B.C. on the Move

A 10-Year Transportation Plan

Discussion Guide and Survey
Public Engagement: October 14–December 12, 2014

Go to engage.gov.bc.ca/transportationplan to provide your feedback
Transportation is a fundamental part of our economy and our quality of life. Over the years, the Province of B.C. has worked in partnership with the private sector, First Nations, communities, the federal government and others to build the provincial transportation network we rely on to move people and goods.

British Columbia is developing a new 10-year provincial plan called B.C. on the Move and we want to make sure that issues important to people across the province are considered as part of this process. That’s why we’re engaging with British Columbians to help identify the transportation opportunities and priorities ahead as we continue to build our economy, connect our communities, protect our environment by reducing greenhouse gas emissions, and provide infrastructure to meet the growing desire to travel by transit, walking or cycling.

This government is committed to ensuring all British Columbians have the transportation services they need to participate in community life and the workforce, which makes for healthier citizens and communities. Planning and designing transportation infrastructure that all British Columbians can access without impediment is also essential to fulfilling our vision of being the most progressive place for people with disabilities in Canada.

This new plan will be ready in early 2015 and will set out a series of short-, medium- and longer-term priorities focused on:

1. Moving goods and people safely and reliably
2. Growing the economy
3. Connecting and strengthening communities
4. Maximizing collaboration and investment with partners, including First Nations, the federal government, regional and local governments, and the private sector

A safe, efficient, integrated and affordable transportation network is the backbone of B.C.’s economy: moving goods to communities and markets, connecting people to services and jobs, providing access for the natural resource and tourism sectors, and generating international, national and regional trading opportunities.

In 2003, the Government of B.C. committed to a significant, province-wide program of transportation investment and revitalization called Opening Up B.C. Recognizing the importance of transportation to economic growth and quality of life, Opening Up B.C. resulted in investments in new infrastructure all across the province to improve safety and reliability and revitalize the economy. The goals and projects outlined in Opening Up B.C. have been accomplished and can be reviewed at www.th.gov.bc.ca/publications/reports_and_studies/transportation_plan_web.pdf.
**We Want To Hear From You: A Province-Wide Engagement Underway from October 14 to December 12, 2014**

What are the most pressing transportation issues in your community? Across the province? This Discussion Guide includes an overview of B.C.’s transportation network, what we’ve accomplished in the past decade, some of our current transportation commitments, and areas where we are looking ahead. It also outlines some of the challenges and opportunities we face as a province over the next 10 years and invites you to provide your feedback about transportation priorities that are important to you.

Go to engage.gov.bc.ca/transportationplan to fill in the survey and provide your input (survey available October 14, 2014).

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**Feedback will be received until December 12, 2014.**

**How input will be used:** Public input will be considered, along with technical information, as the Ministry of Transportation and Infrastructure develops its next 10-year plan: B.C. on the Move.

There are several ways to provide your input:

- Website: engage.gov.bc.ca/transportationplan
- Mail: P.O. Box 3623 Vancouver Main, Vancouver, B.C. V6B 3Y6
- Email: transportationplan@gov.bc.ca
- At a Twitter Town Hall meeting
- Phone: 1 844 855-4850

Copies of this Discussion Guide and Survey will be available at Service BC Centres, First Nation Band Offices and public libraries across the province (available the week of October 20, 2014).

An engagement summary report will be posted at engage.gov.bc.ca/transportationplan.

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**Learn More About Transportation In Your Region**

Visit the website: engage.gov.bc.ca/transportationplan to learn more about transportation in your region and see descriptions of transportation networks and improvements, population and employment trends, and economic highlights for each geographic region in the province, along with opportunities to share your ideas about transportation priorities moving forward.
British Columbians rely on our transportation network every day – to get to work or school, to access services, to stay connected to each other and the world – and that’s just part of the story. Along with getting us where we need to go, transportation generates employment and underpins job creation, economic development and progress throughout B.C. So, when we invest in affordable transportation improvements, we’re investing in our quality of life while enabling tourism, energy, forestry, mining and all our other industries to thrive.

Since 2001, our transportation network has experienced one of the greatest expansion periods in our history. At the same time, the movement of goods and people through B.C. has increased dramatically. Demand for our products on world markets has never been stronger. And our transportation system is a critical part of our effort to unlock more opportunities in areas such as natural resources, tourism, agri-food and international education, consistent with the BC Jobs Plan.

Transportation is also a key to developing liquefied natural gas (LNG), a brand new industry that offers the potential for thousands of jobs and billions of dollars of revenue to help pay for public services.

New and emerging markets in Asia continue to offer exciting chances to create jobs and opportunities all across our province, and sustain a thriving economy for all British Columbians. With the ever-increasing demand in China and India for resources – such as potash for fertilizer, grain for food, liquefied natural gas for fuel, coal for manufacturing steel, and wood for building – B.C.’s ports are busier than ever. Though the United States remains B.C.’s largest trading partner, the trading relationship with the Asia-Pacific region is expanding. In 2013, exports to Asia were $13.8 billion, more than double their 2004 value of $6.8 billion.

