

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 28, 2014

11:30 A.M

HOPE

ATTENDEES/AFFILIATION	Steven Patterson, Yale First Nation Pedro Moreno, Yale First Nation
MOTI REPRESENTATIVES	Renée Mounteney, Deputy Director South Coast Region, Ministry of Transportation and Infrastructure (MoTI) Mike Kelly, Operations Manager, Chilliwack Area, MoTI
NOTE TAKER	Christel Guenette, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Cycling and pedestrian: Participants expressed the need for a pedestrian and cycling overpass to provide safety for those wanting to cross the highway.	
2) Highways: Participants expressed concern with access to and from the Chawathil community from the highway to maintain safety for residents and for children accessing school buses.	
3) Highways and side roads: Participant noted the need for improved incident management related to road closures and fatalities along major routes to better inform motorists to take detour routes.	
CHALLENGES AND OPPORTUNITIES	
This item was not discussed at the meeting.	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> Participants from Yale First Nation expressed the need to widen the highway between Chilliwack and Abbotsford. City traffic travels through the valley during holidays and vacations, which creates congestion. Vehicles have been backed up as far as Popkum Road. People are moving from the valley into Hope increasing the amount of traffic. Participants from Yale First Nation expressed the need for cooperation between law enforcement and MOTI. When an accident closes Highway 1 by the “s-curves”, law enforcement needs to notify MOTI to start a protocol to divert traffic off the freeway. When motorists are left waiting in their vehicles for a long time, it can lead to road rage. Participants from Yale First Nation expressed the need for lighting along the bluffs on Highway 7. Pedestrians and cyclists use the road to travel to town. When travelling at night, vehicles often cross over the lines through the curves. When pedestrians and cyclists are using the shoulders, they are in danger of being struck by a vehicle. 	
2) Growing the Economy	
<ul style="list-style-type: none"> Participants from the Yale First Nation expressed the need for left hand turn lanes along Highway 1 by the Lake of the Woods. It was suggested that cycling paths be created to encourage visitors to leave their cars at home. Cyclists enjoy biking this route and stopping at the lake. 	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> Participants from the Yale First Nation expressed the need to “re-think” the road configuration on the Chawathil Reserve at Ross Road and Highway 1. Trucks driving down the hill pick up speed making it dangerous for motorists wanting to make a left hand turn. Similarly, trucks pick up speed before the hill to gain momentum to make it up the incline. Merging traffic needs to cross over these speeding trucks if they desire to make a left hand turn which occurs very quickly after merging. In the winter, trucks will pass cars on the double line in order to gain momentum to drive up the hill. Participants from Yale First Nation noted that the train bridge into Hope is precarious for cyclists and pedestrians to cross, as it has no pedestrian or cycling facilities. Participants from Yale First Nation noted the importance of replacing lights when they burn out along the highways. Participants from Yale First Nation expressed the need for a transit system further than the Fraser Valley. Members would like to return to living on the reserve and require a way to access employment should they choose to return. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> Participants from the Yale First Nation noted the need for assistance in developing an active transportation trail into Hope, which would be better used by the community. Participants from the Yale First Nation noted the potential for an inland port system to bring goods further inland for trucks to pick up, which would result in removing that traffic from the highways. 	

TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> Participants from Yale First Nation noted the need for left hand turn lanes along Highway 1 by the Lake of the Woods to accommodate the increased traffic. 	
<ul style="list-style-type: none"> Participants from Yale First Nation expressed the need for a safe pedestrian crossing along Highway 1 and Ross Road. 	
<ul style="list-style-type: none"> Participants from Yale First Nation expressed the need for lighting along the bluffs on Highway 7. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> It was questioned if MOTI could build separate bike paths, if it was not feasible to run them alongside the highway. Ms. Mouteney responded that it happens occasionally, but the usual practice is to accommodate cyclists through widening highway shoulders. 	
<ul style="list-style-type: none"> It was noted that the highway through Yale First Nation was adequate at this time although there appears to be an increase in traffic. 	