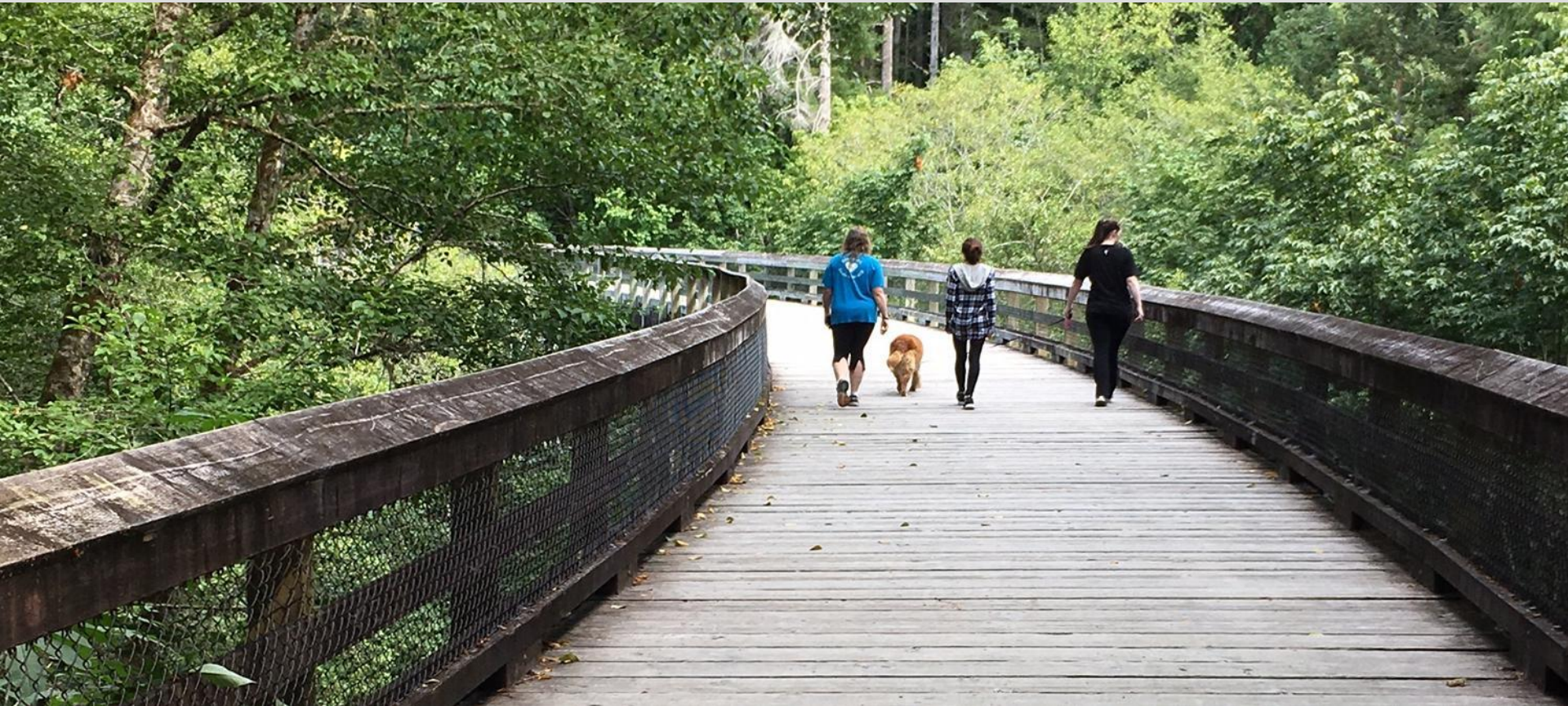


# Friends of Rails to Trails - Vancouver Island

## Presentation to CVRD – January 15, 2019



**fort-vi society**



# Friends of Rails to Trails, Vancouver Island

A diverse group of Island residents who support the re-purposing of the E&N Corridor to a **continuous community trail**.