B.C. on the Move will provide a road map for transportation improvements over the next 10 years that will ensure we retain our natural advantages and keep our people and our economy moving forward. We will work with First Nations, industry, and local and federal government partners to:

- Advance improvements on highways and side roads to move goods and people safely and reliably
- Seek efficiency and safety improvements for B.C.’s trucking sector
- Upgrade regional airports
- Enhance cycling infrastructure and improve transportation choices
- Improve and increase transit services
- Expand port and rail operations in support of B.C.’s Pacific Gateway
- Sustain our ferry system
- Promote establishment of a new LNG industry

There are many transportation opportunities all across B.C., and we want your views and input as we work to connect communities and families and keep our economic momentum going.

Thank you for your interest and participation. We look forward to hearing from you!

Todd Stone,
Minister of Transportation and Infrastructure

As Parliamentary Secretary to the Minister of Transportation and Infrastructure, I had the pleasure of travelling to communities across Vancouver Island in early September to discuss transportation priorities with First Nations, local governments, Chambers of Commerce and other community leaders. In total, I met with over 70 groups on Vancouver Island.

Throughout these meetings, I heard about the need for continued investment in the Island’s transportation network to support communities and local economies. Priorities raised include reducing congestion on key corridors, increasing multi-modal connections between communities, adding cycling infrastructure for commuters and tourists and continuing to improve our marine ports, ferry system and airports.

Vancouver Island’s priorities will remain a key part of the public engagement discussion and Transportation and Infrastructure Minister Todd Stone and I will ensure that they are incorporated into the new 10-year provincial transportation plan.

This is a tremendous opportunity for all British Columbians to contribute to B.C. on the Move, and I am looking forward to working with Minister Todd Stone on this exciting initiative.

Jordan Sturdy,
Parliamentary Secretary to the Minister of Transportation and Infrastructure
The Transportation Network of British Columbia

- Highways, side roads and bridges
- Airports
- Ports
- Rail
- Transit, cycling and pedestrian routes
- Coastal and inland ferries

Transportation Network Highlights:
- Over 46,000 km of provincial highways and rural side roads
- Over 2,800 bridges
- Over 2,900 transit buses
- 133 km of SkyTrain and commuter rail
- 3 Class 1 railways
- 300+ airports, heliports and water aerodromes
- 16 international border crossings
- 3 international ports, 4 regional ports and 40 local ports
- 40+ ferry routes
British Columbia is one of the largest, most geographically diverse places in the world. Covering close to 945,000 square kilometres, the province is nearly four times the size of Great Britain, two-and-a-half times larger than Japan and larger than every U.S. state except Alaska.

British Columbians are linked to one another and to the world by an integrated transportation network that moves people and goods by road, rail, air and sea. Transportation is key to B.C.’s success; it contributed $10.8 billion in gross domestic product (GDP) in 2013 and directly employed more than 121,000 people.

**Highways and Sideroads**

The provincial public highway and side road network includes approximately 46,000 kilometres (km) of provincial highways and side roads, of which 27,000 km are paved and 19,000 km are gravel. Of the paved roads, approximately 12,700 km are numbered highways. There are about 2,800 bridges.

Provincial highways and side roads are outside municipal boundaries except for those designated as provincial arterial corridors, and do not include resource roads or privately-owned roads.

Main highways connect communities and regions to move people and goods within B.C. to each other and to destinations beyond. Side roads connect rural residents to communities, provide access for industry to resource areas and enable tourists to visit the extensive recreational destinations across the province.

The safe movement of people and goods is a priority for all modes of travel, and the Province and other agencies continuously research and implement safety improvements. Highway and road safety measures can include barrier installation, improving sight distances, signage, pavement marking and reflectors, lighting and fencing.

A safe and reliable provincial highway and side road network is essential to the continued growth and development of B.C.’s communities, supporting provincial and regional economies, and continuing to provide for competitive and cost-effective national and international travel and trade.
Major components of the provincial highway network include:

- **Highway 1 (Trans-Canada):** The Trans-Canada Highway runs between Victoria, British Columbia and St. John’s, Newfoundland and Labrador; it joins all 10 provinces and is the world’s longest national highway.

- **Highway 16 (Yellowhead):** Highway 16 is Northern B.C.’s primary east-west corridor. It runs from the coast at the Port of Prince Rupert and through Prince George to Alberta.

- **Highway 97 (Okanagan–Cariboo–John Hart–Alaska Highway):** Highway 97 runs from the Canada/U.S. border at Osoyoos in the south, to the British Columbia/Yukon border in the north. This is B.C.’s most important north-south connection.

- **Highway 5 (Coquihalla–Yellowhead):** Highway 5 is a north-south route in southern B.C. connecting the southern Trans-Canada route (Highway 1) with the northern Yellowhead route (Highway 16), providing the shortest land connection between Vancouver and Edmonton.

