

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 19, 2014

10:00 A.M

LYTTON

ATTENDEES/AFFILIATION	Christine Brown, Lytton First Nation Terry Raymond, Siska Traditions Society
MOTI REPRESENTATIVES	Paula Cousins, District Manager, Thompson Nicola District, Ministry of Transportation and Infrastructure (MoTI) Brent McDonald, Area Manager & District Development Services, Merritt Area, MoTI
NOTE TAKER	Carrie Peacock, Kirk & Co. Consulting Ltd.
KEY THEMES:	
1)	Highways and side roads: Participants expressed safety concerns related to recent speed limit increases (i.e. near Hells Gate), and requested they be reduced.
2)	Highways/Bridge: Participants expressed safety concerns regarding industrial traffic pulling off the highway near Alexander Bridge.
3)	Highways and side roads: Participants expressed concerns regarding the shutting down of rest areas. Rest areas should be kept open and maintained, at least a month after summer ends.
4)	Highways and side roads: Participants noted safety issues related to Highway 12, and the blind corner on Mile Hill. Pedestrians or cyclists on the highway, particularly at the top of Mile Hill have minimal space between traffic and the guardrail. To improve safety, reduce speed limits, and switch the non-enforceable yellow traffic speed signs (curve warnings) to enforceable white traffic speed signs.
5)	Bridges: Participants confirmed Lytton First Nation's priority for a bridge, to replace the seasonally available ferry.
CHALLENGES AND OPPORTUNITIES	
Funding for new infrastructure and for safety improvements to existing infrastructure.	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
Lytton First Nation:	
<ul style="list-style-type: none"> The participant from Lytton First Nation confirmed her role as Emergency Coordinator for Lytton First Nation, and requested to receive email notifications for incidents on Highways 1, 8 and 12. An accident occurred earlier in the day at a common accident location (at Spintlum). While Drive BC offers updates on traffic internet access is not always available. Notification of this meeting in advance would have been appreciated. The local MoTI Representative agreed to follow up to Lytton First Nation was included on the VSA local email notification distribution list. The participant from Lytton First Nation expressed safety concerns regarding Highway 12, and the blind corner on Mile Hill, noting that there are often sheep and pedestrians on the road. Any pedestrians or cyclists on the highway, particularly at the top of Mile Hill had minimal space between traffic and the guardrail. Speeds should be reduced there. A MoTI representative confirmed that between Lytton and Lillooet there are "Share the Road" signs posted. Alternatively "Narrow Road" signs could be posted at the corners on Highway 12. The participant from Lytton First Nation noted that Highway 12 is a major concern for the Lytton First Nation. She requested consideration be given to reducing the speed limit, and switching the non-enforceable yellow traffic speed signs (curve warnings) to enforceable white traffic speed signs. The participant from Lytton First Nation confirmed that one of Lytton's key priorities was for bridge access across the river, instead of a ferry. The ferry currently operates only three months of the year. When the ferry is not operating, CN Rail staff and Lytton First Nation members help residents transport water and groceries over the pedestrian bridge. 	
Siska Traditions Society:	
<ul style="list-style-type: none"> The participant from Siska Traditions Society requested improved efforts to inform communities about road closures. The public needs to know what's going on. Sometimes times estimates reported on road closures, are unrealistic. The participant from Siska Traditions Society expressed concerns regarding industrial traffic pulling off the highway near Alexander Bridge. There is a park nearby where tourists pull out. This will be problematic in the summer. The participant from Siska Traditions Society expressed concerns regarding the shutting down of rest areas. A school bus recently had to park on the side of the road. It is important to keep rest areas open, at least a month after summer ends. Many people start traveling when school goes back in, at a time when the rest areas are closed. The participant from Siska Traditions Society expressed concerns regarding the slide area between Lillooet and Lytton, which tour buses disliked passing through. The MoTI Representative confirmed that a cost effective fix for the slide had not been determined. The participant from Siska Traditions Society requested that rutting near Jackass, Tank Hill and at Blue Lake be addressed. Despite paving efforts the rutting always returns. Water pools easily in ruts on rainy days. The participant from Siska Traditions Society noted that with the recent increase in speed between Jackass and American Creek Hill, there are concerns in the community regarding speed around Hells Gate. The speed limit has increased to 100 km/hr. Given the design of the road and the summer tourist traffic, this is not likely a wise decision. The participant from Siska Traditions Society requested that MoTI monitor the corner by Gladwin where the outside corner edge of the highway is eroding. Similar erosion is occurring on the highway near Boston Bar. The MoTI Representative confirmed that engineers were monitoring the erosion. 	

- The participant from Siska Traditions Society suggested that the local highways maintenance contractor should be taking care of the frequent accident location (near Spintlum) and other spots where similar weather issues occur consistently. Problem areas should be salted and sanded routinely this time of year.

2) Growing the Economy

No comments were provided.

3) Connecting and Strengthening Communities

Lytton First Nation:

- The participant from Lytton First Nation noted that medevac helicopters could land at the school or at the community center in Boston Bar, as required.

Siska Traditions Society:

- The participant from Siska Traditions Society confirmed that a key could be obtained from the airport owner, to the gate accessing the Lytton emergency strip. The Boston Bar airport runway is operated by FVRD, and has been used as an emergency strip. Between Lillooet and Ashcroft the next airport strip (used during the fire season) is in Hope.

4) Maximizing Collaboration and Investment with Partners and Stakeholders

No comments were provided.

TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

Reopening and maintaining rest areas along the highway.

Safety improvements and widening of Highway 12.

A bridge in Lytton to replace the seasonal ferry.

ADDITIONAL COMMENTS/DISCUSSION

No additional comments were provided.