We appreciate the benefits of modern rail service but we understand from engineering reports, projected high costs and population projections that **the E&N Corridor is not suitable as a modern railway.**

We believe that **the best use of the Corridor is as a multi-use, community trail.**



# Today's Presentation

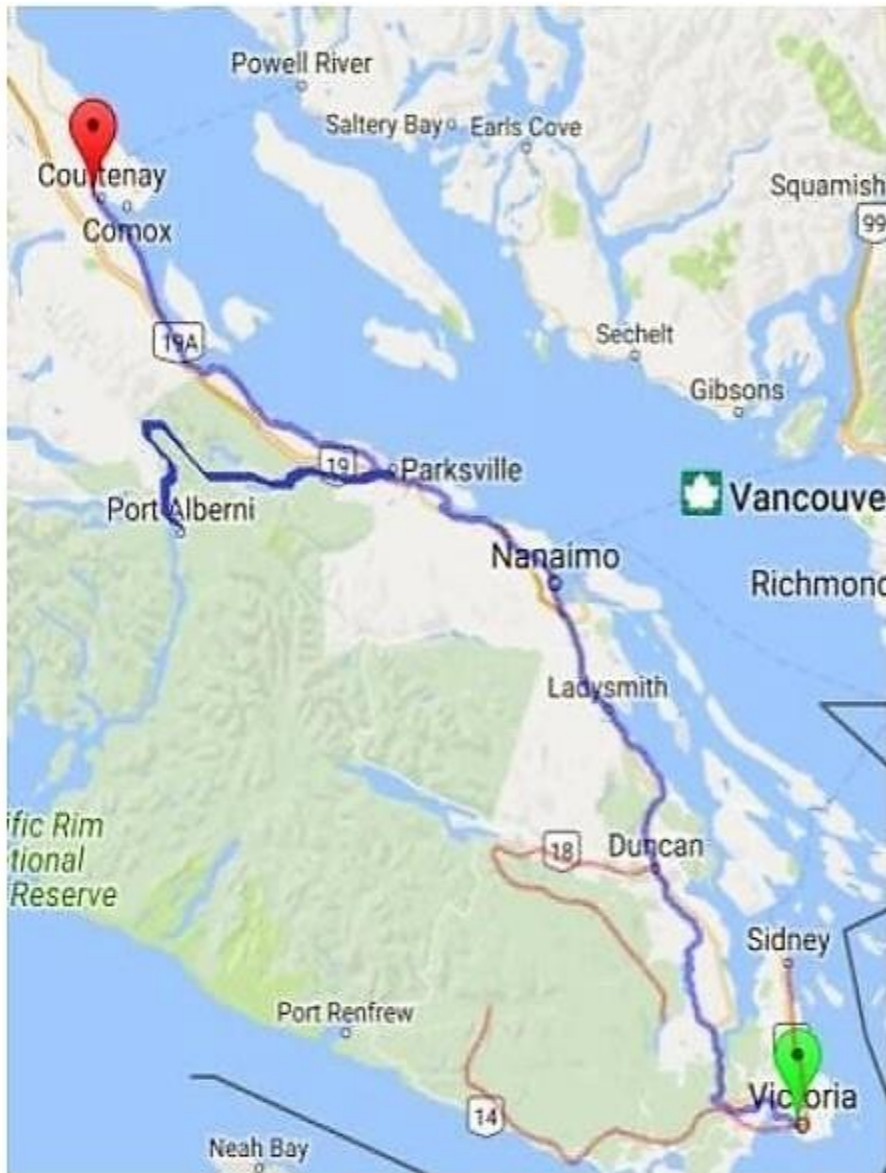
We will explain to you what our vision of a continuous community trail on the Corridor will look like.

We hope that, as a Member of the ICF, you will consider this option for the corridor.

We will provide you with information on how the ICF Constitution can be amended to accommodate this option.