- **Highway 3 (Crowsnest):** Also known as the southern trans-provincial highway, it is a primary east-west corridor that runs through the southern parts of British Columbia.

**Trucking**

B.C. is home to 23,000 trucking companies with a fleet of almost 40,000 trucks and employing over 33,500 people. From semi-trucks and trailers hauling freight, to logging and industrial trucks serving the resource industry and bringing our natural resources to market, to smaller trucks delivering goods to local businesses, trucking plays an integral role in building the provincial economy.

Annually, about $3 billion in goods are trucked between our gateway ports and the rest of Canada, and over 1 million trucks cross to/from the United States via our three Lower Mainland border crossings.

Trucking safety continues to improve. Since 2003, serious truck crashes have decreased by 24%.
Cycling and Pedestrian Facilities

Walking and cycling are healthy, affordable transportation options. The Province encourages the growth of cycling as a way to reduce motor vehicle trips, congestion and greenhouse gas emissions while supporting tourism and the economy.

It is the goal of the Ministry of Transportation and Infrastructure to support and encourage cycling and walking by providing safe, accessible and convenient facilities on highways and roads. The safety of pedestrians is enhanced through measures such as pedestrian overpasses, crosswalks and intersection lighting.

The Province provides cycling infrastructure on new and upgraded highways and supports cycling infrastructure through the Bike BC program, which provides funding assistance to local governments to create safe and efficient cycling networks. Bike BC supports the provision of safe and attractive facilities for commuters and tourists, as well as supporting public health and fitness by promoting physical activity. Bike BC complements The Provincial Transit Plan (2008–2020) by providing alternatives to car travel to help reduce traffic congestion and greenhouse gas emissions.

DID YOU KNOW?

- Cycling 10 km to and from work every day means avoiding approximately 1,100 kilograms of greenhouse gas emissions each year
Transit

Transit is a safe, efficient and affordable form of transportation. For the same number of passengers, buses take up a lot less space on roads than private vehicles, and can help reduce both road congestion and greenhouse gas emissions while providing important links within and between communities.

Investments in transit are guided by *The Provincial Transit Plan (2008–2020)*, which has the goals of doubling transit ridership to support the development of healthy communities, and to decrease energy use and greenhouse gas emissions by supporting alternate choices to automobiles.

The provincial government also supports the U-Pass and BC Bus Pass programs, which annually help to provide discounted transit passes for over 200,000 students attending public post-secondary institutions and over 90,000 low-income seniors and people with disabilities across the province.

BC Transit

BC Transit is the provincial Crown agency that provides transit service to over 130 communities located outside of Metro Vancouver. BC Transit operates about 1,100 buses and carries more than 50 million passengers a year. BC Transit is cost-shared between local governments and the Province.

BC Transit provides conventional transit as well as custom (e.g., HandyDART) and paratransit services. BC Transit also partners with Health Authorities to provide vital health connection services across the province.

In addition, BC Transit, the Ministry of Transportation and Infrastructure, local governments and the Union of BC Municipalities are implementing action items identified in the fall of 2012 that relate to the 18 recommendations brought forward in the BC Transit Independent Review.

The Province of B.C.’s contributions to public transit operating systems are the highest in the country, and more than twice the national average. The Province has provided about $840 million to BC Transit operations since 2001, including $95 million in 2013–2014. In addition, TransLink has received $1.6 billion in provincial fuel taxes and $120 million in provincial sales taxes since 2001.
Transit in Metro Vancouver

TransLink provides transit services within Metro Vancouver – one of the largest transportation service areas in North America. In 2013, TransLink provided 1.2 million rides each day by bus, rail, boat, bike and custom transit.

The system includes the SkyTrain network, a driverless three-line, fully separated advanced light rapid transit system. The Expo and Millennium lines operate east-west, connecting downtown Vancouver to other regional centres. The Canada Line travels north-south, connecting downtown Vancouver to Richmond and the Vancouver International Airport (YVR).

The Evergreen Line is a new SkyTrain line under construction that will provide fast, frequent and convenient rapid transit from Coquitlam to Vancouver via Port Moody and Burnaby.

The system operates over 1,800 buses, along 230 routes. Additionally, the system operates 256 SkyTrain cars, three SeaBus ferries and 44 commuter railcars.

The Metro Vancouver Mayors’ Council has recently announced a 10-year vision for transportation for Metro Vancouver, the funding of which is subject to a referendum prior to spring 2015.

BUS TRANSIT IN B.C.

Provincial investments in transit also support the following important infrastructure features:

- Park-and-ride facilities and transit exchanges along transit corridors
- Queue-jumper lanes that bypass general traffic, giving buses priority at signalized intersections
- Clearly visible bus stops or bus bays, and safe pedestrian and cyclist access
- Convenient interconnection between buses and other transportation services
Overview of the **Existing Transportation Network** of British Columbia

**Airports**

Airports and air travel are essential to B.C., connecting people to central provincial hubs and to international destinations. B.C.'s aviation strategy, *Connecting With the World: An Aviation Strategy for British Columbia*, is focused on growing the economy and creating jobs by making it more attractive for Canadian and foreign carriers to travel through and operate out of B.C.

