

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 20, 2014

10:00 AM

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| ATTENDEES/AFFILIATION | Gord Heisterman, District of Clearwater Ken Kjenstad, District of Clearwater |
| MOTI REPRESENTATIVES | Paula Cousins, District Manager, Thompson Nicola District, Ministry of Transportation and Infrastructure (MoTI) |
| NOTE TAKER | Carrie Peacock, Kirk & Co. Consulting Ltd. |
| KEY THEMES: | |
| 1) | Highways: Participants requested more passing opportunities on the straight stretches of Highway 5N (between Kamloops and Blue River) to accommodate increased traffic. |
| 2) | Highways and side roads: Participants requested enhancements (rehabilitation and base repairs) to Clearwater Valley Road (and other side roads). Improved cornering and some straightening, is also required. |
| 3) | Highways and side roads: Participants expressed concerns regarding "Hotel Corner", and requested improvements to Clearwater Village Road (i.e. the intersection at Highway 5). |
| 4) | Cycling: Participants requested wider shoulders on the highway (south to Littlefort) to accommodate cyclists, and improved signage to remind drivers to drive cautiously around cyclists. |
| CHALLENGES AND OPPORTUNITIES | |
| | <ul style="list-style-type: none"> Participants expressed concern regarding the safety implications of recent signage changes. Participants noted that the implications of increased truck traffic on Highway 5 need to be considered. Participants noted that the funding required for infrastructure improvements is a challenge. |
| MOVING FORWARD – STRATEGIES | |
| 1) | Moving People and Goods Safely and Reliably <ul style="list-style-type: none"> Participants from Clearwater confirmed that truck traffic has increased in the last few years. Traffic studies of Highway 5 did not confirm where traffic dispersed in the north. Paula Cousins, confirmed that there had been an increase in traffic, and that new counts would likely be done in the spring. Participants from Clearwater acknowledged recent speed limit changes, but questioned why the signs that warned of sharp curves ahead had been taken down. Curve warning signs should be returned. Participants from Clearwater estimated that population growth could occur in the North Thompson area during the coming decade. It is important to be mindful of this when considering the 10-year Transportation Plan. Participants from Clearwater expressed concerns regarding "Hotel Corner", and requested improvements to Clearwater Village Road (roundabout at Highway 5). As the location of businesses within the town of Clearwater is changing, the intersection impacts will likely change. Participants from Clearwater noted that Clearwater Valley Road (near Wells Gray Park) has base failures to address. Participants from Clearwater noted that there is a road in place that could be developed to access Ruddick Creek Mine. The road provides a fairly direct 40 mile route to Otter Creek that could be an alternative to the existing route and would avoid the Vavenby Bridge. Participants from Clearwater noted that they conveyed concerns about Clearwater Village Road/Highway 5 North (the Wells Grey intersection) at UBCM, an important tourism issue. Access to Wells Gray Park is often unavailable, as it gets overbooked through an online reservation system. Roadwork in the vicinity has impacted RV traffic. Participants from Clearwater questioned where new passing lanes on Highway 5 will be added. Paula Cousins noted that passing lanes would likely be near Chapel Creek and Darfield. Another may be located between McLure and Hefley. Participants from Clearwater referenced a 3 km stretch out of Clearwater (at East Black Pool) that is in poor condition. It had been re-ditched to address problems with water flooding over the road. The stretch of road will likely be brought up at the January 2015 meeting with MoTI representatives. Participants from Clearwater requested more passing lanes in the area, noting that what has been done in the Cariboo is excellent. Some newly paved areas have made a positive difference. Participants from Clearwater requested that MoTI maintain the traffic barriers and focus on the beautification of curbing. Participants from Clearwater suggested that a larger sign could warn tourists of the rugged road conditions. Paula Cousins agreed to arrange an assessment of the signage to see if changes were required. Participants from Clearwater suggested that Clearwater Valley Road (and some other side roads) needs rehabilitation, base repairs, improved cornering and straightening. Participants from Clearwater suggested that passing opportunities on Highway 5N between Kamloops and Blue River have changed over time, as traffic has increased. More passing opportunities on the straight stretches would be helpful. |
| 2) | Growing the Economy <ul style="list-style-type: none"> Participants from Clearwater noted that if the trans-mountain pipeline expands, MoTI should prepare for impacts (i.e. movement of pipes up and down the valley). Consideration is needed on how to respond to incidents that occur, in |

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| <p>relation to the pipeline construction. Paula Cousins noted that a focus has been on issues related to the permanent placement of the pipeline, more than the transportation of goods for its construction. Often companies with heavy loads may be asked to contribute to road maintenance costs.</p> | |
| <ul style="list-style-type: none"> Participants from Clearwater expressed concerns regarding the ferry system changes in Bella Coola, which affected a number of tourism operators in the interior. BC Ferries was encouraged to find ways to increase volumes rather than cutting costs. | |
| <p>3) Connecting and Strengthening Communities</p> | |
| <ul style="list-style-type: none"> Participants from Clearwater requested wider shoulders on the highway (south to Littlefort) to accommodate cyclists, and improved signage to remind drivers to drive cautiously around cyclists. | |
| <ul style="list-style-type: none"> Participants from Clearwater noted that a transit study was underway, although the community was generally pleased with the transit service. Efforts may be made to reduce wait times between routes. | |
| <ul style="list-style-type: none"> Participants from Clearwater noted that Greyhound bus service has reduced. Their new schedule has the bus leaving Clearwater at 3:00 a.m. Automated ticket machines should be considered, as tickets can no longer be purchased from the bus driver. There is no station or bus shelter there for passengers to wait. | |
| <ul style="list-style-type: none"> Participants from Clearwater noted that rail service did not have convenient times for passengers. The train slows down to pick up passengers who pre-purchased tickets. The train blows its whistle as it arrives. Participants noted this is not a well-used service in Clearwater. | |
| <ul style="list-style-type: none"> Participants from Clearwater noted that although a medevac helicopter could not pick up by the hospital, an alternate location is available nearby. | |
| <ul style="list-style-type: none"> Participants from Clearwater noted that Raspberry Hill was paved and provides a good opportunity for a trail from the shopping centre down to the lake. | |
| <p>4) Maximizing Collaboration and Investment with Partners and Stakeholders</p> | |
| <ul style="list-style-type: none"> No comments were provided. | |
| <p>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</p> | |
| <ul style="list-style-type: none"> More passing opportunities on the straight stretches of Highway 5N are needed. | |
| <ul style="list-style-type: none"> Enhancements (rehabilitation and base repairs), improved cornering and straightening was required to Clearwater Valley Road (and other side roads). | |
| <ul style="list-style-type: none"> Wider shoulders are needed on the highway (south to Littlefort) to safely accommodate cyclists. | |
| <p>ADDITIONAL COMMENTS/DISCUSSION</p> | |
| <ul style="list-style-type: none"> Participants from Clearwater extended appreciation for the recent bridge work and paving. | |
| <ul style="list-style-type: none"> Participants from Clearwater extended appreciation for the removal of Pig Corner. | |
| <ul style="list-style-type: none"> Participants from Clearwater extended appreciation for Clearwater's round-about in 2013, the first on a highway in BC. | |