# The E&N Corridor



## E&N Main Corridor

Victoria to Courtenay 224 km

## E&N Branch Corridor

Parksville to Alberni 64 km

**Additional existing rail-trails  
that are linked to this corridor:**  
Lochside/Galloping Goose 80 km  
Duncan to Shawnigan Lake 75 km

# Reasons to Use the Corridor for a Trail

- The Corridor is too narrow for highway use but ideal for a trail.
- It is flat which is perfect for walking, cycling and other non-motorized, low impact vehicles, unlike hiking and sports trails.
- It will serve local communities through tourism and pedestrian scale transportation, providing recreation and opportunities for healthy exercise.



# More Benefits from the E&N Rail Trail

- It will provide economic opportunity and investment, especially for the smaller communities by-passed by the new main highway, creating demand for local facilities, food, accommodation and services.
- These opportunities will also be available to First Nations communities which never benefitted from the railway.
- The trail will be easily accessible throughout most of its length and will safely and cost effectively intersect with existing roads and trails.
- The trail will provide safe and direct connections within and between communities, especially for children, senior citizens and those with mobility issues, encouraging a combination of healthy exercise and transportation.



# Successes of Other Rail-Trails

- La Route Verte in Quebec was only partially complete when revenue from this multi-use trail was already \$95.4 million per year, corresponding to approximately 2000 jobs and \$27 million in taxes. In 2005, cyclists spent an average of \$93 per day, higher than the Provincial average of \$66 for other tourists.
- Support and enthusiasm from First Nations, Regional Government and Volunteers purchased and built the Kettle Valley Rail Trail in Kelowna which now attracts over 40,000 users annually.
- In Coeur d'Alene, Idaho, the Mayor of nearby Wallace estimates that the town derives over \$3 million annually in tourist revenue from the their section of the rail trail alone.
- The Okanagan rail trail is now underway after a successful citizen campaign resulted in Government purchase of the former CP rail corridor.

# Support for the E&N Trail

- More than 3500 petitions have been signed in support of a trail, of which more than half are from the Comox Valley)
- A Regional District of Nanaimo motion in June of 2017 asking the ICF to convert that Corridor to trail from Parksville to Courtenay -- and later that summer there were similar requests by the Village of Cumberland and City of Nanaimo.
- ICF has given no consideration to this option.

The Province and Stakeholders created the ICF to save the Corridor.

The ICF Constitution includes as a purpose “support of passenger and freight rail services”

Perhaps for this reason, the ICF board is largely made up of rail supporters.





# Impossible Task and Wasted Resources

- The original Provincial study (IBI, 2010) concluded: \$600 million capital cost plus \$20/passenger trip; likely now in excess of \$1 billion and more than double the passenger subsidy

## **On-going, inherent , likely intractable Issues**

- Alignment and geometry: “S” curves and tight corners limit speed and travel times to well below that of highways
- High number of uncontrolled level crossings – now more than 240
- Deteriorated infrastructure
- **But mostly insufficient population now and into the foreseeable future**
- A study by the Ministry of Transportation (Stantec Engineering, 2007) concluded that restored rail service would divert no more than 1% of Malahat traffic volume and that alternate service could be provided at less than half the cost.

# Examples of Unsupported Rail Proposals

- No cost/ benefit analysis of cross-shipping freight via rail from Port Alberni to Vancouver, nor financial support for the necessary loading facilities in Pt. Alberni.
- No estimate of realistic potential contribution of partnering with seasonal cruise ships and tourist trips for passenger service.
- No estimate of impact on the Malahat: no estimate of the number of passengers needed nor on what schedule.
- Cost of service, estimates of travel time, schedule frequency, towns served and timelines are unknown.
- There is no connection to downtown Victoria.
- No presentation of a long range Island transportation vision.