B.C.'s aviation sector is operated by federal, local and private sector organizations that include more than 300+ airports, heliports and water aerodromes that provide travel opportunities, passenger and cargo charter services, and medevac services. Industries such as tourism and international education depend on air transportation infrastructure. The aviation industry also supports industrial operations, such as mining and forestry, and oil and gas, including LNG, by providing access to remote areas where these activities are taking place. Further, the aviation industry itself is an economic driver, creating opportunities for aerospace companies to develop manufacturing, training and other aviation-related services. Finally, the aviation industry supports wildfire protection and emergency health services.

**Regional Airports**

- **Kelowna International (YLW)** is B.C.’s third busiest airport, serving over 1.4 million passengers annually and supporting nearly 1,400 jobs
- **Kamloops Airport (YKA)** which is increasingly being used by passengers commuting to work in the resource industries in northern British Columbia and Alberta, handled more than 290,000 passengers in 2013
- **Prince George Airport (YXS)** is the principal airport for passenger and cargo transport in the North, handling about 427,000 passengers in 2013

**Vancouver International Airport (YVR)**

- B.C.’s largest airport and Canada’s second busiest airport, handling about 18 million passengers and 228,000 tonnes of cargo in 2013
- Supports more than 61,000 jobs and generates more than $11 billion in economic activity each year

**DID YOU KNOW?** Air traffic volumes have increased in B.C. by 15% since 2001
Ports

Port infrastructure plays a key role in British Columbia’s competitive advantage. Our ports are Asia’s closest ports of entry on the west coast of North America. Ports in B.C. are predominantly operated by federal, local and private sector organizations; the primary ports in the province include Kitimat, Nanaimo, Port Alberni, Port Metro Vancouver, Prince Rupert, Squamish and Stewart.

Investment in our ports is outlined in *The Pacific Gateway Transportation Strategy 2012–2020*, which supports the BC Jobs Plan and engages a number of private sector and government partners through the Pacific Gateway Alliance. Established in 2005, the Alliance includes the governments of B.C., Alberta, Saskatchewan and Canada, along with representatives of CN Rail and Canadian Pacific Rail, the ports of Vancouver and Prince Rupert, and Vancouver International Airport.

British Columbia ports have the highest percentage of loaded export containers on the North American west coast.

PORTS IN B.C.

- In 2011, B.C. ports handled 37% of Canadian port exports (127 million of the total 341 million tonnes), along with supporting industrial exports such as coal, potash and minerals
- Transport Canada statistics show that over $68 billion in Canadian exports were distributed through B.C.’s Pacific Gateway
- Businesses related to port activity in Vancouver employ almost 100,000 people, generating $20.3 billion in economic output
- The number of containers handled by Port Metro Vancouver and Prince Rupert has increased by 57% since 2005

Rail

Rail infrastructure in B.C. facilitates bulk cargo and container transportation. The province has nearly 10,000 km of railway track, carrying about 1 million loaded cars per year. Rail transport in B.C. is predominantly operated by private agencies; there are three Class 1 railways1 that operate in B.C., including Canadian Pacific Rail, CN Rail and Burlington Northern Santa Fe Railway. Ninety per cent of the rail network belongs to CN Rail and Canadian Pacific Rail. The network also provides limited passenger service to the northwest U.S. (Amtrak), the Alberta Rockies (Rocky Mountaineer) and across Canada (Via Rail).

Trains are capable of moving high volumes of goods at a low cost over long distances, and rail is key to moving resources from across B.C. to national and international markets. The railway network is integrated with a number of other shipping modes, such as inland truck transport facilities and international port facilities, like Port Metro Vancouver and the Port of Prince Rupert. B.C.’s rail network also provides an important distribution function for consumer goods and other products destined for markets in Canada and the U.S.

The value of B.C.’s international merchandise exports gained 6.3% in 2013, reflecting **STRENGTHENING GLOBAL DEMAND FOR B.C. PRODUCTS** as well as higher prices for commodities such as lumber and pulp.

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1 In Canada, a Class 1 railway is defined as a company that has earned gross revenues exceeding $250 million for each of the previous two years.
Ferries

Ferries are a part of British Columbia’s integrated transportation system, carrying passengers and vehicles across lakes, rivers and ocean waters.

The inland ferry system has 14 routes, crossing Kootenay Lake, Kootenay River, Upper and Lower Arrow Lake, Francois Lake, the Fraser River (at Lytton, Big Bar and Barnston Island), the North Thompson River (at McLure and Little Fort), and the Skeena and Columbia rivers and Adams Lake in the Shuswap. In 2013/14, inland ferries – managed by the Ministry of Transportation and Infrastructure – carried more than 2.2 million passengers and 1.3 million vehicles.

