

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 19, 2014

9:00 AM

KAMLOOPS

ATTENDEES/AFFILIATION	Elena Markin, Chase District Chamber of Commerce Bob Gieselman, Kamloops Chamber of Commerce Joshua Knaak, Kamloops Chamber of Commerce Roy Taki, Arrow Transportation Systems Brant Hasanen, BC Chamber of Commerce
MOTI REPRESENTATIVES	Mike Lorimer, Regional Director, Southern Interior Regional Office, Ministry of Transportation and Infrastructure (MoTI)
NOTE TAKER	Kai-lani Rutland, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Transit: Participants indicated that investments in public transportation and community access was a priority for this region.	
2) Highways: Participants were supportive of continued investments on major highways in the region to improve safety and reliability.	
3) Collaboration with Partners: Participants were interested in seeing additional provincial and federally funded partnership projects.	
4) Driver education: Participants indicated a need for the ministry to advance its education alongside its engineering to better prepare drivers in high speed travel and passing of slower vehicles (trucks).	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Continued investments to Highway 5A and 97 are a priority for the region and are important in supporting economic development. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> Participants noted that ongoing investments for Highway 5A and 97 is important for safety and reliability. The region recognizes the importance of continued investments in these highways to address congestion, safety and facilitate economic growth in the region. Side roads and bypasses are a priority for many of the communities in the region and additional investments are needed to increase passing lanes and shoulder width. Investments in side roads and public transportation are important for the further development of the region's tourism industry. 	
2) Growing the Economy	
<ul style="list-style-type: none"> Economic development is directly connected to the ability to move goods and services. Ongoing investments in Highway 5A and 97 is vital for economic development in this region. 	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> Transit between communities is needed in order to connect people with the airport, health care services and to support tourism and families working in other regions. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> Participants expressed appreciation for good relationship with the ministry and local offices. Participants noted that maximizing collaboration with partners and stakeholders is critical. Partnership and collaboration are necessary for continued investment in infrastructure including maintaining side roads, cycling trails and airports. 	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> Investment in Highway 5 to improve reliability and safety concerns Investments in side roads to improve conditions and widen shoulders Continued investments in Cariboo Connector four-laning 	

ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> A participant from Kamloops noted how easy the online submission form had been to complete. A participant from Kamloops asked that the Ministry look at the economic impacts of bypasses for communities, with specific consideration given to Cache Creek. The participant noted that in the case of Cache Creek the change in traffic flow 	

<p>with the completion of the Coquihalla meant less traffic through the community, resulting in the loss of Greyhound service which supported 180 jobs in the community. The loss in jobs really hurt the community and although they were able to regain some jobs with the chipper plant, the impacts on the local economy are still very present.</p>
<ul style="list-style-type: none"> • A participant from Hope noted that initially they thought the completion of the Coquihalla meant the end for the community because of less traffic. Instead it has been a good thing for Hope and they have not suffered.
<ul style="list-style-type: none"> • A participant from Chase indicated that tourism is the main industry for the community and reiterated the importance of highway accessibility for the community. The participant noted that Chase is not interested in a bypass.
<ul style="list-style-type: none"> • A participant from Chase noted the importance of continued investments in four-laning, specifically from Hoffman's Bluff to Sorrento.
<ul style="list-style-type: none"> • A participant from Chase asked that the Ministry look into an access road where Jade Mountain is. The participant noted that right now it is dangerous for residents to access their homes and the highway because of the traffic. An overpass was suggested as a possible solution.
<ul style="list-style-type: none"> • A participant from Chase noted that access to the switchback trails at Chase Plaza is very important for tourism in the community and requested that the Ministry continue to keep that open.
<ul style="list-style-type: none"> • A participant from Chase noted that improvements to public transportation between communities such as Kamloops, Chase and Salmon Arm would greatly benefit the tourism industry, senior residents, and people wishing to access the Kamloops airport. The participant reiterated that improving connectivity between communities is important and suggested using alternative partnership and funding models to be able to provide this service. It was noted that the current BC Transit model does not work for rural communities because of funding and vehicle requirements.
<ul style="list-style-type: none"> • A participant from Arrow requested that the Ministry look at improving secondary roads such as Highway 5A by adding additional passing lanes and pullouts. The participant noted that because of increased speeds, additional passing lanes are needed to accommodate the faster moving trucks. The participant noted the importance of continued investments not only on the Trans-Canada but also on Highway 5A to be able to move goods and people safely.
<ul style="list-style-type: none"> • A participant from Kamloops requested that the Ministry invest additional dollars into proper brake check and rest areas. The participant noted the importance and necessity of rest areas for all drivers in regards to safety.
<ul style="list-style-type: none"> • A participant noted that congestion and reliability are still issues on Highway 5A near Highway 97.
<ul style="list-style-type: none"> • A participant from the BC Chamber of Commerce indicated that they would like to see more Ministry-led solutions with regards to promoting industry in this region, for example the Ashcroft inland terminal and other projects. The participant noted that Ashcroft is not enough and suggested there needs to be more projects.
<ul style="list-style-type: none"> • A participant from the BC Chamber of Commerce noted that, based on the provincial chamber's perspective, the importance of transportation is a huge concern but the outlook is positive. The economic developments they will see moving forward will be significant, from a business perspective, and as the chamber, they need certainty for business' investments – small and large.
<ul style="list-style-type: none"> • The participant noted that the policy, process and willingness to adapt are increasingly important and it would be nice to have a statement from the Ministry clarifying their role, what the parameters are, and who they work with and how. For example, the participant inquired how the Ministry works with private industry in the trucking sector, how the Ministry works with municipalities and the federal government, and what the Ministry's intention was for becoming more involved.
<ul style="list-style-type: none"> • The Chamber is interested in continuing to work with the Ministry, and want a solid working relationship to present a solid front to investors (i.e. LNG industry). With the Ministry's commitment to the resource sector, road and rail are very important, and it is necessary to think about what infrastructure can be planned for in combination with business investments.
<ul style="list-style-type: none"> • With reference to the airports, the participant from the BC Chamber questioned what the Ministry's ability to work with the federal government is, for initiatives where funding needs to come from both. The participant stressed the importance of collaboration and partnership with the BC Chamber of Commerce, the Canadian Chamber of Commerce, and the Federal Government.
<ul style="list-style-type: none"> • A participant from the BC Chamber of Commerce indicated that they are not supportive of capital projects that are done for short-term political reasons instead of long-term economic reasons. The participant reiterated that funding for projects should be based on the greatest long-term economic benefits for the region and province.
<ul style="list-style-type: none"> • A participant from the BC Chamber of Commerce indicated that they are supportive of tolling BC Highways. P3 projects are very much encouraged and should be sought if they make sense from an investment and economic perspective.
<ul style="list-style-type: none"> • A participant indicated that the Ministry should provide additional training programs to accompany the increased speeds.
<ul style="list-style-type: none"> • A participant indicated that side road improvements and increased shoulder width is a priority for this area.
<ul style="list-style-type: none"> • A participant from Kamloops complimented the Ministry on the development and increasing of lanes on the Cariboo Connector, noting that it makes a significant difference and was a job well done.