# **“Rails-With-Trails”**

- Trails built on the E&N right-of-way are built and paid for by the Districts under agreements with the ICF.
- These trails are discontinuous, the biggest drawback to trail users; they do not have access to bridges and trestle and difficult terrain. A Nanaimo District study (Lanarc/Newcastle, 2009) identified as many as 40 impossible sections to build adjacent to the tracks and many more that would be difficult.
- The cost of construction is 2 to 10 or more times higher on account of environmental assessments, duplication and/or rerouting of drainage, new groundworks and, especially, federally regulated railway traffic and safety controls.
- They are usually built using infrastructure tax funds which would otherwise be available for other municipal services.



# Status of Rail

- No progress in 10 years, loss of funding, steady increase in projected costs.
- Increasingly evident that modern and efficient, reasonably high speed **passenger** service is not feasible using the E&N.
- There is little **freight** demand as the island shifts from a resource based economy -- railways do not provide flexible point to point, short run service-on-demand needed for other commercial shipping.

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**We are back where we started.**

**We need to find a better use for this valuable public asset.**



# Most Recent Developments

- Within the past month Province failed to deliver the ICF endorsement Executive Director Larry Stevenson anticipated at his recent round of public “open houses”.
- Instead, the Government mandated an up-to-date assessment of the Corridor infrastructure.
- In a CBC interview two weeks ago, MLA Mitzi Dean said that the assessment “will inform our decision of what this corridor can offer to our communities”.



# Our Vision

- Remove the rails and re-purpose the rail bed for a multi-use community trail.
- We believe this is the only economically viable and socially responsible option that works for the whole Corridor and that it is the best public use for this important public asset.

**All this, at a fraction of the cost of “Rails With Trails” and nowhere near the capital and operating cost of an underutilized railway.**





# Benefits for Locals

- Residents would utilize the trails for commuting or pleasure while avoiding the hazards, congestion environmental issues of the road.
- Cyclists could travel between local communities for shopping, work or pleasure.
- Walkers and hikers could pick up the trails at any location for recreation and community socialization.



# Benefits for Tourists

- The trails will be a drawing card for national and international tourists, linking Island communities and attractions.
- Existing train stations will be given new life being used by community groups and providing information services on accommodation, attractions and the like.



# What your Board can do

1. Ensure that Provincially supported use of the Corridor is fact-based.
2. Develop an active, accountable presence on the ICF Board.
3. Work to modify ICF constitution, if necessary, to include all options for use of the Corridor in the interest of promoting its best public use.





# Thank You

- We appreciate this opportunity to present ourselves and hope this meeting will open further discussion on how we might work together on what we see as a multi-community project.
- Further information about us can be found at our website:

fortvi.ca



**From:** Comox Valley Regional District [<mailto:no-reply@cprdwebsite.ca>]

**Sent:** Saturday, November 03, 2018 8:04 AM

**To:** administration <[administration@comoxvalleyrd.ca](mailto:administration@comoxvalleyrd.ca)>

**Subject:** Form submission from: Request to Appear as a Delegation

Submitted on Saturday, November 3, 2018 - 08:04

Submitted by anonymous user: 98.172.76.99

Submitted values are:

Name(s) of person(s) speaking: Denise Savoie

Sherry Durnford

Ian Andersen

Organization Information

Organization you are representing: Friends of Rails to Trails

Primary purpose of the organization: To utilize the old E&N corridor

Number of members: 1,500

Mailing Information

Mailing address: #602, 150 Promenade Drive

City: Nanaimo

Postal code: V9R 6M6

Contact name: Sherry Durnford

Meeting Details

Subject matter:

Goal is to familiarize Board members with the concepts of Rails with Trails versus Rails to Trails for the E&N rail corridor and to present costs and timelines of each.