Coastal Ferries

The coastal ferry system, operated by BC Ferries, provides year-round vehicle and passenger service on 24 routes to 47 terminals, with a fleet of 35 vessels. In 2013/14, BC Ferries carried 19.7 million passengers and 7.6 million vehicles.

The coastal ferry system has been facing cost pressures for more than 20 years. In 2012 and 2013, the Province engaged coastal communities and ferry users from across B.C. about strategies to ensure the long-term sustainability of the coastal ferry network. This followed an extensive public consultation in 2011 by the BC Ferry Commissioner. These consultation and engagement results will inform the ferries portion of B.C. on the Move.

For more on the BC Coastal Ferries 2013 Community Engagement, please visit www.th.gov.bc.ca/coastalferriesengagement/info.html.

The Province is now pursuing strategies to achieve its vision of a coastal ferry service that is affordable, efficient and sustainable while protecting basic services. To this end, the government has increased taxpayer support for coastal ferries by $86.6 million to 2016. BC Ferries is on track to find $54 million in efficiency improvements to 2016, and service reductions have been implemented to better align service levels with traffic demand.

The provincial government and BC Ferries will continue to explore strategies to support an affordable and sustainable ferry system beyond 2016. These strategies include a number of innovations that BC Ferries is currently undertaking, such as the new cable ferry to serve Denman Island, LNG propulsion and interoperability for its three new intermediate-class vessels, and conversion of its Spirit-class vessels to LNG propulsion during their mid-life refits.

The Government of B.C. is also studying the feasibility of a fixed link between Gabriola Island and Vancouver Island to replace existing ferry service.
A Decade of **Growth**

Since 2001, there has been over $16 billion invested in transportation infrastructure in B.C., including over $13 billion in provincial investment and $3 billion through federal and local partnerships. There has also been significant private sector investment of about $11 billion in port, rail and airport infrastructure in support of B.C.’s Pacific Gateway.

Investing in the transportation network is key to improving our economy and quality of life, enhancing safety and reliability, opening up trade routes, and keeping pace with British Columbians’ evolving needs and priorities. The investments made by the Province and others in our transportation network have paid off significantly.

**HIGHLIGHTS:**

**Highway and Side Road Network Expansion**

- 180 km of new four- and six-laning, including the Trans-Canada Highway, the Cariboo Connector, the Okanagan Valley Connector, border improvements in the Lower Mainland and improvements to key corridors in the North
- 30 new passing lanes on rural highways, including Highways 16, 3 and 5 and Highway 97 North
- 27 new highway interchanges
- 80 intersection upgrades
- Major projects, including:
  - Sea-to-Sky Highway
  - William R. Bennett Bridge
  - Port Mann/Highway 1
  - Kicking Horse Canyon Highway Project Phases 1, 2 and 3
  - South Fraser Perimeter Road (Highway 17)

Major expansion and improvement projects are key to improving safety, reliability and mobility. The benefits of these projects to people’s lives and the economy of B.C. cannot be overstated – our progress and competitiveness depend on such improvements to keep pace and connected with the rest of the world.

**Highway and Side Road Rehabilitation and Safety Improvements**

- 18,000 km of highway repaving
- 3,000 km of side roads repaired and regravelled
- 480 bridges repaired or replaced
- 6,500 km of rumble strips installed
- $240 million to repair highways and roads impacted by the hauling of mountain pine beetle-infected wood since 2006
- $435 million to improve and strengthen highways and side roads used by the oil and gas industry in B.C. since 2001
Cycling and Pedestrian

- BC Spirit of 2010 Trail
- E&N Rails with Trail Project on Vancouver Island
- Kinsol Trestle Restoration on Vancouver Island
- UBC-O to downtown Kelowna Rails with Trail
- Central Valley Greenway in Metro Vancouver
- Lower Mainland North Shore Spirit Trail
- Tyner Boulevard Trail to University of Northern B.C. in Prince George
- Highway 16 Trail Connector in North Central B.C.

Transit

- 330 new buses and 516 bike lockers across B.C.
- Canada Line completed
- Evergreen Line construction started
- Kelowna Rapid Bus
- Metro Vancouver Highway 99 bus lanes

Airport

- Significant improvements made to airport infrastructure at 38 airports since 2001 across B.C., including Kamloops, Kelowna, Langley, Prince George, Abbotsford, Smithers and Terrace-Kitimat

Port and Rail

- Deltaport Third Berth Project and Deltaport Terminal, Road and Rail Improvement Project
- Roberts Bank Rail Corridor Program in the Lower Mainland
- Port of Prince Rupert Fairview container terminal expansion
- Ridley Island Road, Rail and Utility Corridor Project
- South Shore Trade Area, North Shore Trade Area, and road and rail improvement projects in the Lower Mainland to increase trade capacity and efficiency of goods movement
Significant Infrastructure Milestones across B.C. since 2001

2001  Construction begins on a decade-long program to improve oil and gas rural roads for the northeast, resulting in $435 million to improve and strengthen highways and side roads used by the oil and gas industry.

