the north and south sides of Terrace, and to develop the local economy. Participants also expressed a sense of urgency in planning for this structure because of the need to acquire land, and because of the need to consider a second overpass in planning for the changes to the existing overpass and intersection.</p> <p>3) Airport: Participants agreed that the airport is growing, and there is a need to plan for safety improvements at intersections leading into/out of that area. Participants also noted that expanding the airport and increasing connections to airports like Bob Quinn and Dease Lake would open up opportunities for economic development in the region.</p>	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Participants agreed that the Sande Overpass was a constraint for traffic moving through and within their community. Participants noted that an opportunity has arisen to increase pedestrian and vehicle connectivity and to support growth in the area by building a second overpass. Participants urged the Ministry to act on this opportunity now before it is too late. Participants indicated that there was an opportunity for the Ministry to use its influence to help communities work with CN and to encourage upgrades to the rail line. The participant from Northwest Regional Airport noted that a challenge for the region's growth was the uneven spread of government expenditure throughout the province. This participant indicated that there should be more spending in the north. Participants noted that it was important for the government to continue to support small airport societies in the region and that connecting small airports like Dease Lake and Bob Quinn directly to the Terrace-Kitimat Airport represents an opportunity for growth in the region's mining sector. The Terrace & District Chamber of Commerce expressed a concern that big loads were not able to move efficiently from Vancouver to Terrace. 	
MOVING FORWARD – STRATEGIES	
<p>1) Moving People and Goods Safely and Reliably</p> <ul style="list-style-type: none"> The Terrace & District Chamber of Commerce noted that there had been some rumours about a new roundabout at the Sande-Keith Intersection and wondered why it could not be a simpler solution that would keep traffic flowing, such as synchronized traffic lights at the south and north ends of the overpass. The Terrace & District Chamber of Commerce noted a need to upgrade rail infrastructure in the region if oil and other dangerous goods are to be increasingly transported by rail. The Chamber indicated that the at-grade crossings at Substation Avenue and between the old bridge (Lakelse Avenue) and Queensway Drive are an issue because trains can block access to communities in the area. A participant from the Terrace & District Chamber of Commerce noted a safety concern with the availability of rest stops for truckers. A participant from the Northwest Regional Airport indicated that the four-way stop at the Highway 16-Highway 37 intersection was unsafe for trucks due to the grade, and that it was difficult for truckers to go into or out of the Weigh Scale area when traffic builds up. The Northwest Regional Airport also indicated that the intersection of Highway 37 and Max Neubacher Way was unsafe, with a very short merge lane and poor lighting. Nechako Northcoast Construction noted that there should be some realignment of Highway 16 through Terrace. <p>2) Growing the Economy</p> <ul style="list-style-type: none"> The Terrace & District Chamber of Commerce stressed that a second overpass was critical to the economic development of Terrace and to the transportation network between Prince George and the Port of Prince Rupert. Participants reiterated that a second overpass would support economic growth by opening up properties on Keith Avenue. The Terrace & District Chamber of Commerce noted that BC should try to emulate the rest stop facilities in Europe. The Terrace & District Chamber of Commerce also pointed out that such facilities with good restaurants, shop(s) and large 	

spaces for truckers to park and sleep would not only improve highway safety, but are also attractive to consumers.	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce noted that Terrace's connections with small airports like Dease Lake and Bob Quinn will be critical to opening up mining in the northwest. 	
<ul style="list-style-type: none"> A participant from the Terrace & District Chamber of Commerce pointed out that if the Terrace-Kitimat Airport were able to provide Canadian Border Services it would be a major opportunity for growth in the north. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce noted that the ability to move large loads through the area was critical to the region's efficiency and development. 	
<ul style="list-style-type: none"> Nechako Northcoast Construction indicated a need to maintain regular ferry service between the North Coast and Vancouver Island in order to support the tourism industry. 	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce noted a need to re-open Terrace Hospital's helipad once again. The Chamber indicated that this helipad is critical to medevac services and dealing with trauma from outlying areas. 	
