

B.C. on the Move: Engagement Meeting Notes

DECEMBER 8, 2014

11:00 AM

CHEMAINUS

ATTENDEES/AFFILIATION	Kathleen Johnnie, Lyackson First Nation
MOTI REPRESENTATIVES	Renée Mounteney, Deputy Director South Coast Region, Ministry of Transportation and Infrastructure (MoTI)
NOTE TAKER	Carrie Peacock, Kirk & Co. Consulting Ltd. (attended via teleconference)
KEY THEMES:	
1)	Transportation planning: The participant strongly encouraged a balanced approach that considers the socio-economic impacts of transportation improvements. Any improvements considered should not drive-up prices and the cost of living, as this would adversely impact Aboriginal citizens.
2)	Transportation planning: The participant requested that any transportation improvements be mindful of climate change implications and opportunities for greenhouse gas reductions (i.e. avoid traffic changes that results in more vehicle idling).
3)	Highways and side roads: The participant stressed that consideration be given to future opportunities for Lyackson to connect with existing provincial services and access points (i.e. transit, roads, rail, etc.).
4)	Highways and side roads (signage): The participant requested that the reflect-ability of existing directional signage be improved as soon as possible, to avoid drivers missing their turn off, and having to backtrack.
CHALLENGES AND OPPORTUNITIES	
	<ul style="list-style-type: none"> The Lyackson First Nations citizens had not yet determined which transportation aspects to pursue.
MOVING FORWARD – STRATEGIES	
1)	Moving People and Goods Safely and Reliably
	<ul style="list-style-type: none"> The participant from Lyackson First Nation requested signage be improved and maintained. Some directional signage is in poor condition. Much of their reflectivity has worn off, which could cause drivers to miss their turns. The extra back tracking caused by missing exits, will negatively impact the environment. The participant from Lyackson First Nation stressed that the community wanted to see transportation initiatives that reduced climate change.
2)	Growing the Economy
	No comments were provided.
3)	Connecting and Strengthening Communities
	<ul style="list-style-type: none"> A participant expressed concerns regarding the safety of some old roads, which were not designed for cyclists. Safer routes for cyclists should be considered. We need greater consideration of cycling route options. The Trans Canada trail is partially graveled. It is concerning that some bike lanes are just part of an expanded shoulder. A participant suggested that a railway corridor be created on Vancouver Island to alleviate highway pressures and climate change impacts. The railway would help balance socio-economic conditions, from Campbell River to the Capital Regional District. A participant noted that the community had purchased a small bus to serve, and potential connect with existing transit stops to provide access to employment, shopping, appointments or otherwise. A participant noted that efforts were being made to identify existing access points, and tie in locations for passenger rail or otherwise. Opportunities to tie in with existing rail or transit points would make sense, near lands identified as Lyackson's additions to reserve.
4)	Maximizing Collaboration and Investment with Partners and Stakeholders
	<ul style="list-style-type: none"> A participant noted that given the short time frame, she was unable to ask the community for comment. R. Mounteney, MoTI, noted that while there would be a 10-year Transportation Plan developed with short, medium and long-term goals, conversations with MoTI could continue to develop. A participant requested that through the transportation planning process, the province step up with transportation improvements or alignment of resources and services, to help members get where they needed to go.
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
	<ul style="list-style-type: none"> Improvements to road signage.
ADDITIONAL COMMENTS/DISCUSSION	
	<ul style="list-style-type: none"> A participant noted that roads on Valdes Island were private. The only public roads were through the park, as the park is public. Some roads have been developed, although Lyackson owns 1/3 of the island.

<ul style="list-style-type: none"> • A participant noted that community members had not yet confirmed what type(s) of access (if any) they preferred, to connect Valdes Island to Vancouver Island. Once studies and the community's vision had been completed, they could be shared.
<ul style="list-style-type: none"> • A participant noted that there are currently no Lyackson-owned roads, bridges or ferry to their island, and no immediate interest in changing this. Lyackson citizens were not currently living on the island (Valdes Island), which may change in the future as efforts are being made to bring people home. The only access to the island is via Lyackson's boat. Many Lyackson citizens live in nearby areas (i.e. from Campbell River to Victoria) around employment hubs or education facilities.
<ul style="list-style-type: none"> • A participant indicated that the community's current focus was on a land use plan. Citizens were being asked what they needed to live, work and play on their island.
<ul style="list-style-type: none"> • A participant acknowledged the citizens' concerns regarding access to Vancouver Island over the next ten years. They were concerned that the Cowichan Valley could become a "bedroom community" to Victoria (similar to what Chilliwack has become to Vancouver).
<ul style="list-style-type: none"> • A participant acknowledged the December 12, 2014 deadline for submissions on the plan, noting that feedback may still be submitted to R. Mounteney or to the email address indicated in the discussion guide.
<ul style="list-style-type: none"> • A participant expressed concerns about the impacts of transportation improvements on the cost of living in Cowichan Valley. This would be problematic for Aboriginal people living in the community, who needed opportunities to earn a good living wage. A number of Aboriginal people resided in sub-standard accommodations (some without toilets – just holes in the floor) and as such, it was important the price of living not be further driven up.
<ul style="list-style-type: none"> • A participant noted that the community has title interests in the Lower Mainland and would be providing some comments on the bridge replacing the George Massey Tunnel, due to the potential impacts on the fisheries resource there. Transportation in the Lower Mainland was already bad – additional traffic idling will have detrimental impacts.
<ul style="list-style-type: none"> • A participant stressed that highway improvements that adversely affect the Lyackson people while promoting others' circumstances, could not be supported. Lyackson citizens wanted to reside in healthy living circumstances. When contemplating transportation improvements, it is critical to consider the socio-economic impacts on First Nations people.
<ul style="list-style-type: none"> • A participant stressed that transportation improvements should not just focus on getting people out of the city. The community is looking forward to the future, and coming to the table with the MoTI to discuss transportation issues.