2002  B.C. and Canada invest over $30 million to upgrade B.C./U.S. border crossings to improve public safety and support the flow of goods and services.

2003  The Province releases Opening Up B.C. – a 10-year plan to build on B.C.’s competitive advantages with strategic investments in our transportation network.

2005  The first phase of the Cariboo Connector program announced, a project to four-lane the entire length of Highway 97 between Prince George and Cache Creek.

2006  Mountain Pine Beetle Program was announced, resulting in $240 million invested to repair highways and roads impacted by the hauling of mountain pine beetle-infected wood.

2007  Phase 1 of the Fairview container terminal (Port of Prince Rupert) opens – leading to rapid growth in container traffic.

B.C. and Canada commit to the Roberts Bank Rail Corridor Program, funded by an unprecedented collaboration of 12 partners. The program consists of nine road-rail projects in Delta, Surrey, the City of Langley and the Township of Langley for delivery by 2014, including eight overpass projects to separate road and rail traffic.

2008  The William R. Bennett Bridge across Okanagan Lake opens. It is the only floating bridge in Canada, and one of only nine in the world.

Bike BC is established to identify and build cycling facilities of regional and provincial significance while continuing to help local governments develop their local networks.

2009  The Canada Line opens, making Vancouver International Airport the first airport in Canada directly served by rapid transit.

The Sea-to-Sky Highway Improvement Project is completed, significantly improving safety, reliability and capacity of the highway serving communities between West Vancouver and Whistler.

The expanded Prince George Airport opens, including a large runway expansion to 11,450 feet, making it the third-longest commercial runway in Canada and increasing its competitive advantage as a refuelling stop for international cargo flights.

Kelowna International Airport completes a major runway extension. Work on a two-phased terminal building expansion to meet forecasted traffic demand is currently underway.

244 new buses were added to service in 2008/2009.

2010  Kelowna Rapid Bus service begins.

The third berth at the Deltaport container terminal opens in 2010, raising terminal capacity by 50%.
2011

The Marine Shore Power Program – the first of its kind in Canada – allows cruise ships to plug in to electrical outlets while they’re docked, instead of idling their diesel generators.

The Deltaport Terminal, Road and Rail Improvement Project, which will include a new overpass and a series of road and rail projects to improve movement of goods and equipment, is announced.

The Canadian Rockies International Airport (Cranbrook) completed a major runway expansion and terminal expansion project.

Improvements to the Abbotsford International Airport completed, including expansion of the terminal building, lengthening of the main runway and development of a parallel taxiway system.

2012

Work begins on the Ridley Island Road, Rail and Utility Corridor Project, which will provide key foundational infrastructure for future terminal improvements on Ridley Island near Prince Rupert, directly contributing to our provincial goals for LNG and other industries such as potash and coal.

The new Port Mann Bridge opens, easing congestion on one of the Lower Mainland’s busiest highways.

Announcement of Phase 2 of the Cariboo Connector Project, adding a further 30 km of four-laning, which will result in almost 50 per cent of the 440-kilometre highway between Cache Creek and Prince George being three or four lanes wide.

Lower Mainland Highway 99 shoulder bus lanes completed, improving transit service from Surrey and Delta to Richmond.

Four-laning of the Trans-Canada Highway between Kamloops and the Alberta border over the next 10 years is announced.

Construction begins on the Evergreen Line, which will provide fast, frequent and convenient rapid transit from Coquitlam to Vancouver via Port Moody and Burnaby.

Northern Rockies Regional Airport at Fort Nelson completed a terminal expansion to accommodate an increase in passenger volumes resulting from LNG sector development.

2013

The South Fraser Perimeter Road (Highway 17) opens to provide a more efficient route for commercial traffic moving in and out of the Lower Mainland.

Cariboo Connector Project Phase 1 completed, implementing 40 km of new four-laning on Highway 97 between Cache Creek and Prince George.

Announcement of significant Trans-Canada Highway expansion projects between Kamloops and the Alberta border, including Monte Creek to Pritchard Phase 2, which will add over 7 km of new four-lane capacity, in conjunction with 6 km of four-laning from Pritchard to Hoffman’s Bluff Phase 1 and 2, with Phase 1 already underway.

Completion of Phase 1, 2 and 3 of the Kicking Horse Canyon Project, a significant Highway 1 four-laning project between Golden and the Alberta border, including replacement of the Park Bridge.


2014

Over 5 km of new median barrier completed on the Malahat Corridor, with a second round of safety improvements and additional median barriers announced. When complete, over 50% of the Malahat Highway will have median barriers.
To keep our economy growing and to keep our communities strong, we must continue to enhance connectivity, safety and mobility across our transportation networks while keeping in mind the following opportunities and challenges.