<ul style="list-style-type: none"> Nechako Northcoast Construction indicated that BC Ferry services were critical to communities' connectivity and especially to residents of Haida Gwaii. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> A participant from Terrace & District Chamber of Commerce noted an opportunity for the Ministry to work with Canadian National and communities to push for rail upgrades and the safe transport of dangerous goods. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce indicated that it would be beneficial for the Ministry to collaborate with the trucking industry to plan for better rest area facilities. 	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<u>Terrace & District Chamber of Commerce:</u>	
<ul style="list-style-type: none"> A participant from the Terrace & District Chamber of Commerce indicated a top priority for improvements to the Sande Overpass and the Sande-Keith Intersection. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce also prioritized the construction of a second overpass, and urged the Ministry to plan for it in conjunction with any plans to change the existing overpass. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce indicated a need for the Ministry to work with CN to improve rail safety. 	
<u>The Northwest Regional Airport:</u>	
<ul style="list-style-type: none"> The Northwest Regional Airport noted that the Highway 16-Highway 37 intersection (especially the 4-way stop) needs to be redesigned. 	
<ul style="list-style-type: none"> The Northwest Regional Airport also prioritized improvements to the intersection of Highway 37 and Max Newbacher Way by the airport. 	
<u>Nechako Northcoast Construction:</u>	
<ul style="list-style-type: none"> Nechako Northcoast Construction noted a need for quick action on the planning and construction of a second overpass. 	
<ul style="list-style-type: none"> Nechako Northcoast Construction also prioritized the realignment of some sections of the Highway 16 arterial in Terrace. 	
<ul style="list-style-type: none"> Nechako Northcoast Construction indicated a need for the government to continue to support small airport societies like that of Dease Lake. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> A participant from the Terrace & District Chamber of Commerce noted that aesthetic improvements for the arterial through Terrace, like the upgrade of the highway through Smithers, were desirable. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce indicated that rest areas in Europe were incredibly attractive because of their good food. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce inquired whether a second overpass would be part of Highway 16 and under the Ministry's jurisdiction. Randy Penner indicated that since it would be within city limits, a second overpass would belong to the city. 	
<ul style="list-style-type: none"> A participant from the Terrace & District Chamber of Commerce noted that some suggestions for the arterial and overpass include moving the highway to continue west along Keith Avenue and then north along a second overpass at Frank Street. The participant inquired whether the Ministry would take over Keith Avenue. Scott Maxwell noted that whichever roads were designated as arterials would be maintained by MoTI but all other roads would revert to city jurisdiction. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce indicated that a major concern was the acquisition of land required for a second overpass, especially because properties near potential overpass sites are filling up. The Chamber urged the Ministry to pick a site and begin planning for it now. The Terrace & District Chamber of Commerce noted that a landowner on the north side of Keith Avenue at Braun Street is in "limbo" because of the probable construction and cannot sell his land now. 	
<ul style="list-style-type: none"> The Terrace & District Chamber of Commerce noted that nothing will be achieved with regards to a second overpass if all the concerned parties pass on the responsibility to the others. 	
<ul style="list-style-type: none"> A participant from the Northwest Regional Airport noted a concern with a lack of washroom facilities, especially during the winter, in the region. 	
<ul style="list-style-type: none"> A participant Northwest Regional Airport inquired what the Ministry would fund at an airport. Scott Maxwell noted that this process was to find out whether stakeholders would prioritize spending for airports. The participant pointed out that airports fit into the framework set out by the Discussion Guide in terms of moving people and goods safely. 	

<ul style="list-style-type: none">• The Northwest Regional Airport inquired where provincial investment had been made in the Terrace-Kitimat Airport, as is claimed in the Discussion Guide.
<ul style="list-style-type: none">• The Terrace & District Chamber of Commerce requested an overview of upcoming projects for the area. Randy Penner noted that the focus at the moment is on Sande Street and that there has been a pilot project for avalanche fencing at Mile 35 on Highway 16.
<ul style="list-style-type: none">• A participant from Nechako Northwest Construction noted that the pavement in the area is generally in good condition.
<ul style="list-style-type: none">• Nechako Northwest Construction indicated that the government should not be building rest stops that create competition for the private sector.
<ul style="list-style-type: none">• The Terrace & District Chamber of Commerce noted that the current study on Sande was simply investigating the cost to upgrade the overpass. The Chamber urged the Ministry to concurrently weigh the option of upgrading the existing overpass (which represents a band-aid solution) against the option of adding a new overpass, rather than studying these options separately.