

## TECHNICAL MEMORANDUM

**TO:** Jay Zammit, President, Fernie Snow Valley Community Association  
**FROM:** Gary Vlieg, P.Eng., Creative Transportation Solutions Ltd. (CTS)  
**DATE:** 3 May 2022  
**RE:** Galloway Lands Development Proposal – Supplemental Transportation Review  
**FILE NO:** 7621-01

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### 1.0 BACKGROUND

As requested, CTS is pleased to submit the following observations based on a review of the Winter Addendum of the transportation impact study (dated 26 March 2022) completed for the proposed development. Please note that this is not a peer review of the transportation study.

The proposed development is located on 457 acres east of the existing Fernie Ski Hill and will comprise 74 single family dwelling lots of at least 2.5 acres each. The proposed development is to be accessed through the existing residential development on Highline Drive and Boomerang Way.

### 2.0 ANALYSIS

The Winter Addendum traffic study completed by Bunt & Associates, is thorough and technically sound but we raise the following points for consideration:

1. CTS concurs with the safety recommendations to lower the speed limit and to provide additional signage but without enforcement, lowering the posted limit will have little effect.
2. Section 4.3 Sight Distance – the table of sight distances provided in the Winter Addendum is only appropriate for level roads – given the topography of the internal road network, the SSD for speeds of 50 km/h or greater increases for downgrades and decreases for upgrades.
3. Section 4.3 Sight Distance – it is not clear if the assessment was undertaken in the field or based on aerial photography/design drawings. If the assessment was undertaken in the field, was it undertaken in winter conditions with snow windrows in place?
4. Section 4.3 Sight Distance – as the internal roads are classified as rural residential with a posted speed of 50 km/h (as per BC Motor Vehicle Act S 146) why does the table not show the SSD for 50 km/h or lower?
5. Section 4.3 Sight Distance – what are the observed sight distances for each of the key internal intersections.
6. The report assumes no traffic growth on Fernie Skihill Road – this is not practical. It is our understanding that there are significant development plans for other parts of the resort. While the Galloway lands traffic volumes are relatively small, growth in traffic to/from the ski hill will accelerate the need for improvements.
7. The Winter Addendum used actual 2022 count data for the updated analysis – for the survey dates, was the Ski Hill operating at typical (pre-Covid) levels?



The background traffic volumes used in the Winter Addendum are based on actual ground counts undertaken during the winter of 2022 and therefore are more accurate than the volumes that were used in the original report. Given the large discrepancy in the volumes it would be prudent to have a more fulsome explanation of the differences between the two reports included in the Winter Addendum.

Regarding construction traffic, we note that the applicants consultant concurred with CTS that a construction traffic management plan should be required as part of the proposed development. See March 23, 2022 memo from Bunt in response to the CTS memo.

We are re-iterating from our previous memo that, from an overall transportation planning perspective, the reliance on a single point of access for the area presents challenges particularly for emergency response or if it is necessary to evacuate the area. A second point of access that connects to Hwy 3 would provide network redundancy to make this community more resilient should an emergency such as landslides or wild fires occur. We note that the residential area to the immediate north has two points of access – Mt. Fernie Park Road and Anderson Road. The response memo from Bunt only notes that this issue is still under review by the applicant.

The applicant has indicated they will work to design and construct a pedestrian pathway system to address local resident concerns. In our opinion this extent, timing and funding of the proposed pathway system should be clarified and made a condition of the rezoning/subdivision.

We concur with the analyses of the Highway 3 Fernie Ski Hill Road and the we concur with the Bunt recommendations to improve safety at this intersection. We recommend that definitive plans for upgrading this intersection, with the input from MOTI, and a funding mechanism, should be put in place as a condition of rezoning/subdivision.

### 3.0 SUMMARY

Based on our review of the Winter Addendum (26 March 2022) CTS has concerns regarding:

1. lack of a second access into the resort
2. not applying a background growth rate to existing resort traffic
3. clarification of the requirement for a CTMP
4. the site line assessment
5. whether the 2022 counts reflect typical operating conditions for the Ski Hill

Should you have any questions regarding this memo, please do not hesitate to contact me.

**CREATIVE TRANSPORTATION SOLUTIONS LTD.**



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