**Our infrastructure is aging.** Much of our transportation infrastructure has been in use for more than half a century, with all the resulting wear and tear you might expect. This underlines the need for ongoing maintenance and rehabilitation to protect our stock of transportation assets, valued at more than $100 billion.

**Our population is growing.** By 2025, an additional 1 million people will be living in British Columbia, adding to existing demands on our roads, bridges, ferries and transit systems. We’re also aging, with seniors representing a growing proportion of the total population.

**Our resource sectors are rapidly expanding.** This is putting additional pressure on rural British Columbia, especially in the North, where the energy sector is attracting billions of dollars in new private sector investment. Although the resources are located in the North, their development affects the whole supply chain – from access to the land, to access to markets – especially since a lot of our products are destined for export.

**Travel choices are changing.** In urban areas, many more people are choosing to walk, cycle or take public transit; infrastructure development needs to factor in these choices. In addition, more people are commuting long distances – for example, to work in the resource sectors – and need to depend on a reliable transportation network.

**Environmental impacts can be reduced.** Transportation is a major contributor to greenhouse gas emissions. But every step we take to improve efficiency helps to minimize the impact. Expanding pedestrian, cycling and transit infrastructure, along with new approaches such as powering ferries with natural gas instead of diesel will help reduce environmental impacts.

**Highway safety must continue to improve.** Since 2003, the number of vehicle collisions in the province has dropped by 28%, thanks in part to safety improvements on highways, roads and bridges. As we move forward with new investments, we can build on this record and make our transportation systems even safer for British Columbians.

**Keeping transportation improvements affordable.** Fiscal discipline towards balancing the budget remains a key focus while supporting economic growth, job creation and initiatives to benefit British Columbians.
Moving Forward

Looking ahead to the next 10 years, here are some highlights of key strategies and actions being explored for *B.C. on the Move*. We are interested in your input on these strategies for transportation investment in B.C. as well as your feedback about other transportation infrastructure that is important to you.

### 1. MOVING PEOPLE AND GOODS SAFELY AND RELIABLY

Safety is a priority for all modes of travel, and safe movement of people and goods is dependent on access to a reliable transportation network. Reliability means having a network available in good condition with sufficient services and choices available to meet the transport and trade needs of the province, and with minimal delays and uncertainties that can lengthen travel times.

**Strategies to support this priority include:**

1. **Continuing to increase highway safety and reliability by:**
   - Investing in highway barriers, signage, new and improved traveller information systems, improved community and pedestrian facilities, and upgraded avalanche warning and control systems to improve roadside safety
   - Seeking efficiency and safety improvements for B.C.’s trucking sector
   - Implementing the Rural Highway Safety and Speed Review recommendations

1.2 **Keeping highways, bridges and side roads in good condition by:**
   - Investing in repaving highways and side roads, and repairs and improvements to highways, side roads and bridges

1.3 **Continuing to expand and improve highway capacity, bridges and side roads by:**
   - Adding rural highway passing lanes (e.g., Highway 3 and Highway 5) and completing intersection upgrades
   - Delivering major projects such as the George Massey tunnel replacement, the Cariboo Connector and exploring options for a future second crossing of Okanagan Lake in Kelowna
   - Expanding key corridors by four- and six-laning and completing significant improvements such as new and upgraded interchanges
   - Improving highway rest areas

B.C. has some of the best highway conditions in the country, and we want to keep it that way. Good roads cost less when you maintain regular investment in highway and bridge rehabilitation. For example, deferring a needed highway repaving project by four years can double the cost of repairs, and if you leave it for eight years, the costs of rehabilitation can go up by 400%.
2. GROWING THE ECONOMY

Transportation generates employment and underpins job creation, economic development and progress throughout B.C., so when we make affordable transportation investments, we are investing in tourism, increased trading capacity with the world and all of our industries in B.C., such as forestry, mining, energy, and oil and gas.

Strategies to support this priority include:

2.1 Supporting the development of LNG and other resource development by:
   • Continuing to improve highways, side roads and bridges that provide access to natural gas exploration and drilling programs
   • Working with First Nations and private, local and federal partners to ensure the transportation infrastructure and policies needed are in place

2.2 Identifying and upgrading key highways and bridges to facilitate heavy and oversized hauling to keep commercial traffic flowing smoothly across B.C.

2.3 Supporting increased trade with Asia and around the world by:
   • Continuing to expand key trade corridors and improve traffic flow through the Central North (e.g., Cariboo Connector, Highway 16), the Southern Interior (e.g., Highway 1 Kamloops to the Alberta Border, Okanagan Valley Connector) and the Lower Mainland (e.g.; George Massey Tunnel Replacement Project)
   • Increasing trade capacity by partnering with private and local agencies on needed road, rail and port improvements
   • Working with the United States to improve the movement of people and goods across the Canada/U.S. border

2.4 Strengthening B.C.’s trucking sector by:
   • Eliminating unnecessary regulation around licensing and permitting
   • Exploring options to increase industry cost-effectiveness and decrease idling to reduce greenhouse gas emissions
   • Expanding rest areas and parking opportunities for B.C. truckers

