

### 2.1.2 Transportation Links

*Highway:* The Shuswap area is situated in the southern Interior of British Columbia, approximately half way between Vancouver and Calgary on Trans Canada Highway #1. To the south is the Okanagan Valley -- a major year-round tourist destination -- linked to the Shuswap by Highway 97. The mountainous area to the east encompasses Revelstoke and Golden, while Kamloops is situated due west. Trans Canada Highway #1 (TCH) runs roughly east-west through the study area, connecting Revelstoke, the communities of the Shuswap, and Kamloops.

TCH #1 and Highway 97 are the principal routes for visitors travelling to and from the Shuswap region. Travellers to and from the west coast generally use the Coquihalla Highway or TCH #1, or travel through the Okanagan Valley and up Highway 97. Those travelling to/from southernmost BC or the Kootenays also use Highway 97, while travellers to/from points east such as Alberta generally use the TCH#1.

The provincial Ministry of Transportation and Highway (MoTH) tracks highway traffic at location counters throughout BC. The counters provide information on Summer Average Daily Traffic, which reflects both year-round regional and tourist traffic. On all routes throughout the Shuswap highway system, there are several of these MoTH counters. The data collected show that traffic volumes in the Shuswap region have, in most cases, been steady or growing slowly over the past five years, with the exception of Highway 97 between Vernon and Monte Creek. (However, it should be noted that traffic volumes are variable from year to year.)

Traffic volumes in Salmon Arm are considerably higher than at Sicamous and Sorrento. This can be explained by the larger proportion of local traffic in the vicinity of Salmon Arm. Overall, traffic on TCH#1 has increased between 1996 and 2000, rising 4.5 percent in Salmon Arm, 1.9 percent in Sicamous, and 3.8 percent in Sorrento during this period. The volume of traffic between the Shuswap and the Okanagan regions has also increased, rising 3.8 percent and 2.7 percent on Highways 97A and 97B respectively. Traffic on Highway 97 at Falkland declined 23 percent between 1996 and 2000.

	<b>1996</b>	<b>2000</b>
TCH #1 at Salmon Arm <sup>1</sup>	15,492	16,195
TCH #1 at Sicamous <sup>2</sup>	7,270	7,405
TCH #1 at Sorrento <sup>3</sup>	9,183	9,528
Highway 97 at Falkland <sup>4</sup>	4,061	3,125

<sup>1</sup> traffic counter .2 km. east of Salmon River Road in Salmon Arm

<sup>2</sup> traffic counter 1.6 km. west of Bruhnbridge

<sup>3</sup> traffic counter 1.1 km east of Squilax Englemont Road

<sup>4</sup> traffic counter 9.2 km north of Churchill Road North of Falkland

Highway 97A at Sicamous <sup>5</sup>	7,546	7,830
Highway 97B at Salmon Arm <sup>6</sup>	7,044	7,235

Source: Ministry of Transportation and Highways

Greyhound Canada offers daily bus service from Vancouver, Kamloops and Calgary to Salmon Arm. Some chartered tour buses travel through the study area, but generally only stop at the Quaaout Lodge near Squilax.

*Air Travel:* To reach the Shuswap region by air, travellers must use the Kamloops or Kelowna airports. There are small airports at Golden, Revelstoke and Salmon Arm, but they are used primarily by charter airlines, and do not serve any scheduled carriers.

*Ferry Service:* Until the fall of 2001, the Shuswap Ferry service plied Shuswap lake between April and October, from Sicamous to Anstey Arm and Seymour Arm. The loss of its provincial government subsidy has forced the company to reduce its service, which no longer runs to Seymour Arm. It is now used for delivery of freight to various communities and cabins along the lake shore. No passenger transportation service is provided, however a water taxi service is available in Sicamous.

*Rail:* C.P. Rail's main line traverses the Shuswap region, paralleling TCH#1. On average, 35 to 38 trains per day travel this line, mostly carrying freight. The Rocky Mountaineer travels the CP Rail line three times per week, but does not stop regularly in the Shuswap region.

The Kelowna Pacific Railway also travels through the study area on the CN rail line, with the route extending from Campbell Creek to Armstrong, and passing through Falkland. The KPR is a joint venture of KnightHawk Rail, a wholly owned subsidiary of KnightHawk Incorporated, and of New York & Lake Erie Railroad.

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<sup>5</sup> traffic counter 1.6 km south of TCH #1

<sup>6</sup> traffic counter .3 km south of TCH #1