Specific request of the regional district, if any (i.e. letter of support, funding):

Letter of support

Requested meeting date: Dec. 4, 2018

Audio-visual equipment needed: overhead projector and screen

Information for contact purposes only

Telephone number:

Email address:

The results of this submission may be viewed at:

<https://www.comoxvalleyrd.ca/node/1746/submission/1673>

## **F.O.R.T. VANCOUVER ISLAND**

### **Island Corridor Foundation: Process for amending the purpose.**

The IslandCorridor Foundation (ICF) is Governed by The Canada Not-For-Profit Corporation Act and its own Articles and By-laws. The Articles lay out the purposes of the organization.

The Members of the ICF are the are the five Regional Districts and the five First Nations who are on or adjacent to the corridor who each nominate a director to the ICF Board. The board then appoints two members at large to complete the 12 director board. The board governs the ICF in accordance with its Articles and by-laws.

The members of the ICF can request the board of the ICF to call a special meeting of the organization at which each member has a designated representative. The designated representative for the meeting of members need not be the same person as nominated by the member as director to the board. The representatives at the special meeting may make, consider and pass a special resolution to amend the Articles or By-laws.

The procedure is as follows:

In accordance with the ICF By-laws:

Section 2.5 - Members calling a members meeting:

The board of directors shall call a special meeting of members in accordance with section 167 of the Act on written requisition of the members carrying not less than 5% of the voting rights. If the directors do not call a meeting within 21 days off receiving the requisition, any member who signed the requisition may call the meeting.

Section 2.2 - Designated Representatives of Members:

Each member shall appoint a designated representative to exercise its rights, including voting rights, at any meeting of members. The designated representative for meetings of members need not be the same person nominated by the member for director.

In accordance with the Canada Not-For-Profit Corporation Act:

Part 13 Fundamental Changes:

Amendment of articles or by-laws:

197(1) A special resolution of the members - or, if section 199 applies, to each class or groups of members - is required to make any amendment to the articles or the by-laws of a corporation to:

(j) change the statement of purpose of the corporation

Notes on the process:

- The processes for calling a meeting and voting are dealt with in sections 2.3 and 2.4 of the ICF by-laws.
- The distribution of votes is dealt with in the ICF Form 4031 Articles of Continuance. There are five Regional Districts who have collectively a total 100 votes. There are 5 (or 14 in the articles) First Nations who also have collectively a total of 100 votes. The total votes is 200
- 5% of the members voting rights can call a meeting. 5% of 200 is 10 votes. Therefore one Regional District (20 votes) can call a meeting.
- The resolution at the meeting would be a special resolution which is defined in the act as a resolution requiring a two-thirds majority of those present.
- The act states that where quorum is not defined in the articles a quorum shall consist of a majority of the members.



## F.O.R.T. VANCOUVER ISLAND

### DISCUSSION POINTS REGARDING THE BEST PUBLIC USE OF THE E&N CORRIDOR

#### BACKGROUND:

- The corridor is owned by The Island Corridor Foundation (ICF), a Federally registered non-profit organization established to hold and manage the corridor. The ICF is governed by the Canada Not-For-Profit Corporation Act and its own Articles and By-Laws. There is a procedure for amending the Articles including removing supporting a railway from the purposes of the organization.
- The ICF is governed by a board of directors appointed by the membership of the ICF which is the five Regional Districts and the five First Nations who are on or adjacent to the corridor.
- After many years of declining ridership, rail service on the corridor was shut down by the regulator in 2010 for safety reasons. No business plan to restore service has been made public.