2.5 Strengthening B.C.’s aviation sector by:
   • Improving air access to and within B.C. by working with Vancouver International Airport, international airlines and regional carriers
   • Promoting competitive federal economic policies and regulations to increase new commercial carrier opportunities and air travel

Ensuring transportation supports the growth of LNG and other resource sectors is a primary focus. There has been a 400% increase in truck heavy hauling (overweight and oversize) over the past 10 years. Working to facilitate heavy hauling and supporting safe and competitive trucking practices will be a key strategy moving forward.
3. CONNECTING AND STRENGTHENING COMMUNITIES

British Columbians rely on our transportation network every day to get to work or school, to access services, and to stay connected to families, each other and the world. Transit services, connections within and between communities, having travel choices, and reducing emissions and greenhouse gases are essential to our quality of life.

Strategies to support this priority include:

3.1 Supporting regional and small community airports to improve infrastructure such as runways and terminals

3.2 Improving and increasing transit services for communities across B.C.

3.3 Enhancing cycling infrastructure and improving transportation choices by:
   • Partnering with communities to build cycling and walking trails
   • Widening shoulders and improving maintenance on shoulder cycling routes
   • Working with local partners to promote and encourage cycling and walking

4. MAXIMIZING COLLABORATION AND INVESTMENT WITH PARTNERS AND STAKEHOLDERS

Our final key priority is maximizing investment with our partners. Private sector businesses, First Nations and other levels of government share B.C.’s interests in the transportation sector. Maximizing their investments will help keep the system affordable.

Strategies to support this priority include:

4.1 Partnering with First Nations, local governments and the private sector

4.2 Maximizing federal funding by identifying and obtaining all possible federal contributions to provincial improvement projects

4.3 Engaging with stakeholders and British Columbians in planning future transportation priorities to explore different funding options and to maximize investments going forward
This survey seeks your input regarding transportation improvements in British Columbia as well as feedback about other transportation infrastructure that is important to you.

### 1. MOVING PEOPLE AND GOODS SAFELY AND RELIABLY
Please provide your level of agreement with each of the following strategies to support MOVING PEOPLE AND GOODS SAFELY AND RELIABLY over the next decade:

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### 3. CONNECTING AND STRENGTHENING COMMUNITIES

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4. Please indicate your top three priorities for transportation infrastructure improvements:

   ①

   ②

   ③

4. Please indicate your top three priorities for transportation infrastructure improvements:

   ①

   ②

   ③

5. Please provide any additional comments:

   ______________________________________________________

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To receive updates on B.C. on the Move: A 10-Year Transportation Plan, please complete the following information:

First Name: ________________________________

Last Name: ________________________________

Organization (if applicable): ________________________________

Position (if applicable): ________________________________

Email: ________________________________

Phone (optional): ________________________________

Please indicate which region of the province you live in:

- □ 1. Central Interior (Cariboo)
- □ 2. Central North
- □ 3. Fraser Valley
- □ 4. Kootenays
- □ 5. Lower Mainland
- □ 6. Northeast
- □ 7. Northwest
- □ 8. Okanagan
- □ 9. Thompson Nicola
- □ 10. Vancouver Island – South Coast

Personal information is collected for the purposes of informing B.C. on the Move: A 10-Year Transportation Plan by the Ministry of Transportation and Infrastructure under s. 26(c) of the Freedom of Information and Protection of Privacy Act. Please be aware that any personal information in connection with your response to the survey is collected and stored in Canada by Mustel Group Market Research and not the Government of British Columbia. All responses remain anonymous and are analyzed in aggregate for research purposes only.

For questions regarding the collection of personal information, please contact Senior Manager, Finance and Administration, Suite 4B – 940 Blanshard Street, Victoria BC V8W 9T5, 250-387-3951.
B.C. on the Move
A 10-Year Transportation Plan

We Want To Hear From You

Go to engage.gov.bc.ca/transportationplan to fill in the survey and provide input.

Feedback will be received from October 14 – December 12, 2014.

Public input will be considered, along with technical information, as the Ministry of Transportation and Infrastructure develops its next 10-year plan: B.C. on the Move. There are several ways to provide your input:

• Website: engage.gov.bc.ca/transportationplan
• Mail: P.O. Box 3623 Vancouver Main, Vancouver, B.C. V6B 3Y6
• Email: transportationplan@gov.bc.ca
• At a Twitter Town Hall meeting
• Phone: 1 844 855-4850

Copies of this Discussion Guide and Survey will be available at Service BC Centres, First Nation Band Offices and public libraries across the province (available the week of October 20, 2014).

Learn More About Transportation In Your Region

Visit the website: engage.gov.bc.ca/transportationplan (available as of October 14, 2014) to learn more about transportation in your region and see descriptions of transportation networks and improvements, population and employment trends, and economic highlights for each geographic region in the province, along with opportunities to share your ideas about transportation priorities moving forward.