#### WHY RAIL SERVICE IS NOT THE BEST USE:

- The railway was built in the 1870's to carry coal more efficiently than in horse drawn wagons. An act of Parliament allowed it to be built cheaply with tighter curves than were normally allowed. Because of this the maximum allowable vehicle speed on the right of way is about 65 Km/Hr (1) . This eliminates any kind of rapid transit even if the rails were replaced and it cannot carry traffic at highway speeds.
- A 2010 report by IBI Consulting (2), for the Province, estimated the total costs to bring the rail infrastructure up to a safe condition at more than \$600 million. The same report found that a \$20.00 subsidy per passenger trip would be required for operation. This is much higher than any other operating railway they studied.
- The West Coast Express, for instance, carries 11,000 people daily for a subsidy of \$6.00 per passenger trip. This subsidy makes sense because the train makes a significant contribution to a transportation problem and is part of a transportation plan. Subsidising E+N rail service to carry at best, 50 to 100 people a day is neither viable nor sensible. Halcrow consulting expressed this as carrying less than 1% of the traffic on the Malahat for an operating subsidy of \$1 million a year (3). Halcrow also pointed out that this demand could be met by express busses at half the cost of rail and without the massive costs of rebuilding a victorian railway.

- Many roads have been built since construction of the railway. There are now more than 240 roads crossing the right of way. No estimate of the costs to bring them up to modern standards has been done. The IBI report did suggest that some grade separations costing \$15 - \$20 million dollars each may be needed.
- In short, bringing the railway up to safe standards will be very costly and it will not result in a modern railway since the original design limitations will remain. Also, because of present and predicted future population densities on the East Coast of the Island, the potential passenger and freight traffic will not justify the large investment and continuing high subsidies required.

### WHY A MULTI-USE TRAIL IS THE THE BEST PUBLIC USE:

- Changes in transportation technology away from heavy rail has led to the repurposing of former rail rights of way all over the world as highly successful multi-use trails. There are many reasons for this success. Generally the rights of way are too narrow for highways but just right for trails, they are flat - perfect for cycling and they often connect settlements now by-passed by larger highways where they can support and rejuvenate small business and tourism opportunities.
- A right of way preserved as a continuous corridor is especially valuable. The Kettle Valley Trail in the Okanagan has quickly become a major tourism draw with significant supporting economic spin-offs. The Galloping Goose Trail in Victoria which attracts up to 2500 cycling trips daily and the same number of pedestrians has become a very significant element of the transportation and recreational network.
- The Route Verte is a multi-use trail system in Quebec. In 2000 when only partially complete, cyclists on it spent \$95.4 million dollars corresponding to approximately 2000 jobs and \$27 million in taxes. In 2005 bike tourists spent \$93 per day, higher than the \$66 dollar average of other tourists (4).
- First Nations on the E+N railway have benefitted little from the rail service and have lost utility on their territories because the railway is a barrier. First Nations in other parts of Canada have benefitted economically and culturally from the opportunity trails provide. A recent Globe and Mail article these First Nations opportunities is attached.

### WHY RAIL WITH TRAIL IS NOT A GOOD PUBLIC OPTION

- The continuity of a trail is important. Small local sections of trail may have some value but the larger potential of the corridor is lost when connection is lost. There

are many sections on the right of way where rail and trail is not practical such as bridges, embankments and cuttings. Nanaimo has identified 40 such sections in its Regional District. To have a continuous trail the rail must be removed. The Okanagan Region used the value of the rails removed to offset the costs of the trail.

- The costs of constructing trails beside the rails is much higher than for trail alone. The E+N trail beside the rails in Victoria cost more than \$2 million per Km. to construct. An estimate obtained from the capital Regional district to build a compacted gravel trail was \$65 thousand dollars per Km. The huge additional cost comes from the costs of bridges, crossings, barriers and the high safety measures imposed by the pretence of dual use.

#### References:

- (1) Trans-Canada Highway 1 - Malahat Corridor Study  
Ministry of Transportation  
Final Report, July 2007  
(Stantec)
- (2). Ministry of Transportation and Infrastructure  
Evaluation of the E+N Railway Corridor: Foundation Report  
Summary Report 2010  
(IBI Group)
- (3) Trans-Canada Highway 1 - Malahat Corridor Study  
Appendix K  
Assessment of Inter - Regional Transit Options, July 2007  
(Halcrow Consulting)
- (4). The Economic Benefits of Bicycle Infrastructure Investments  
League of American Bicyclists